

## Figures

### Construction and early operation of the New York State Barge Canal System

Historic photos from the collections of New York State Archives, Albany, NY



Figure 1 – Tug Geo. E. Lattimer leaving Lock E17 with a tow, September 15, 1921, Erie Canal, Lock E17, Little Falls, Herkimer County

The Barge Canal structures and buildings in these photographs remain in service. The vessels, construction machinery, and workers are gone.

## Rock Cuts

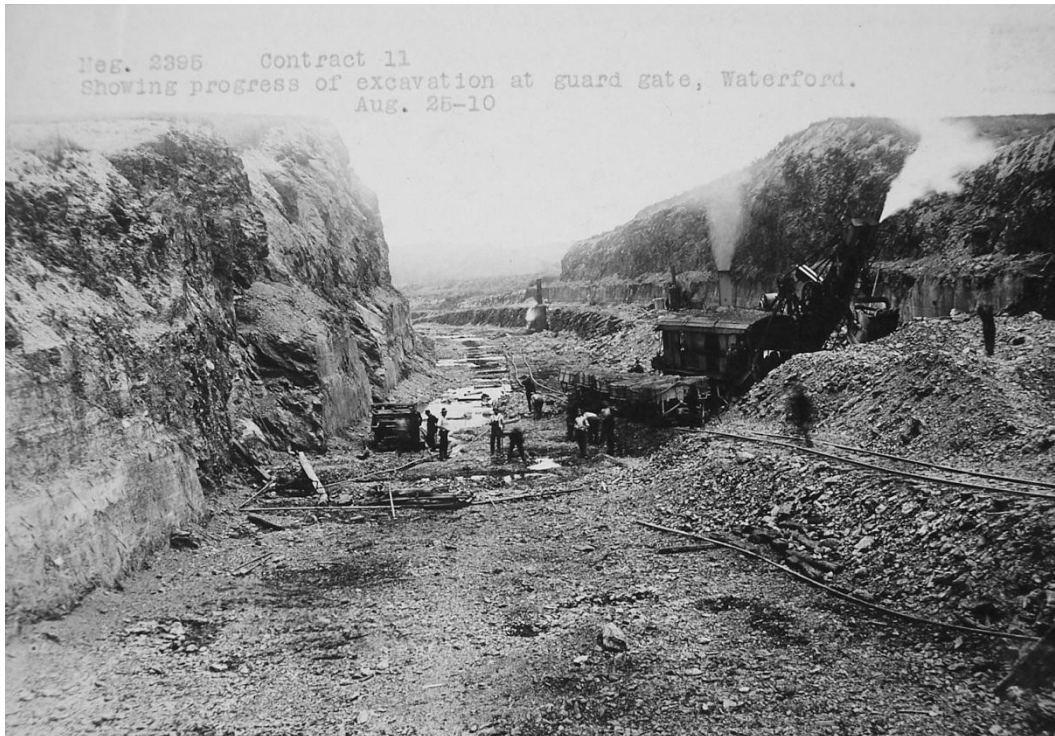


Figure 2 Erie Canal, carving the "Deep Cut" above Lock E6, Waterford, Saratoga County, August 25, 1910 (Contract 11)



Figure 3 – Deep Cut completed, Waterford, Saratoga County, September 28, 1922

## Rock Cuts



Figure 4 - Erie Canal, "Grab Machine" Deep Cut, Rochester, Monroe County, ca. 1909 (Contract 6)



Figure 5 - Deep Cut completed, Rochester, Monroe County, July 22, 1921

## Excavators



Figure 6 – Erie Canal, excavator working on the “Anthony Cut” west of Oneida Lake, Onondaga County, May 26, 1908 (Contract 12)



Figure 7 – Erie Canal, Lubecker Machine, used to widen existing channels, near Sylvan Beach, Oneida County, October 1, 1906 (Contract 4)



## Dredges



Figure 8 – Erie Canal, Dipper Dredge *Hurricane* widening the “State Ditch” west of Baldwinsville, Onondaga County, June 7, 1909 (Contract 5)



Figure 9 – Erie Canal, Hydraulic Dredge *Ontario* with cutters raised, near Montezuma, Cayuga County, September 1906 (Contract 5)

## Dredges



Figure 10 – Erie Canal, hydraulic dredge *Oneida*, east of Sylvan Beach, Oneida County, November 1, 1906 (Contract 4)

## Lock Construction



Figure 11 - Erie Canal, Lock E5, Waterford, Saratoga County – lock filling tubes placed before first concrete pour, August 1907 (Contract 11)

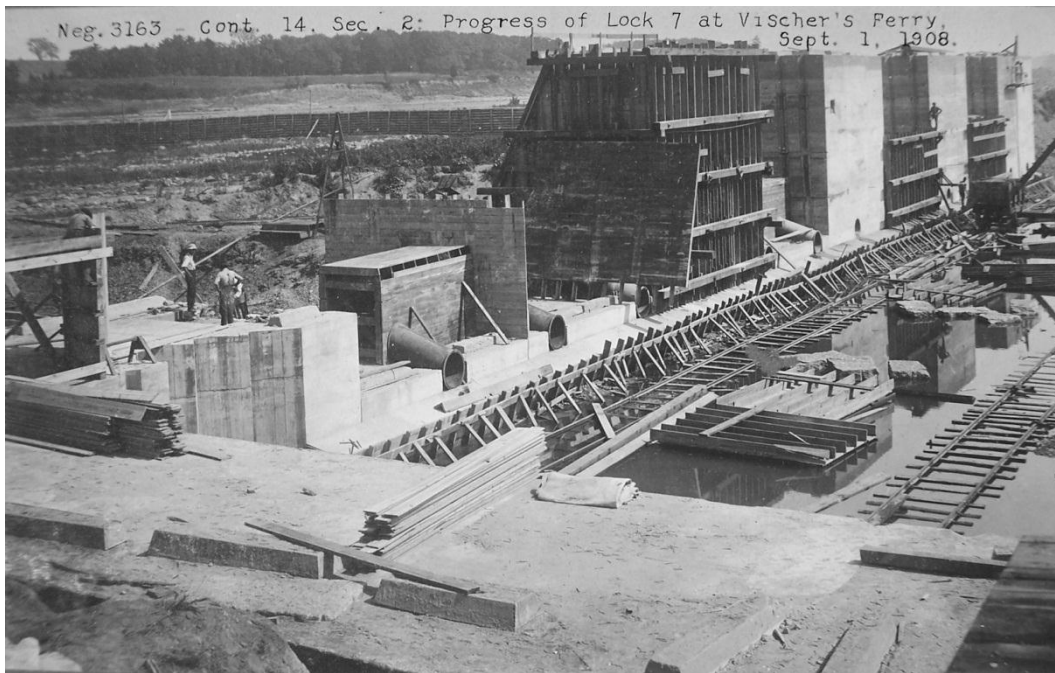


Figure 12 – Erie Canal, Lock E7, Niskayuna, Schenectady County – north lock wall segments cast around filling tubes, September 1, 1908 (Contract 11)



**Figure 13 – Erie Canal, Lock E5, Waterford, Saratoga County –October 28, 1908 (Contract 11)**  
Concrete lock walls and core for earthen dam nearly complete. Lock floor remains to be poured.



**Figure 14 - Erie Canal, Locks E4, E5, and E6 of the Waterford Flight, Waterford, Saratoga County, ca. 1917**

**Mohawk River Movable Dams**



Figure 15 – Erie Canal, Lock E11, Amsterdam, Montgomery County, June 21, 1911



Figure 16 – Erie Canal, Lock E12, Tribes Hill, Montgomery County, June 21, 1921



### Mohawk River Movable Dams



Figure 17 – Erie Canal, movable dam at Lock E8, Rotterdam, Schenectady County, 1930s (DPW)

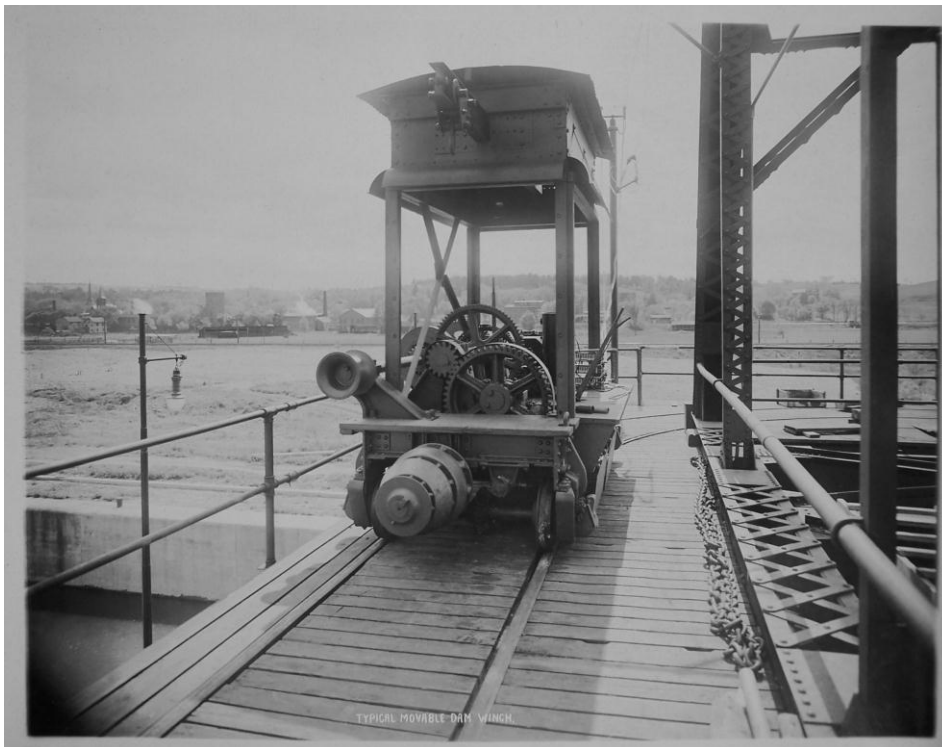
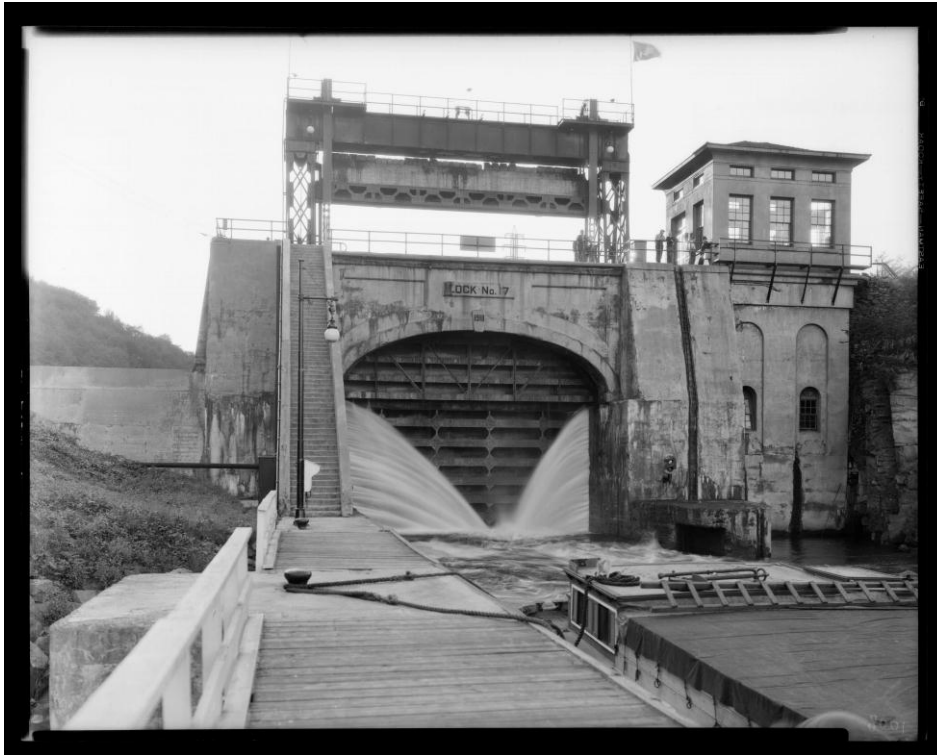


Figure 18 - Gate hoisting "mule" on Mohawk River movable dam, Lock E15, Amsterdam, Montgomery County, ca. 1917

**Lock E17**



**Figure 19 – Erie Canal, Lock E17, Little Falls, Herkimer County, 1930s (DPW)**



**Figure 20 - Erie Canal, Lock E17, Little Falls, Herkimer County, 1930s (DPW)**  
View from Moss Island looking southeast. Note mid-level pool in in background, built to conserve water

### Cayuga-Seneca Canal Locks



Figure 21 – Cayuga-Seneca Canal, Locks CS-2&3, Seneca Falls, Seneca County, August 5, 1921

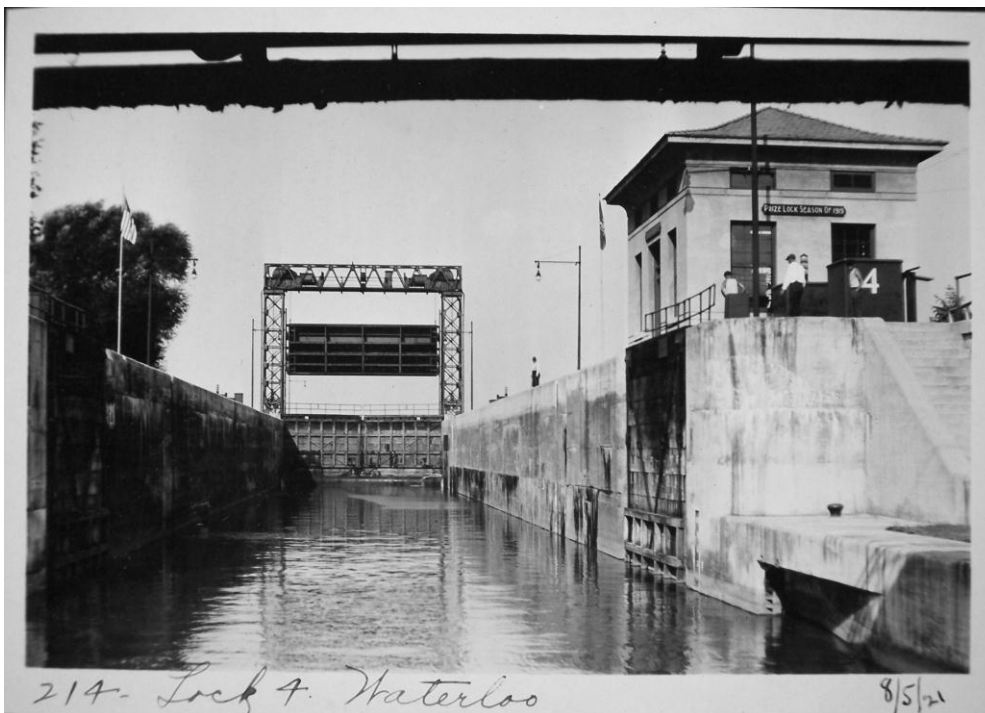


Figure 22 – Cayuga-Seneca Canal, Lock CS-4, Waterloo, Seneca County

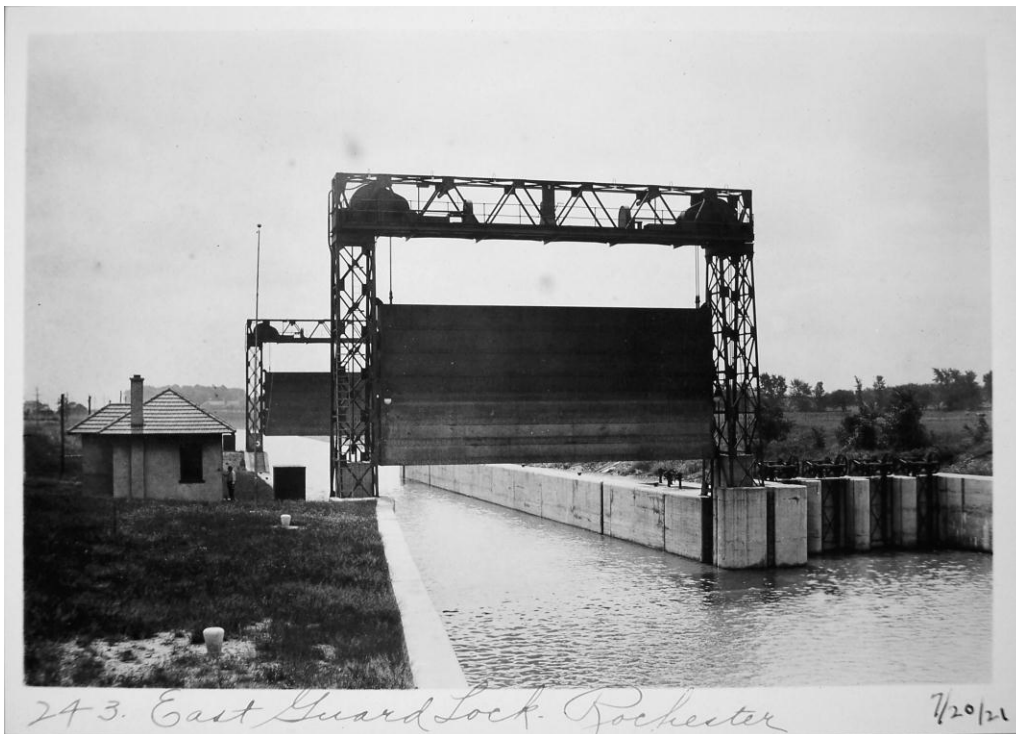
Locks on the Cayuga-Seneca Canal were initially fitted with timber mitre gates and have guard gates at their upstream ends.

## Rochester Area Locks



**Figure 23 – Erie Canal, Lock E32, Pittsford, Monroe County, August 3, 1921**

Locks E32 and E33 are among the few locks on the system that had lockhouses dating to original construction. The hip-roofed lockhouse at E32, seen here on the right side of the chamber, survives, although the hip-roofed water tower that appears behind it is gone.

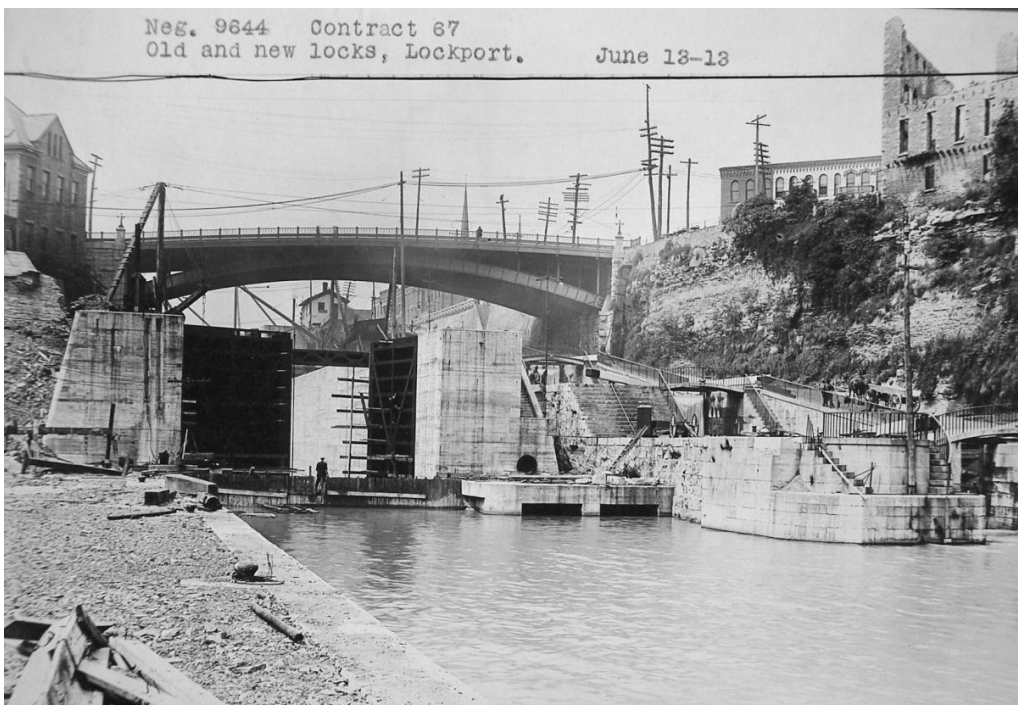


**Figure 24 – Erie Canal, East Guard Lock, Rochester, Monroe County, July 21, 1921**

## Lockport



**Figure 25 – Erie Canal, excavation above Lock E35, Lockport, Niagara County, January 16, 1911 (Contract 67)**  
View looking west from Pine Street bridge.



**Figure 26 – Erie Canal, Lock E34 at lower end of Lockport Flight, Lockport, Niagara County, June 13, 1913 (Contract 67)**  
The stone chambers and timber gates of Enlarged Erie Locks 67-72 remained in service throughout construction of Barge Canal Locks E34 and E35 and were subsequently modified to serve as a bypass spillway.



## Lockport



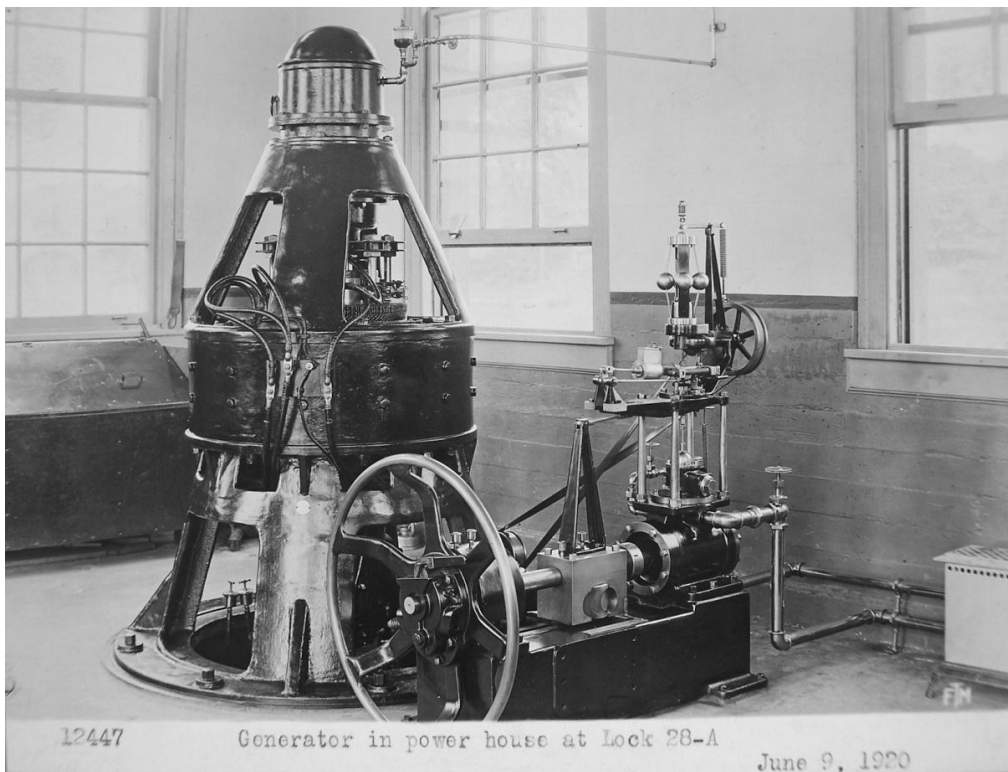
**Figure 27 –Erie Canal, Lock E35, Lockport, Niagara County. ca. 1917**

View looking east from Main Street bridge. Pine Street bridge and old City Hall in background.

## Lock Powerhouses



**Figure 28 – Erie Canal, Powerhouse, Lock E28B, Newark, Wayne County, October 1, 1913 (Contracts 76 & 94)**  
Note reuse of old shanty from nearby Enlarged Erie lock 59



**Figure 29 – Erie Canal, one of two hydroelectric generating units and governors in powerhouse, Lock E28B, Newark, Wayne County, June 9, 1920 (contract 94)**

### Vischer Ferry Dam



Figure 30 – Erie Canal/Mohawk River, Vischer Ferry Dam at Lock E7, towns of Clifton Park, Saratoga County and Niskayuna, Schenectady County, November 14, 1908 (Contract 14)  
View looking north from lock site.



Figure 31 – Vischer Ferry Dam, towns of Clifton Park, Saratoga County and Niskayuna, Schenectady County, August 31, 1921

View looking south, across Goat Island, to Lock E7 in the distance.

## Crescent Dam



**Figure 32 - Erie Canal/Mohawk River, Crescent Dam, towns of Waterford, Saratoga County and Colonie, Albany County, October 13, 1909 (contract 14)**  
View looking from Waterford toward Colonie



**Figure 33 – Partially completed Crescent Dam during flood, March 3, 1910**

## Delta Dam



Figure 34 – Delta Dam construction, Rome, Oneida County, September 21, 1911 (Contract 55)

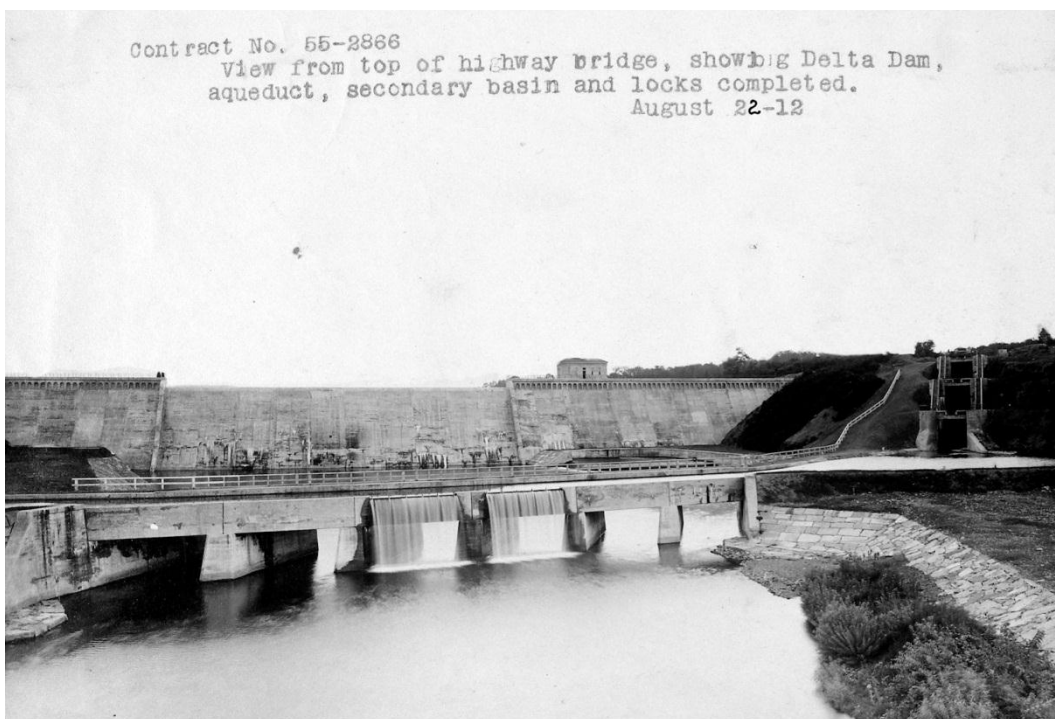


Figure 35 – Delta Dam, Rome, Oneida County, August 22, 1912 (Contract 55)

Concrete aqueduct and flight of locks, built to carry the Black River Canal across the Mohawk River and past Delta Dam are visible in foreground and along right (east) bank.





Figure 36 – Delta Dam, Rome, Oneida County, August 9, 1921

**Medina Aqueduct**

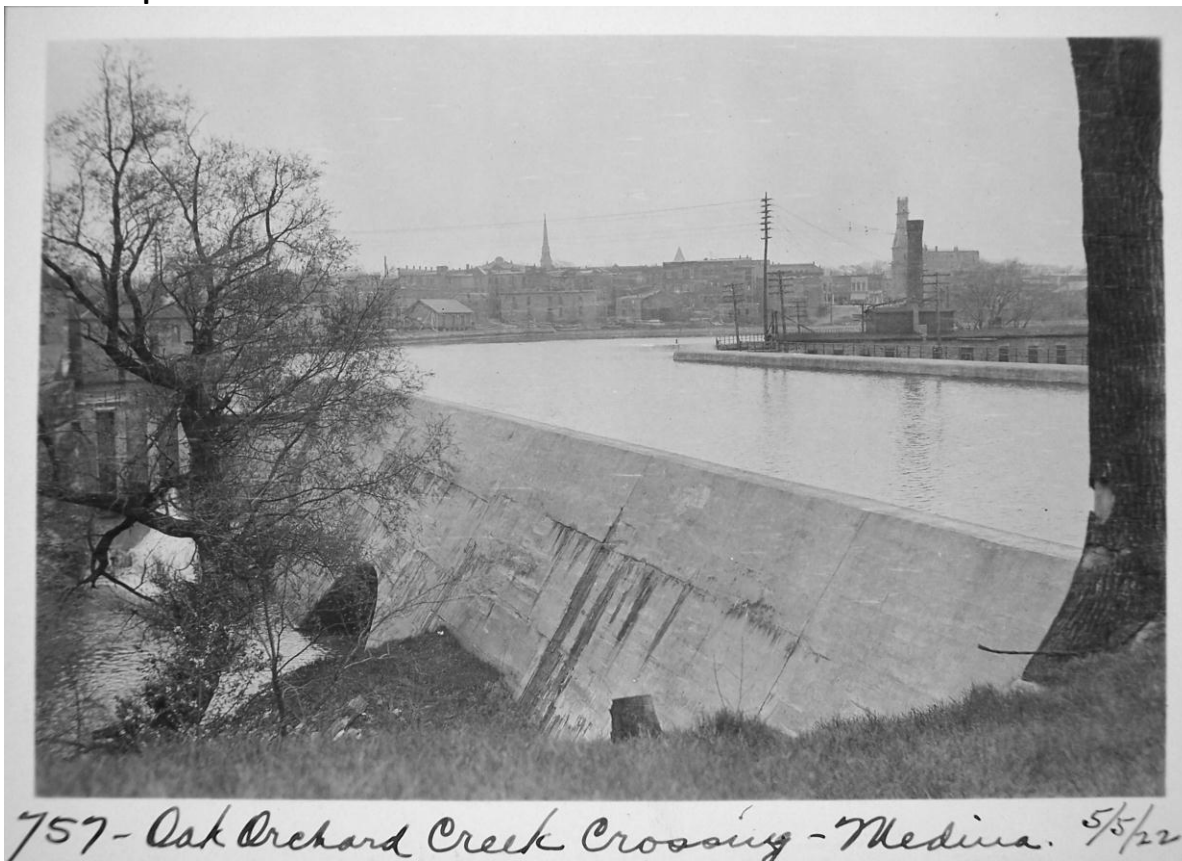


Figure 37 – Erie Canal, Oak Orchard Creek Aqueduct, Medina, Orleans County, May 5, 1922

**Road Bridges**

**Figure 38 – East Street Bridge over Champlain Canal, Fort Edward, Washington County, October 4, 1911 (Contract 27-A)**  
The State Engineer's office developed this design for reinforced concrete piers and approach slabs that was widely used along land-cut sections of the Barge Canal. Reportedly, it cost about 25% less than conventional abutments.



**Figure 39 - East Street Bridge over Champlain Canal, Fort Edward, Washington County, June 26, 1912 (Contract 27-A)**  
Double-intersection Warren trusses were erected at many locations across the Barge Canal. The configuration is not common outside New York.



Figure 40 – Comparison of Enlarged Erie and Barge Canal bridge heights and channel widths. River Road Bridge, Mindenville, Montgomery County, July 20, 1910. (Channel Contract 18, Bridge Contract 13)



Figure 41 – Genesee Valley Park pedestrian bridges over Erie Canal, Rochester, Monroe County, August 3, 1921

## Lift Bridges



Figure 42 – Erecting steel, Main Street lift bridge over Erie Canal, Middleport, Niagara County, April 26, 1915 (Contract 67)



Figure 43 - Main Street lift bridge and control tower, Middleport, Niagara County, July 7, 1915 (Contract 67)



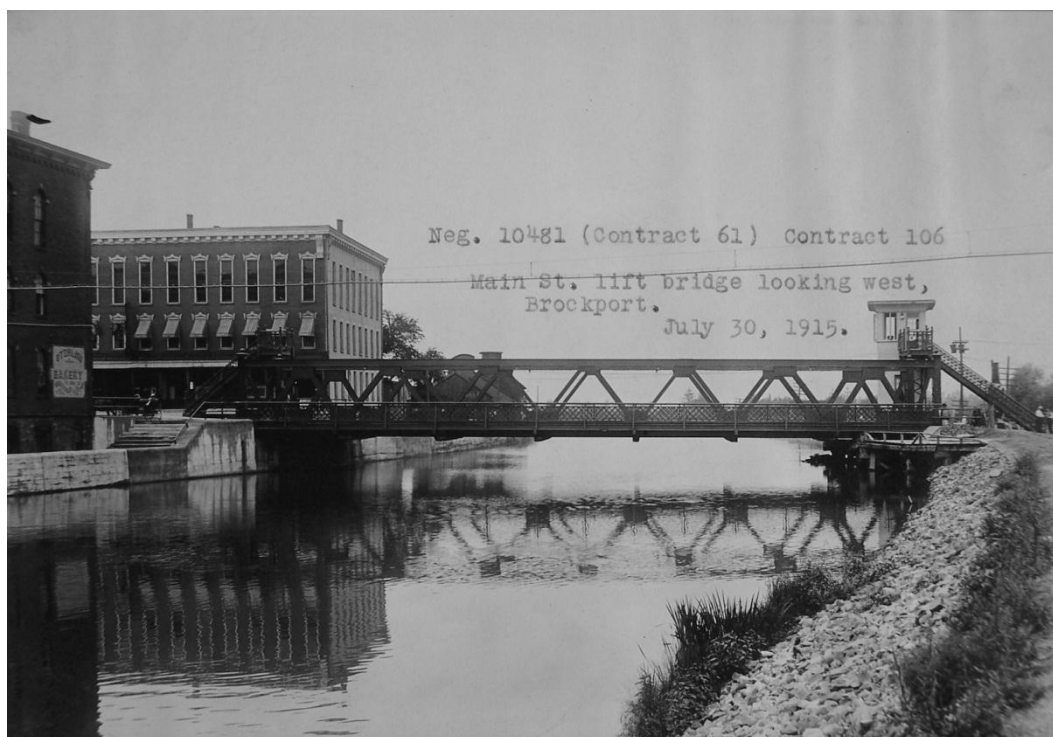


Figure 44 – Main Street Lift Bridge over Erie Canal, Brockport, Monroe County, July 30, 1915 (Contract 61)

## Bascule Bridges



Figure 45 - Bridge Street bascule bridge crossing Oswego Canal Lock O-1, Phoenix, Oswego County, June 15, 1922



Figure 46 - Railroad bascule bridge crossing Erie Canal, North Tonawanda, Niagara County, July 21, 1921

Terminal Freighthouses



Figure 47 – Erie Canal, terminal freighthouse, Little Falls, Herkimer County, June 21, 1921



Figure 48 – Erie Canal, Terminal freighthouse, Ilion, Herkimer County, June 22, 1921

## Canal Shops



Figure 49 – Erie Canal, State Shop under construction, Waterford, Saratoga County, October 30, 1922



Figure 50 – Erie Canal – State Shop, Utica, Oneida County, 1930s (DPW)  
Constructed with WPA assistance, 1933

Navigation Aids



Figure 51 -Lighthouse, north bank of Erie Canal/Oneida River, Brewerton, Oswego County, June 23, 1921



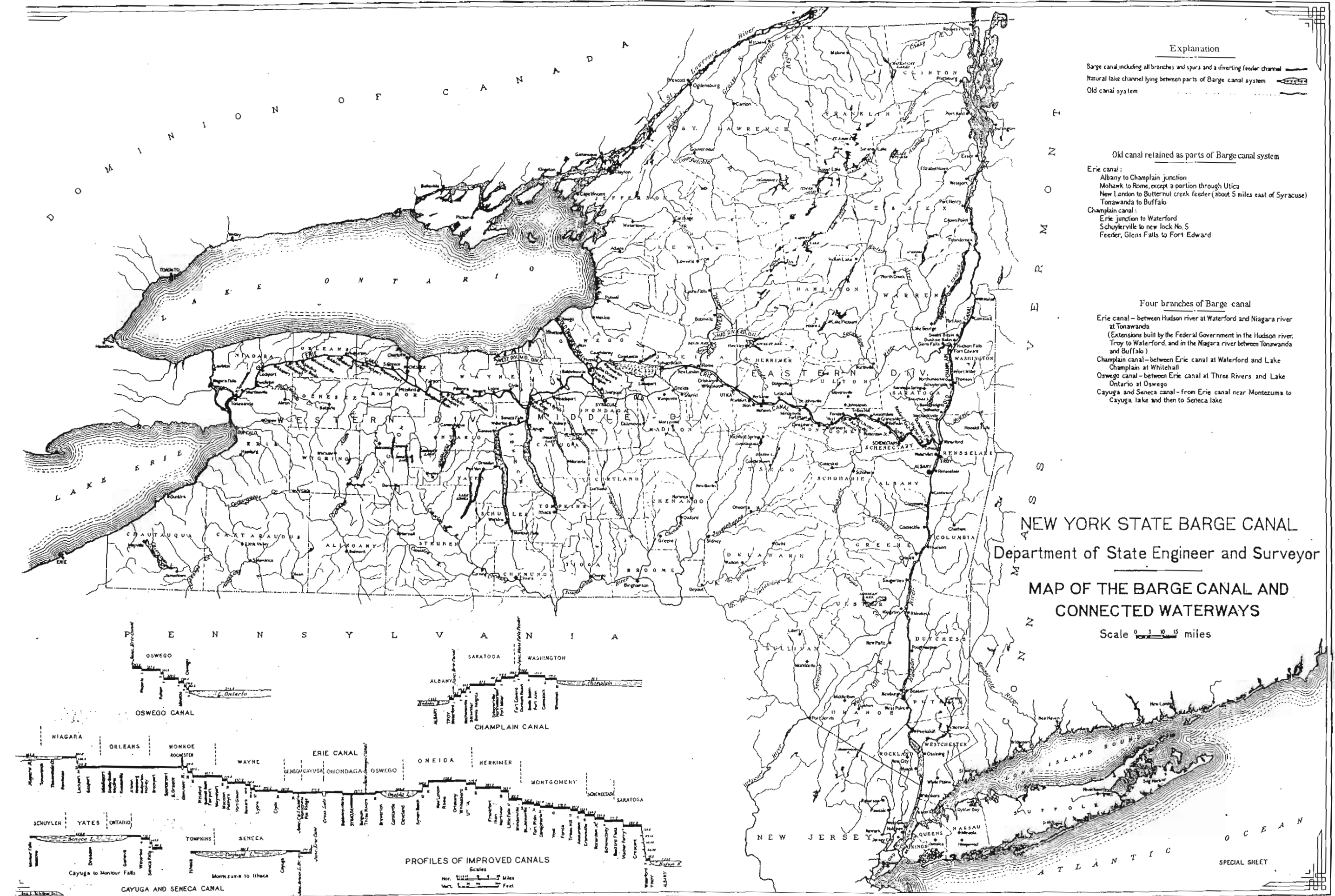
## Workers



Figure 52 – Barge Canal construction crew, east of Lyons, Wayne County, ca. 1917



Figure 53 – Barge Canal Construction Camp, Rome vicinity, Oneida County, April 6, 1910 (Contract 44)



**Explanation**

Barge canal, including all branches and spurs and a diverting feeder channel —————

Natural lake channel lying between parts of Barge canal system ————

Old canal system ————

**Old canal retained as parts of Barge canal system**

**Erie canal:**  
 Albany to Champlain junction  
 Mohawk to Rome, except a portion through Utica  
 New London to Butternut creek feeder (about 5 miles east of Syracuse)  
 Tonawanda to Buffalo

**Champlain canal:**  
 Erie junction to Waterford  
 Schuyler to new lock No. 5  
 Feeder, Glens Falls to Fort Edward

**Four branches of Barge canal**

**Erie canal** — between Hudson river at Waterford and Niagara river at Tonawanda  
 (Extensions built by the Federal Government in the Hudson river, Troy to Waterford, and in the Niagara river between Tonawanda and Buffalo)

**Champlain canal** — between Erie canal at Waterford and Lake Champlain at Whitehall

**Oswego canal** — between Erie canal at Three Rivers and Lake Ontario at Oswego

**Cayuga and Seneca canal** — from Erie canal near Montezuma to Cayuga lake and then to Seneca lake

**NEW YORK STATE BARGE CANAL**  
 Department of State Engineer and Surveyor  
**MAP OF THE BARGE CANAL AND CONNECTED WATERWAYS**  
 Scale 0 5 10 15 miles

SPECIAL SHEET

Figure 54

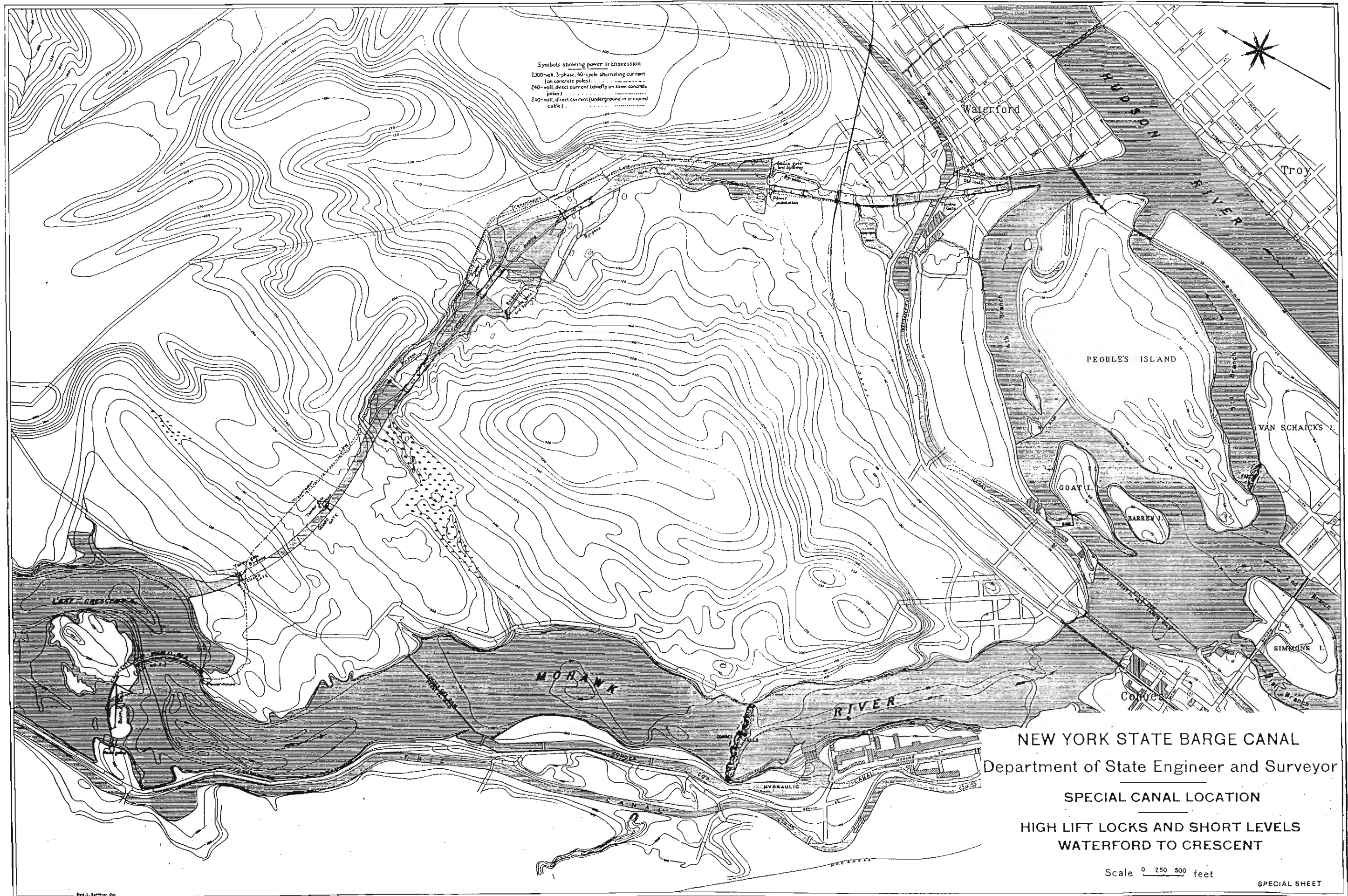
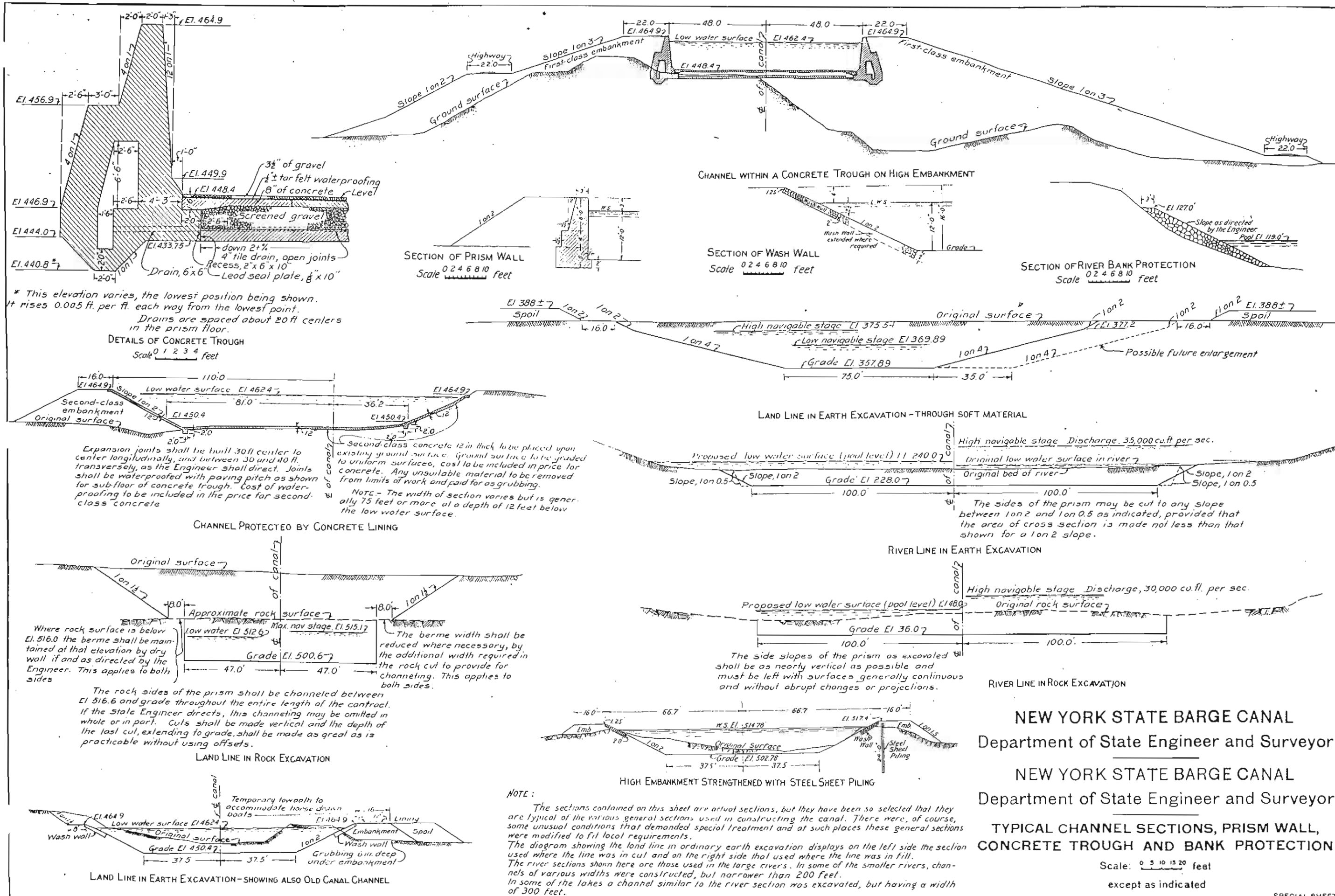


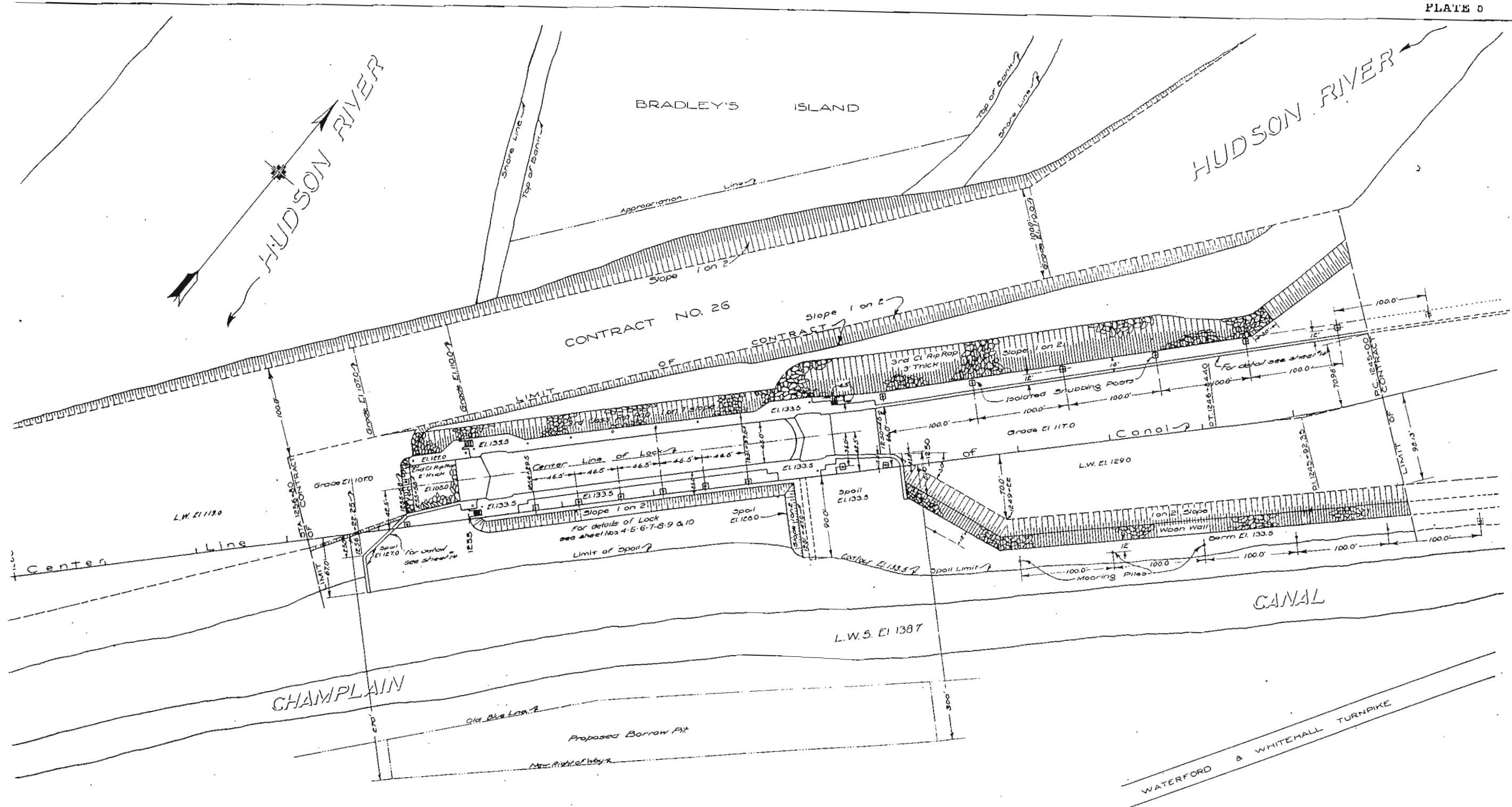
Figure 55











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TYPICAL LOCK PLANS - PILE FOUNDATION

DETAIL LOCATION PLAN

Scale: 0 10 20 30 40 50 feet

Figure 58

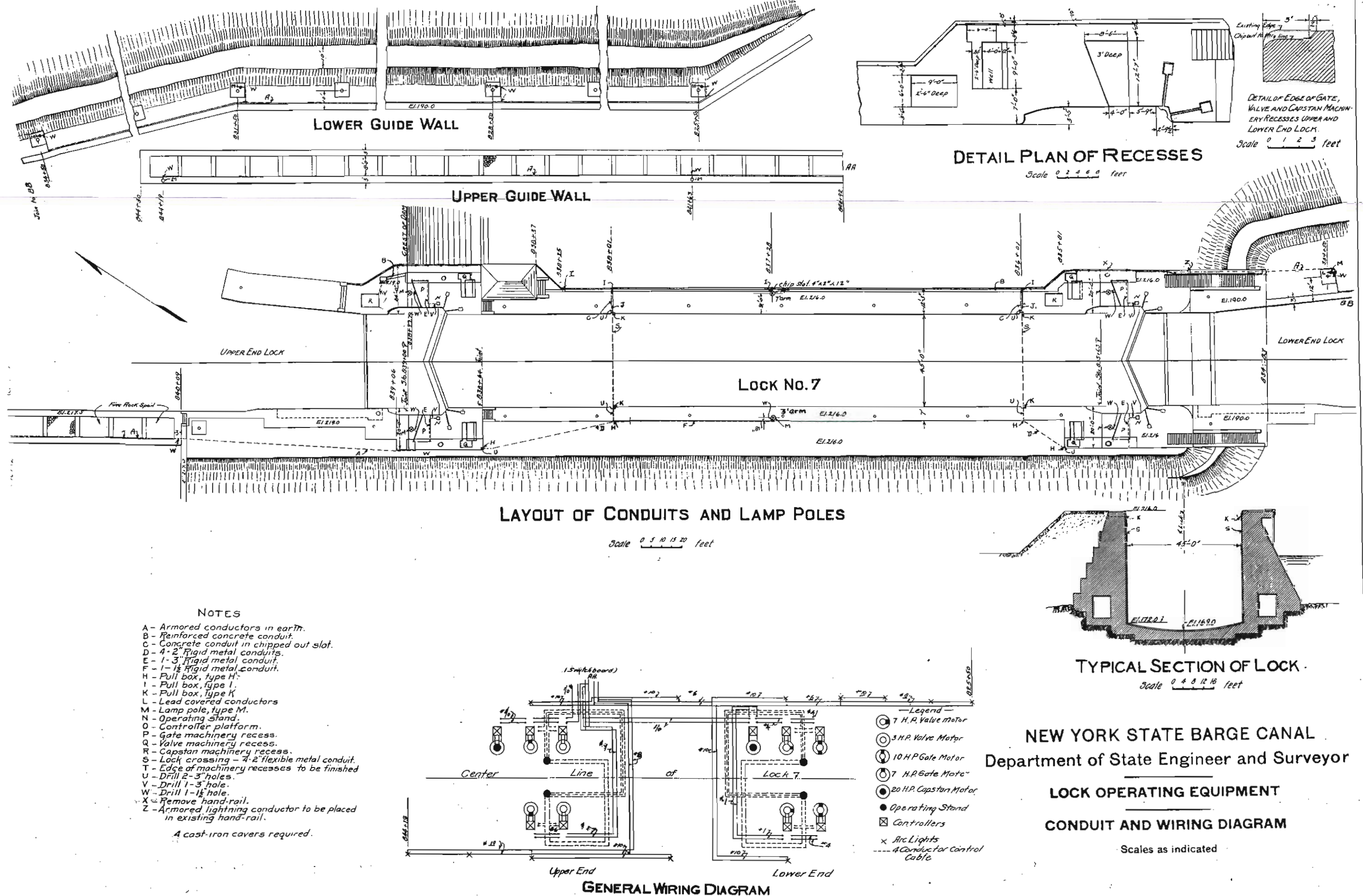


Figure 59



SIZES OF POWER-HOUSES

The power-houses built vary in size to suit the local conditions and machinery used.  
The following table shows the sizes built at the various locks where vertical-shaft generators directly connected to hydraulic turbines are employed.

Canal	Lock No.	Contract No.	Floor Space	Canal	Lock No.	Contract No.	Floor Space
Erie	1	91	20'-6"x49'-0"	Champlain	1	92	20'-0"x40'-0"
"	7	92	14'-6"x26'-6"	"	2	92	19'-10"x40'-0"
"	16	92	16'-0"x23'-7½"	"	3	92	20'-0"x40'-0"
"	17	92	19'-0"x23'-0"	"	4	92	20'-0"x40'-0"
"	18	92	20'-0"x33'-0"	"	5	92	20'-3"x40'-3"
"	19	92	20'-0"x33'-0"	"	6	92	18'-0"x28'-0"
"	20	93	16'-0"x24'-6"	"	9	90	20'-0"x27'-0"
"	21	93	15'-0"x33'-0"	"	11	90	22'-6"x26'-6"
"	27	94	20'-0"x34'-0"	Oswego	2	90-A	13'-9"x35'-0"
"	28-A	94	20'-0"x30'-6"	"	43	18'-6"x34'-0"	
"	28-B	94	20'-0"x30'-6"	"	6	93	18'-6"x34'-0"
"	29	94	20'-0"x44'-0"	"	7	90-A	19'-0"x30'-6"
"	33	94	17'-6"x32'-0"	Cayuga&Seneca	2	M	17'-0"x54'-0"
"	34	94	20'-0"x26'-3"	"	4	M	20'-0"x30'-6"

\* At Crescent dam.

Four houses have been built for horizontal-shaft generators connected to vertical-shaft turbines through bevel gearing. The following table shows the sizes of these houses.

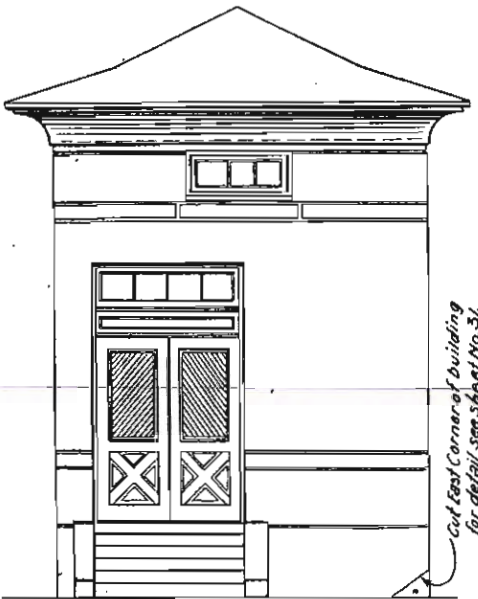
Erie	23	93	22'-0" x 42'-0"	Champlain	8	92	20'-0" x 36'-6"
"	24	90	20'-0" x 35'-0"	"	12	90	16'-0" x 26'-0"

Three houses have been built for sub-stations: Two for the Waterford series, Erie locks 2 to 6, contract No. 92, and one at lock No. 1, Oswego canal, contract No. 90-A. These are 20'-0" x 30'-0" inside at floor level.

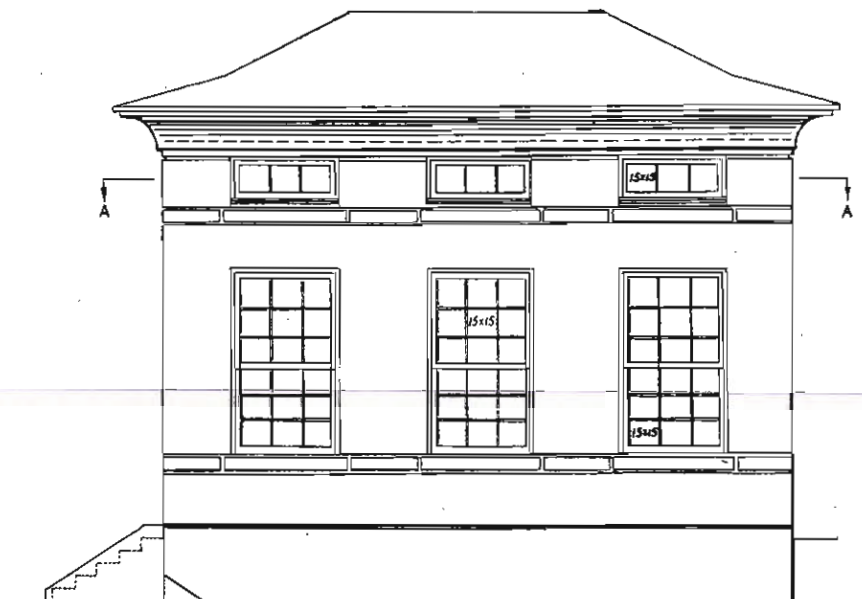
Eleven houses have been built for gasoline-electric stations. At locks Nos. 8, 9, 10, 11, 12, 13, 14, 15, 25 and 26, Erie canal, and lock No. 1, Cayuga and Seneca canal.

These houses are all 20'-0" x 30'-0" inside at floor level.

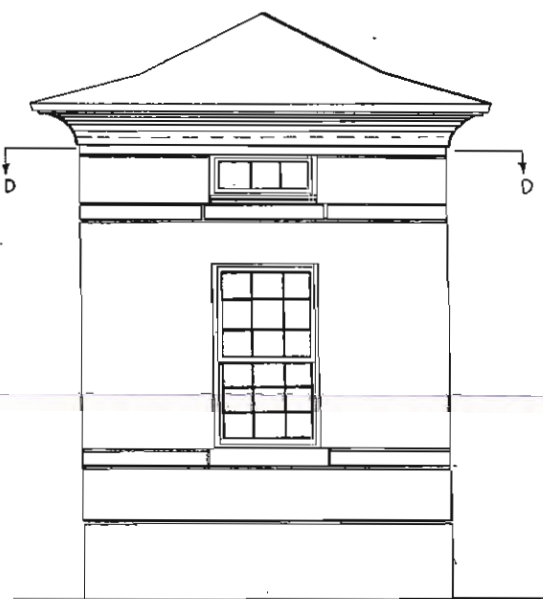
All concrete on this sheet to be first-class reinforced concrete.  
All edges to be rounded to a radius of 1/4" unless otherwise noted.  
Walls to be of monolithic construction.



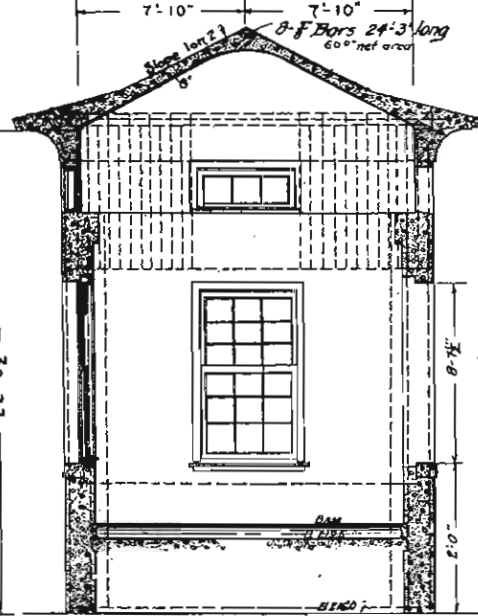
S.E. END ELEVATION



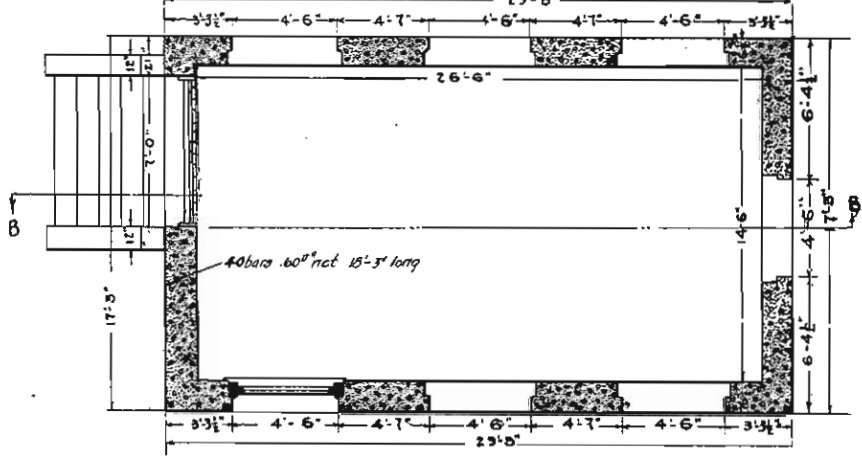
SIDE ELEVATION



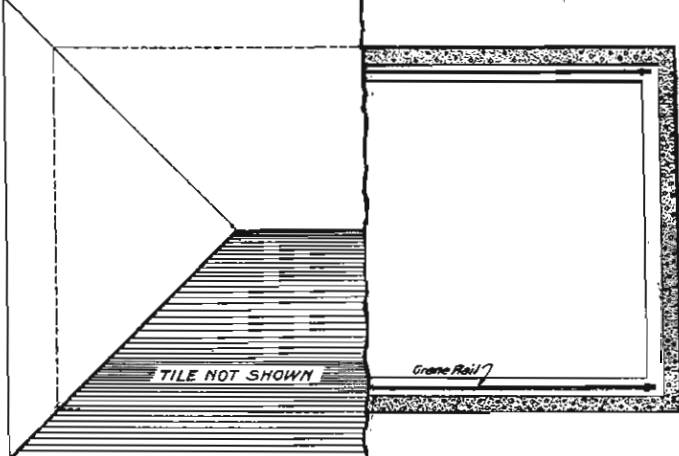
N.W. END ELEVATION



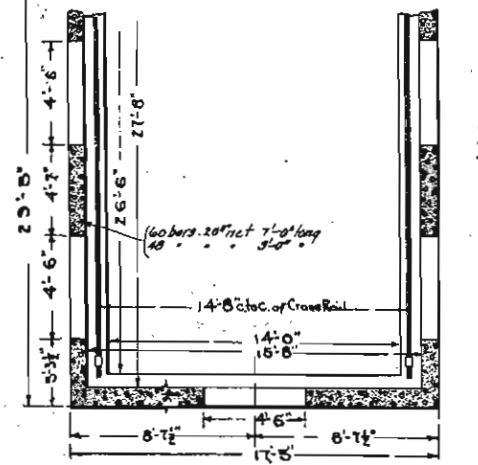
TRANSVERSE SECTION



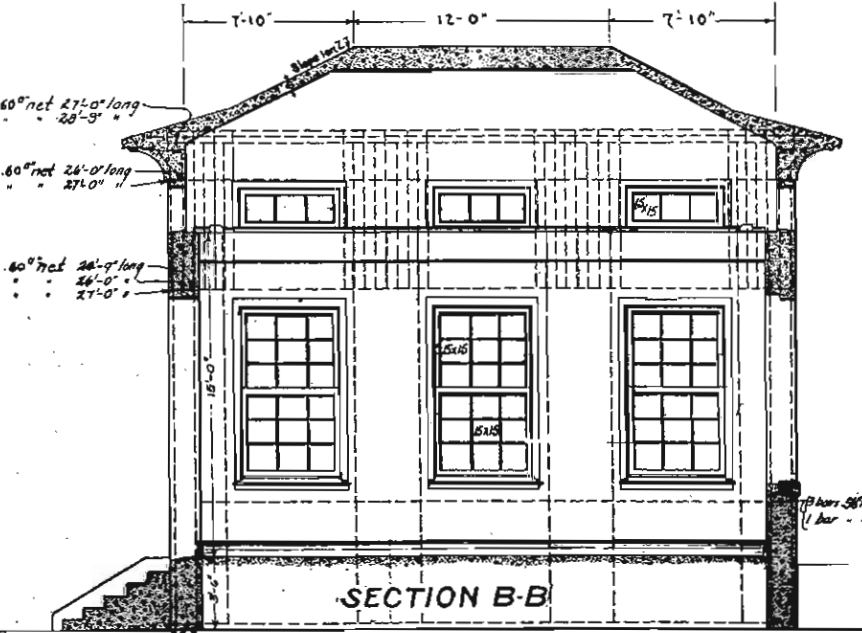
PLAN



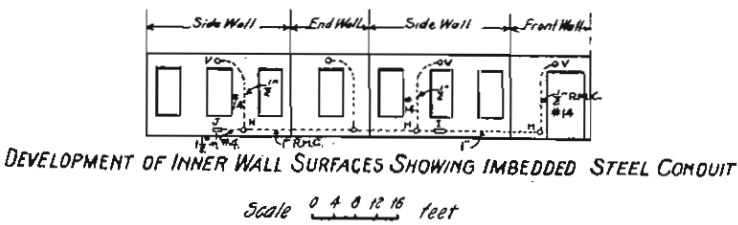
ROOF PLAN 1/2 SECTION D-D



PLAN A-A



SECTION B-B



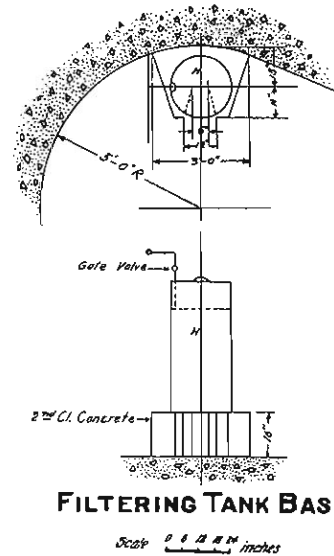
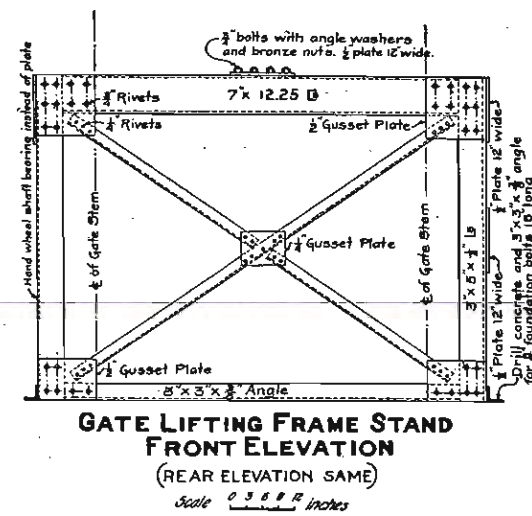
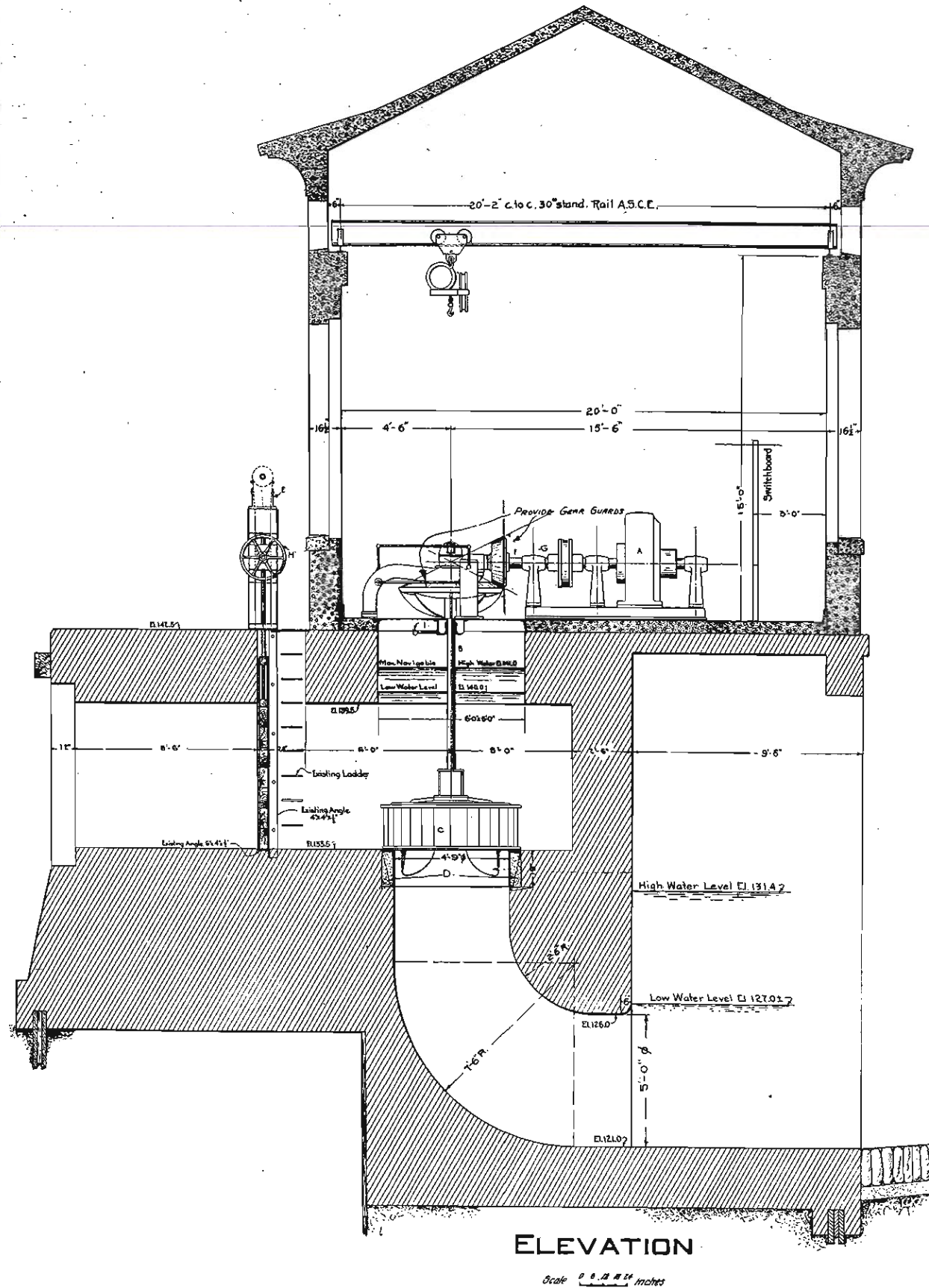
- V - Outlet of lamp bracket
- H - Outlet of heater
- I - Outlet of portable lamp
- J - Junction box
- \* 14 Wire for lighting circuit
- \* 4 Wire for heater circuit

NEW YORK STATE BARGE CANAL  
Department of State Engineer and Surveyor

TYPICAL HYDRO-ELECTRIC POWER-PLANT

GENERAL PLAN OF BUILDING

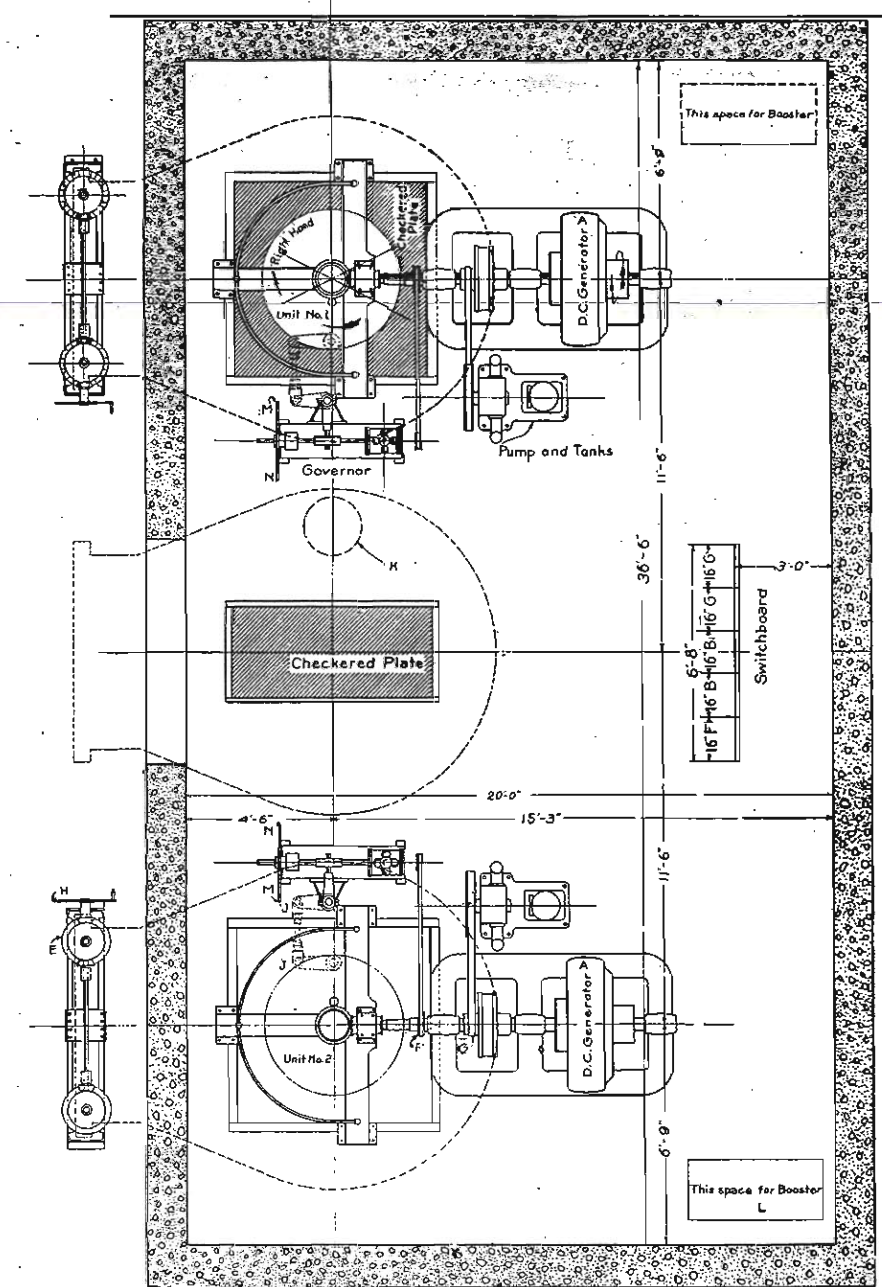
Scale. 0 1 2 3 4 feet  
except as noted



- LEGEND**
- A D.C. Generator, 50 K.W. 250 Volts. 2 required.
  - B Wheel shaft.
  - C Turbine 2 wanted - assumed effective head 9'-0"
  - D Grout placed after turbine ring is set.
  - E Standard ball or roller floor stand head.
  - F Governor drive.
  - G Pump drive.
  - H Cast-iron hand wheel with handle, arrow and word "OPEN" marked plainly on rim.
  - I 3/4" Pipe from oil catcher to filter.
  - J Bronze bushed bearings.
  - K Filler in basement mounted on concrete base.
  - L One booster set required.
  - M Governor hand wheel rims turned and polished
  - N Locate governor so as to clear door.

**NOTES**

Grout under all machines between metal and concrete.  
All governor oil piping to be of brass of standard iron pipe sizes.  
Connect oil piping with unions to provide means for connecting remaining turbines.



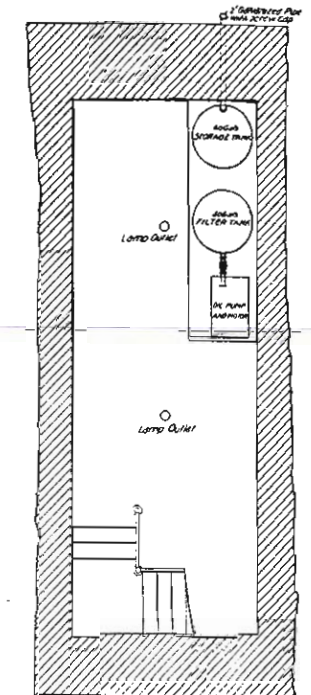
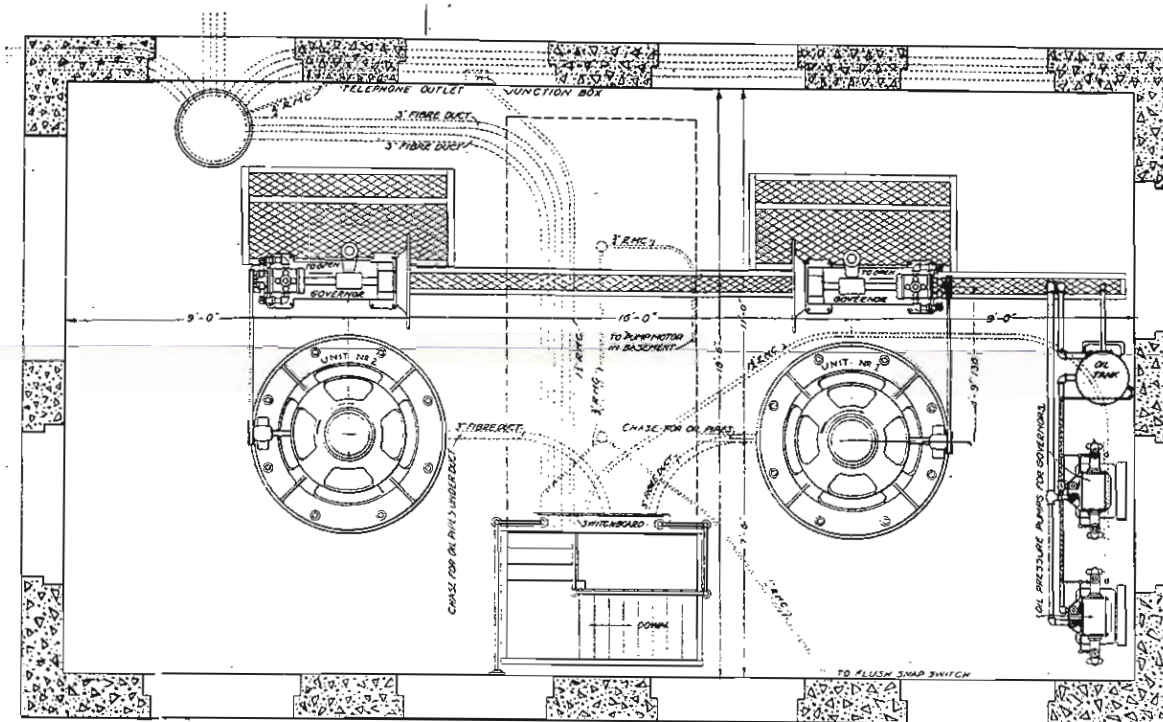
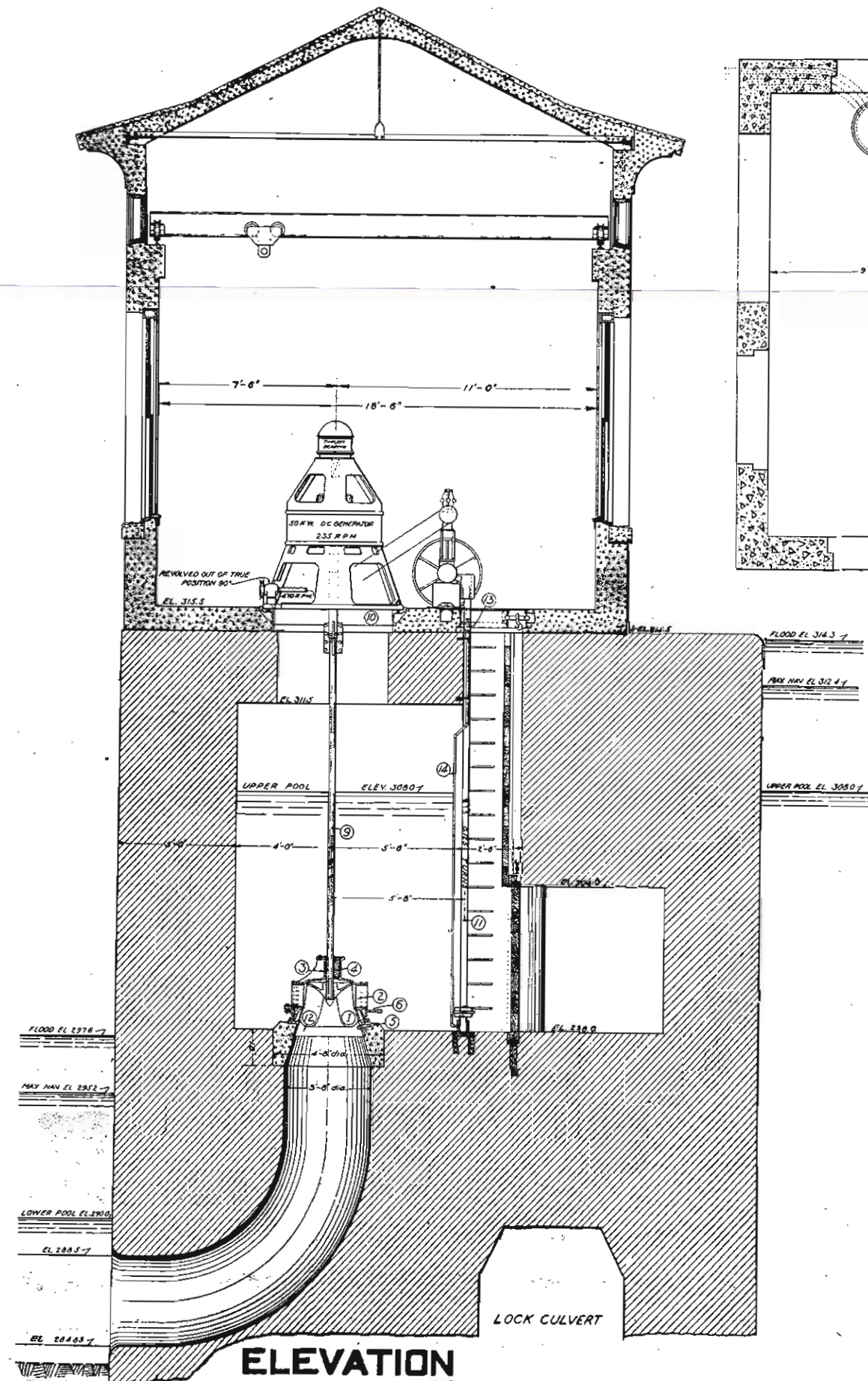
**NEW YORK STATE BARGE CANAL**  
Department of State Engineer and Surveyor

**TYPICAL HYDRO-ELECTRIC POWER-PLANT  
HORIZONTAL SHAFT GENERATOR**

**ARRANGEMENT OF MACHINERY**

Scales as indicated



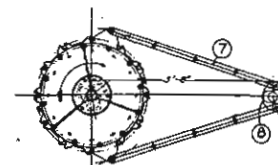


MAIN FLOOR PLAN

BASEMENT PLAN

LEGEND FOR ELEVATION

- ① 24-in. R.H. Runner Solid 1 Bore 4 1/2" Keyway 3/4" x 3/4"
- ② 24-in. R.H. Gates, Brass Bushed
- ③ Top Plate, R.H.
- ④ Lignum Vitae Blocks for 3 1/2" Shaft
- ⑤ Bottom Plate with extension
- ⑥ Gate Ring
- ⑦ Push and Pull rods, Brass Bushed
- ⑧ Rocker Arm
- ⑨ Main Shaft, 3 1/2" Ø
- ⑩ Generator Foundation Ring
- ⑪ Gate Shaft, 3 1/2" Ø
- ⑫ Curb Ring
- ⑬ Lunkenheimer Brass Marine Grease Cup No 2
- ⑭ Galvanized Iron Lubricating Pipe 3/4" Ø



DETAIL OF CONNECTION, GOVERNOR SHAFT TO SHIFTING RING OF TURBINE

NEW YORK STATE BARGE CANAL  
Department of State Engineer and Surveyor

TYPICAL HYDRO-ELECTRIC POWER-PLANT  
VERTICAL SHAFT GENERATOR

ARRANGEMENT OF MACHINERY

Scale: 0 1 2 3 feet



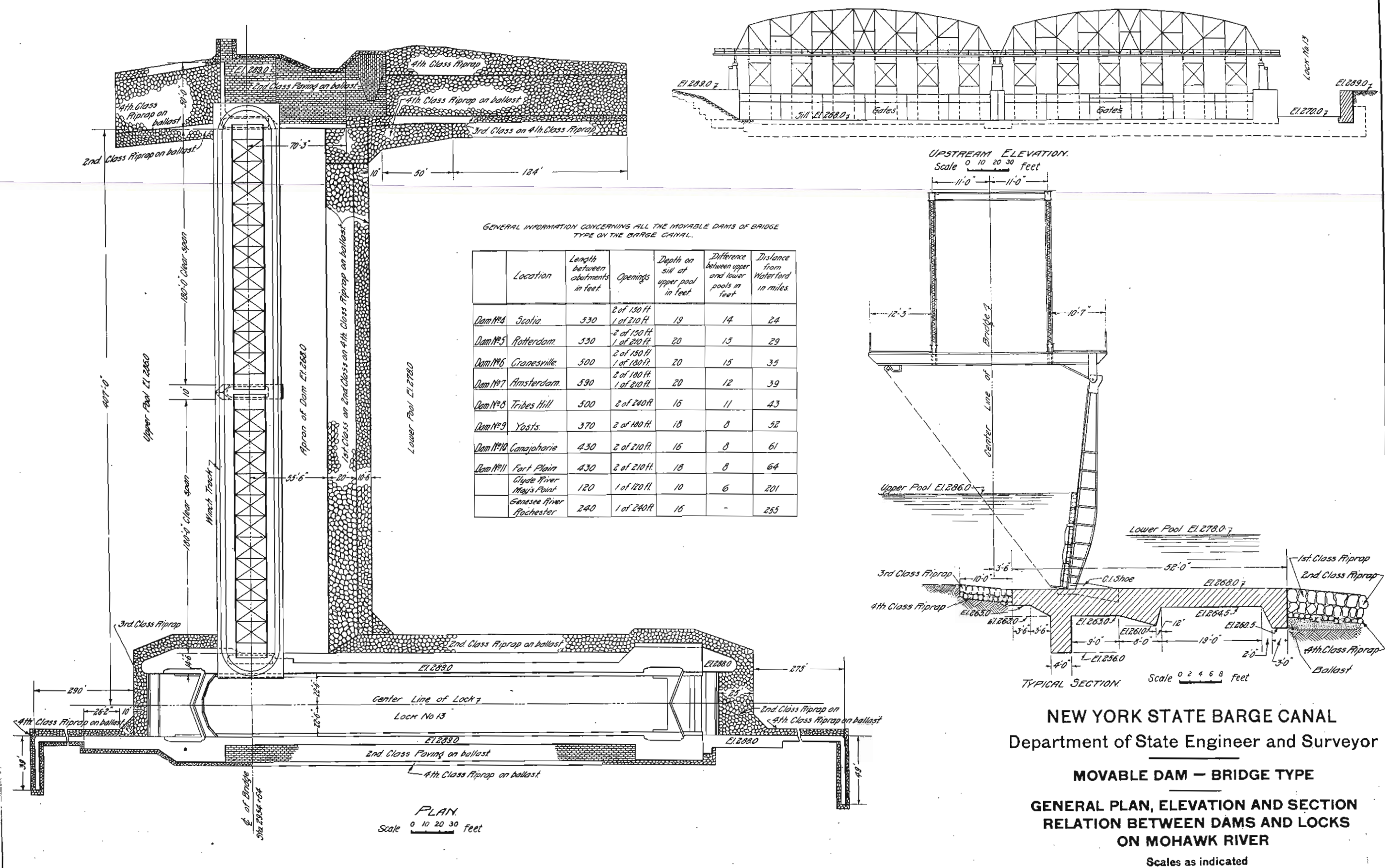
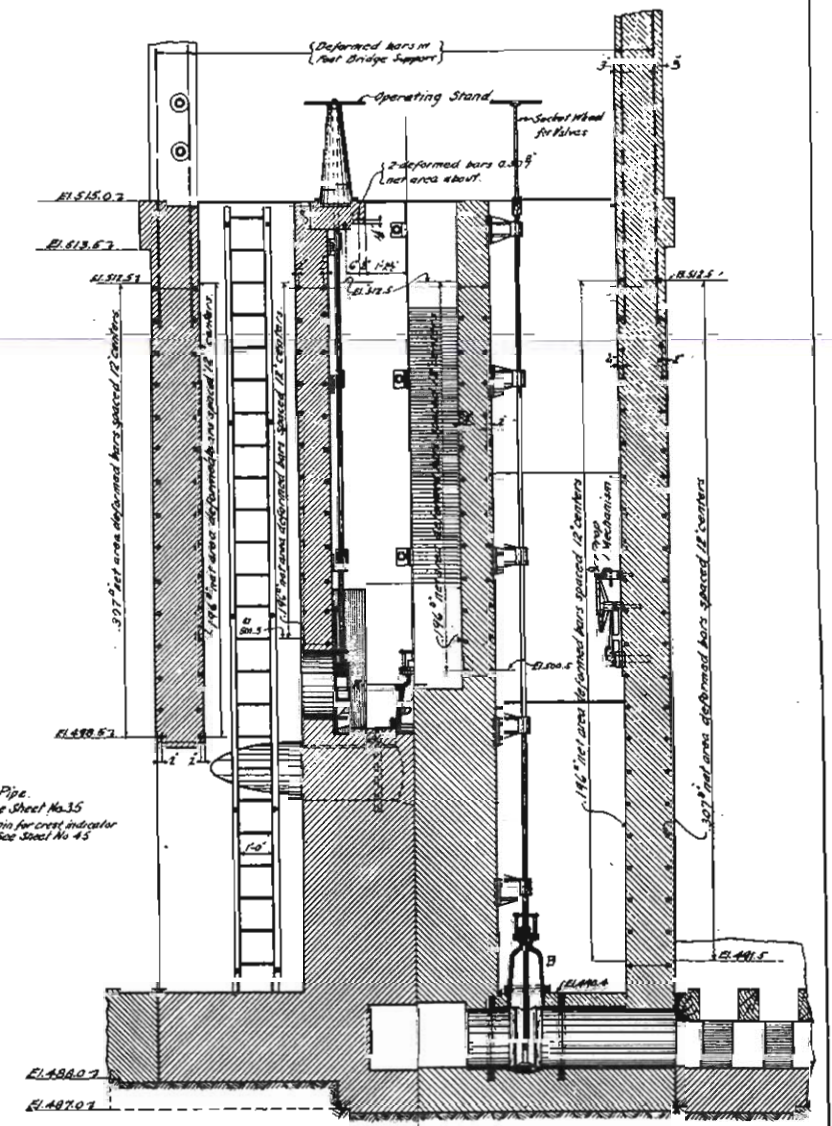
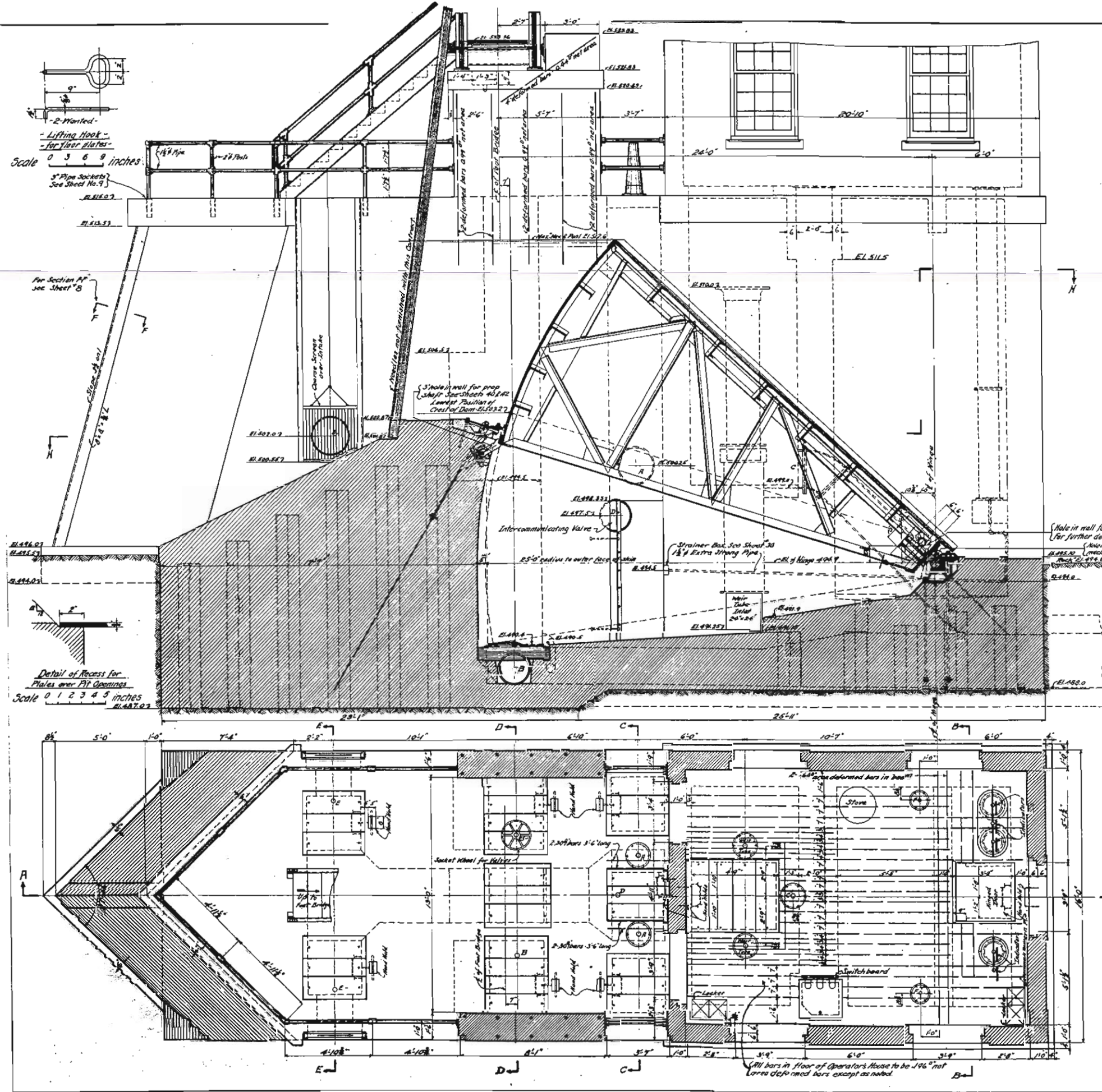


Figure 63





**NEW YORK STATE BARGE CANAL**  
**Department of State Engineer and Surveyor**

**MOVABLE DAM - SECTOR GATE AND BRIDGE TYPES**

**DETAILS OF OPERATING PIER, SECTOR GATES**

**Scale: 0 1 2 3 feet**

**Note: All concrete in Operator's Pier and House First Class Reinforced Concrete. All Floor Plates to be Diamond Pattern except as noted. The Contractor shall not commence construction of the Operator's Pier until complete marking drawings of the sluice gates, gate valves etc. shall have been approved by the Engineer, as details of the gates and valves proposed by the Contractor may make necessary minor changes in the details of the pier. (See Spec R.)**

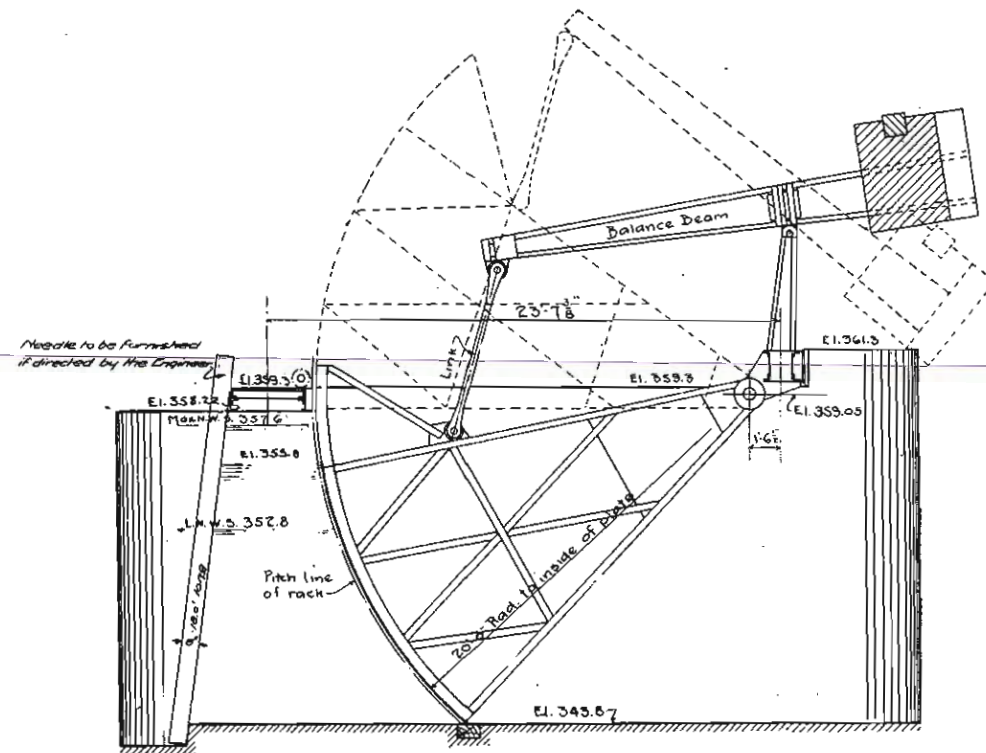
**For details of Hand holds and Ladders see Sheet T.**

**Provide 1/2" holes in floor plates for Lifting Hook.**

**For layout of electric conduits in Operator's Pier and House. See sheets 48-50.**

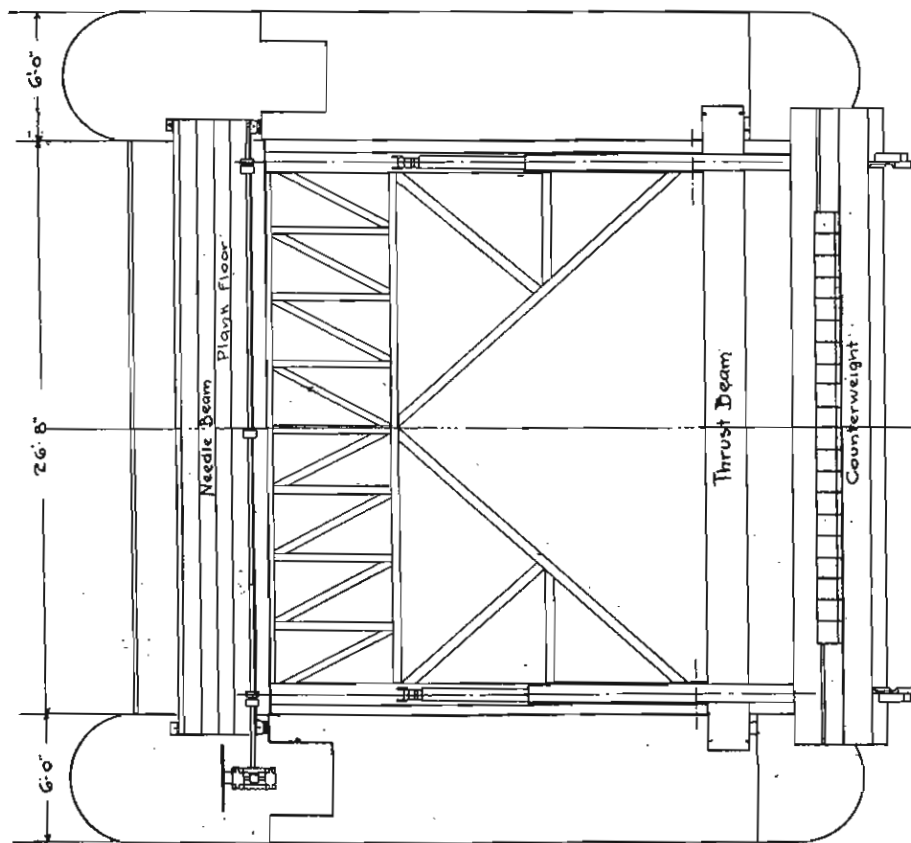
Figure 64





SECTIONAL ELEVATION

Scale 0 1 2 3 4 feet



PLAN  
GENERAL DRAWING OF TAINTOR GATE

Scale 0 1 2 3 4 feet

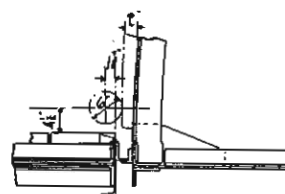
Notes on Counterweight.

Weight of 20 Adjustment Blocks, with mortar, at 140 lbs. per cu. ft. ----- 3000  
Weight of Counterweight, without blocks, at 140 lbs. per cu. ft. ----- 72400  
Total weight of Counterweight 75400  
Refer to Sheet 120.

If concrete actually weighs 140 lbs. per cu. ft., all Adjustment Blocks will be used. If concrete weighs more than 140 lbs. per cu. ft., only a part will be used. After main Counterweight is in place, test gate with operating machinery and add Adjustment Blocks so as to obtain approximately equal ease of operation in either direction.

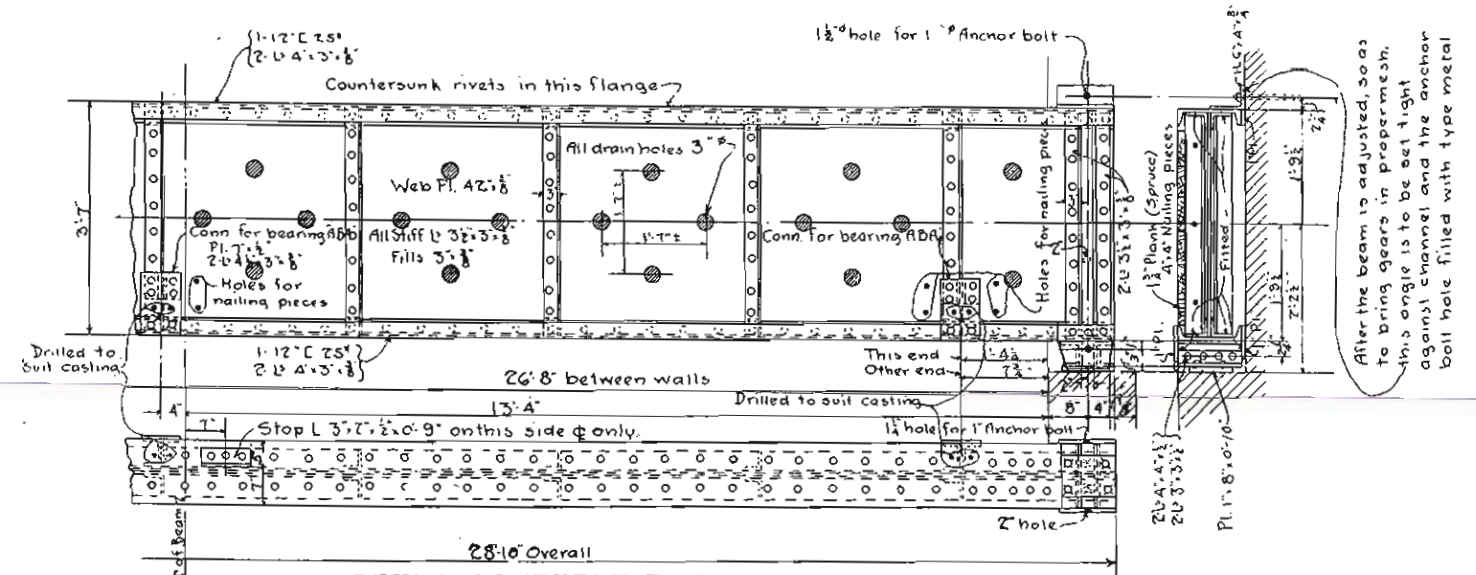
Then add six or seven Adjustment Blocks for excess counterweight.

Adjustment Blocks must be finally grouted in place and must be placed symmetrically from center toward ends, leaving ends of recess open for drainage.



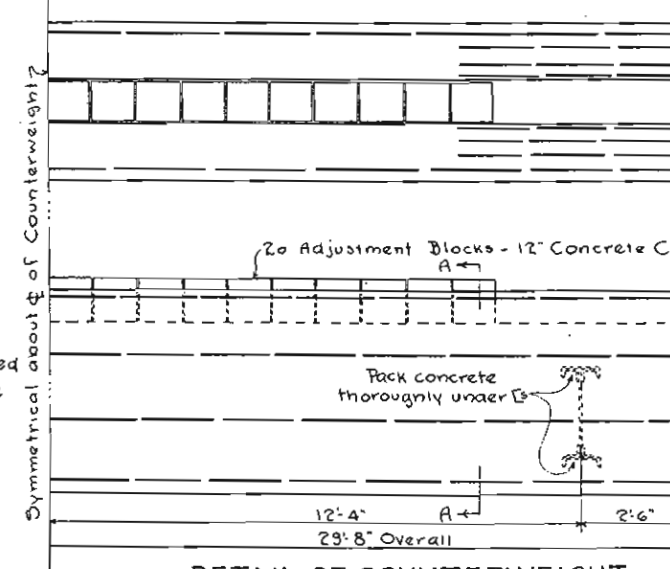
SKETCH SHOWING HIGHEST POSITION OF GATE

Scale 0 3 6 9 12 inches



DETAIL OF NEEDLE BEAM  
Symmetrical about  $\phi$  except as shown and noted.

Scale 0 3 6 9 12 inches

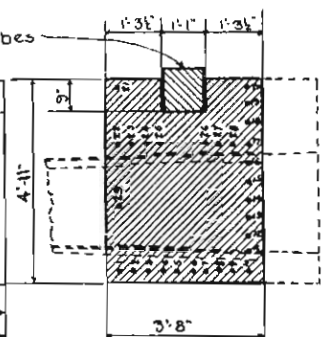


DETAIL OF COUNTERWEIGHT

Scale 0 6 12 18 24 inches

1st Class Concrete

Reinforcement  
16 rods - 1 to 10 inclusive 8 17 to 22 incl. 29' 0" 19.  
7 - 11 - 16 - 29 - 23' 6" -  
12 - 23 - 28 - 5' 0" 19.  
All rods .56" net area.



SECTION A-A

Scale 0 6 12 18 24 inches

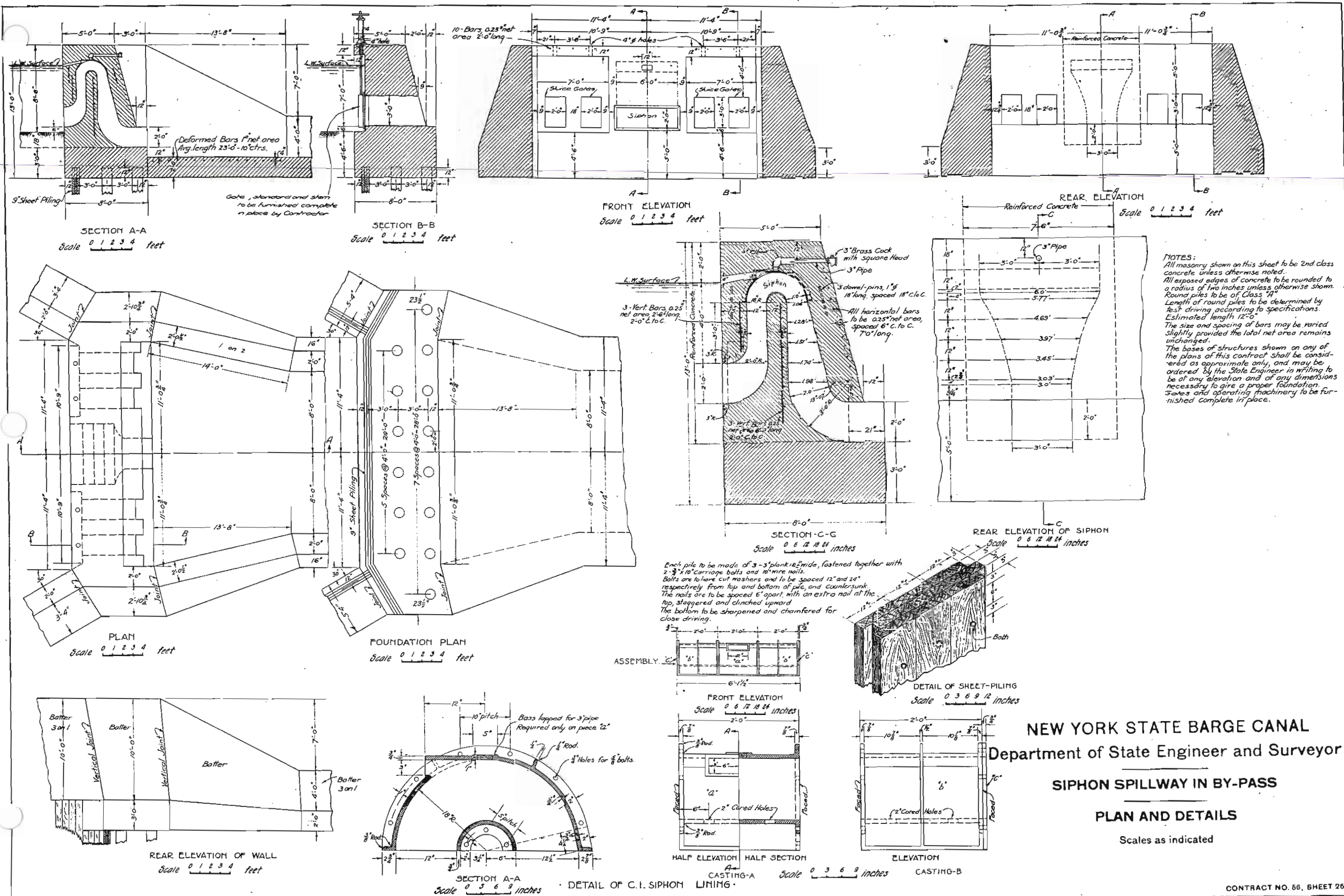
NEW YORK STATE BARGE CANAL  
Department of State Engineer and Surveyor

MOVABLE DAM - TAINTOR GATE TYPE

GENERAL PLAN OF STEELWORK AND DETAILS  
OF NEEDLE BEAM AND COUNTERWEIGHT

Scales as indicated





NEW YORK STATE BARGE CANAL  
Department of State Engineer and Surveyor  
SIPHON SPILLWAY IN BY-PASS  
PLAN AND DETAILS

Scales as indicated



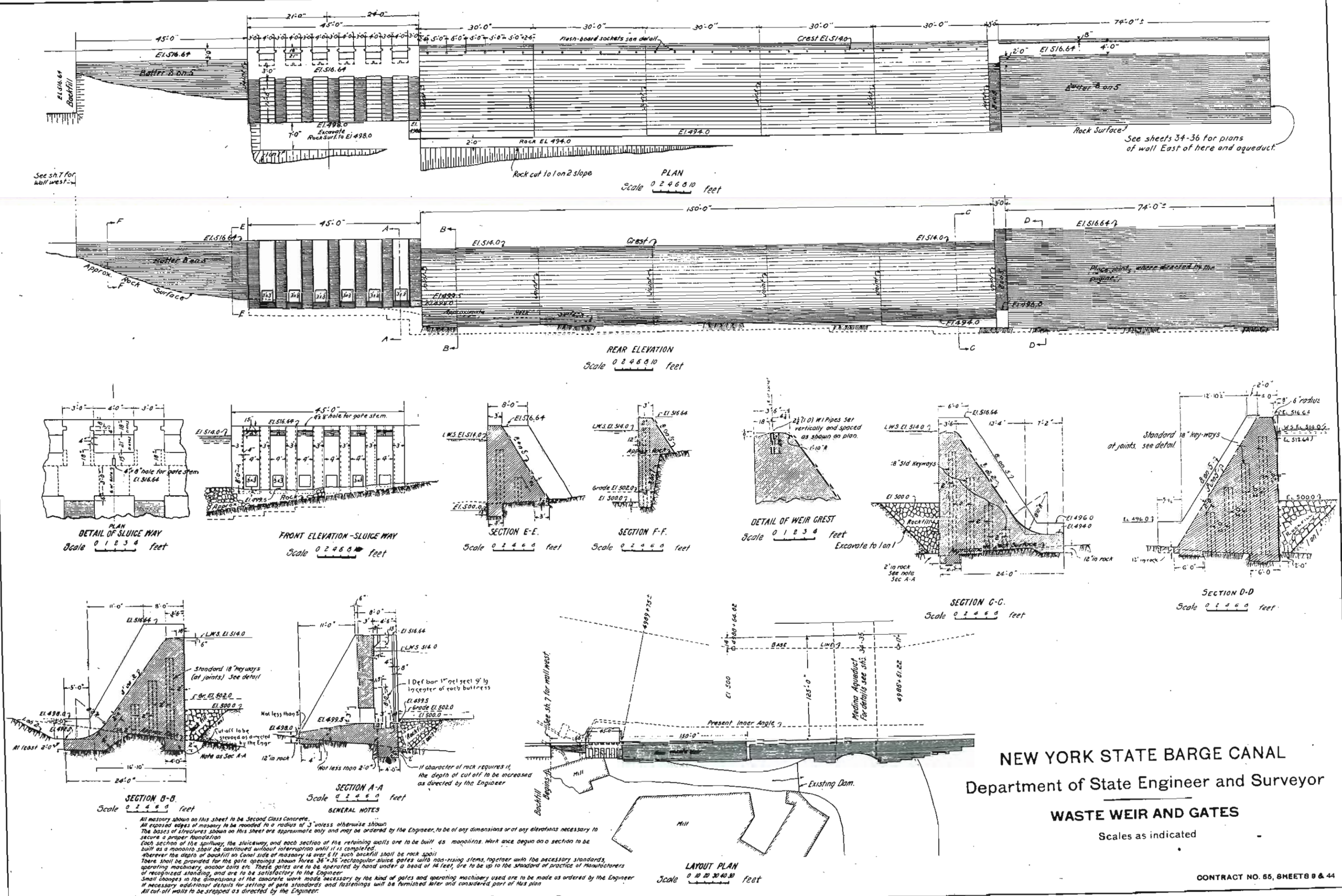
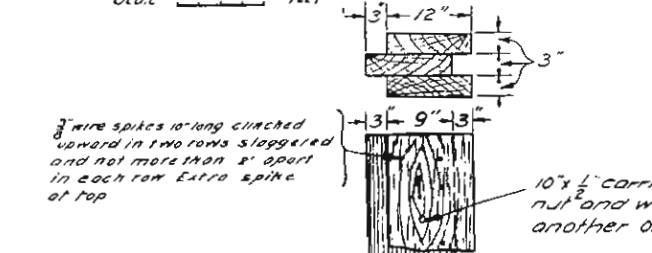
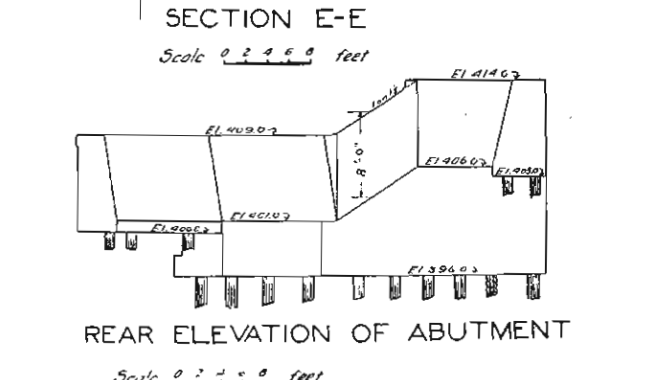
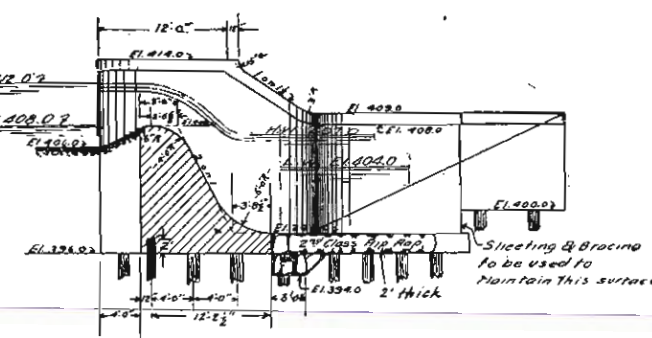
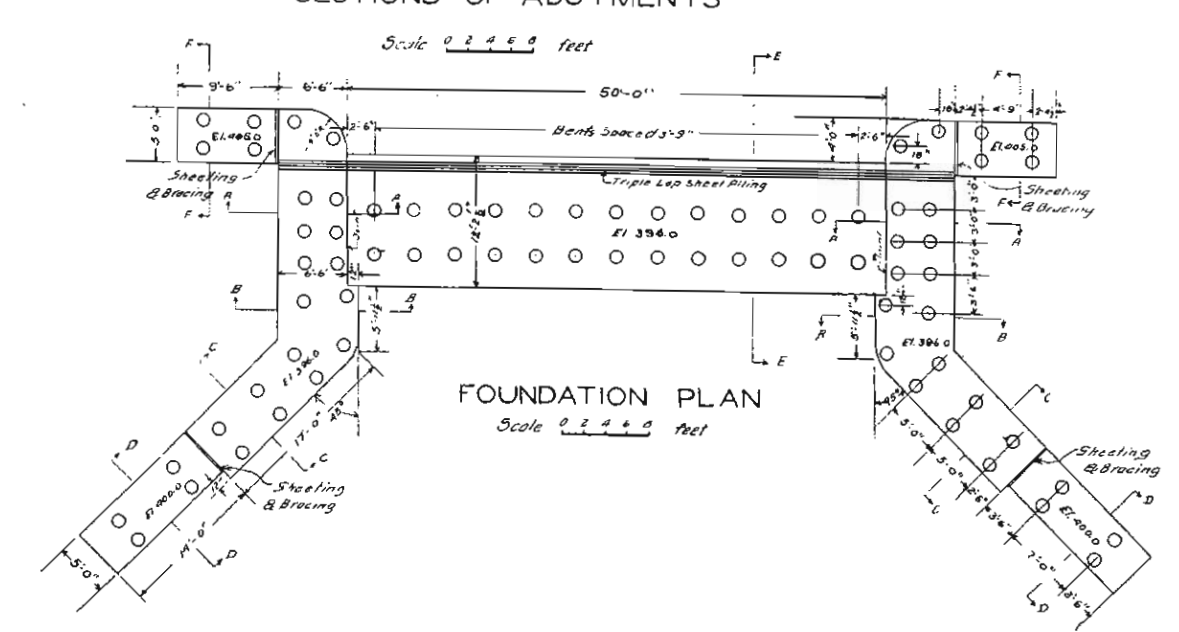
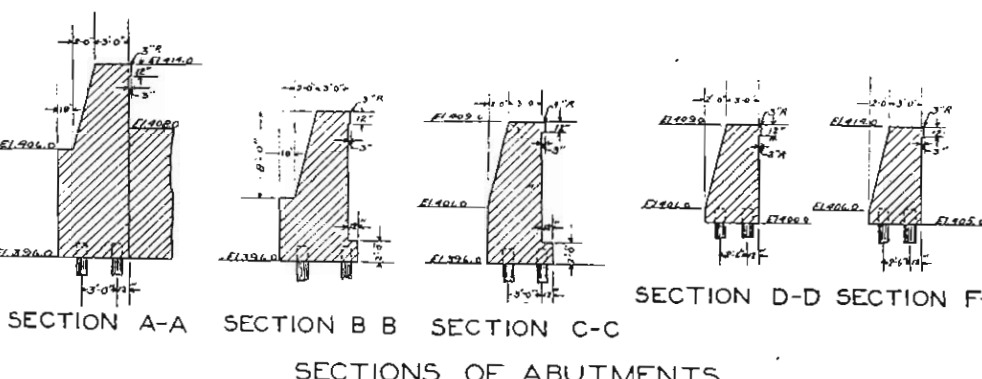
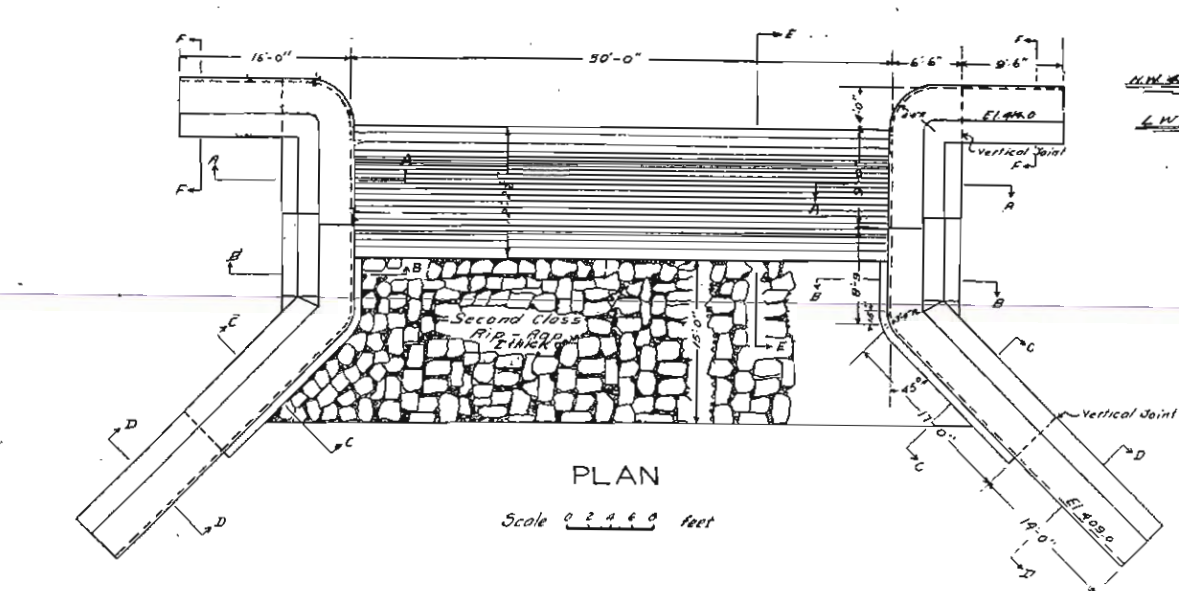


Figure 67



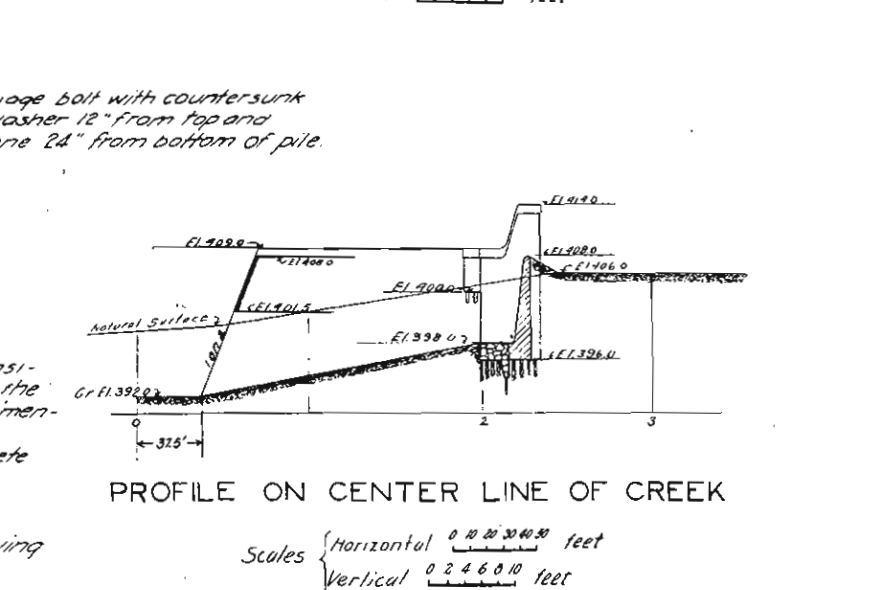
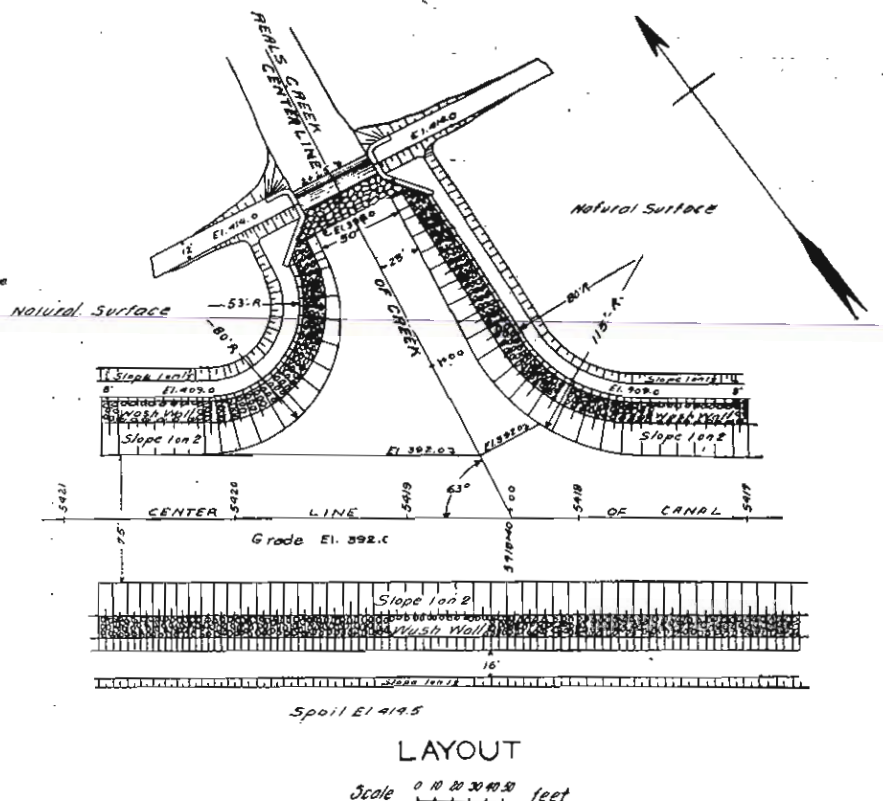


NOTES

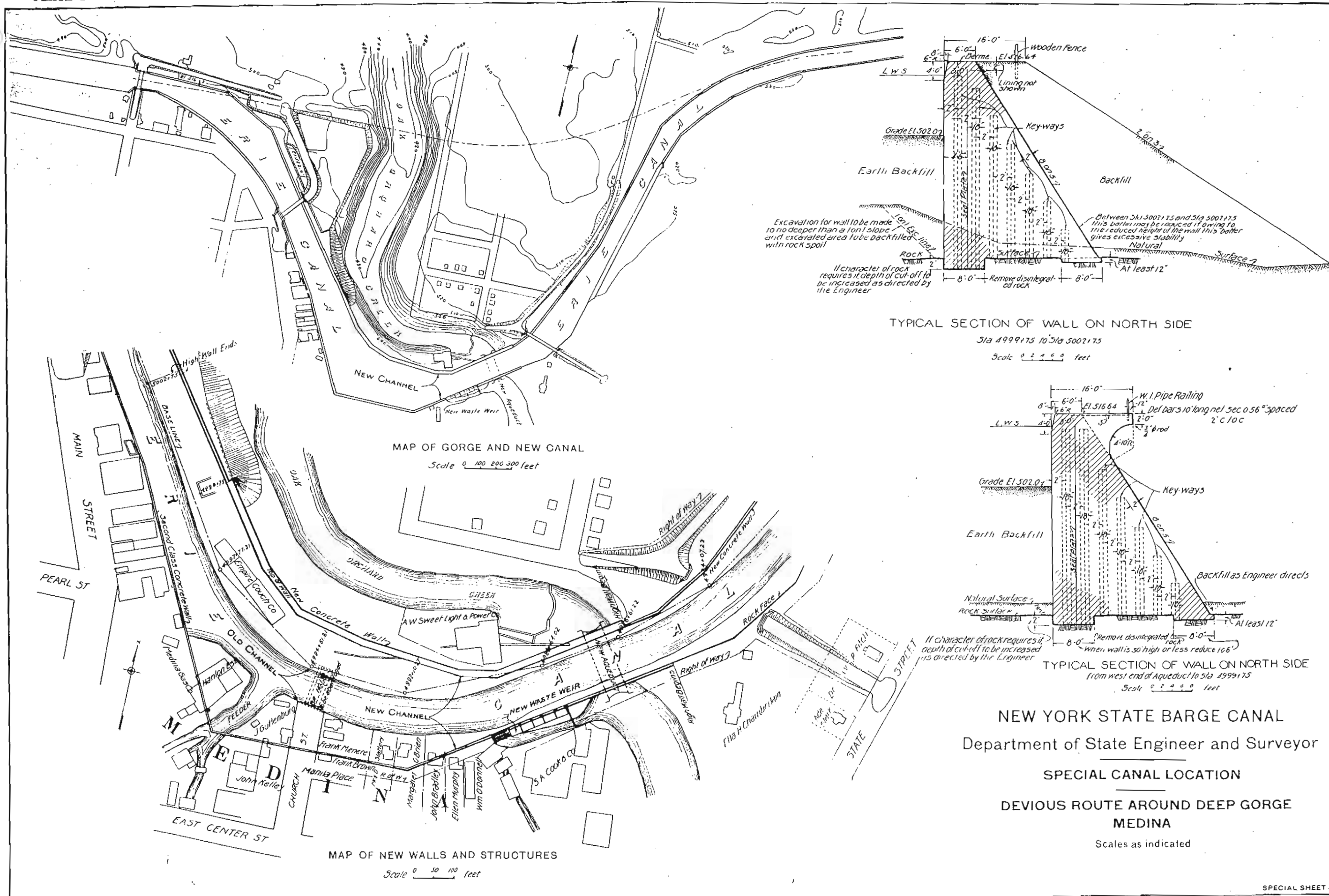
The bases of structures shown on the plans shall be considered as approximate only and may be ordered by the State Engineer to be at any elevation and of any dimensions necessary to give a proper foundation.

All masonry on this sheet to be Second class concrete. All exposed edges of concrete to be rounded to a radius of two inches unless otherwise shown. Vertical Joints to be placed not over 40 ft. apart. Length of round piles to be determined by test driving according to the specifications.

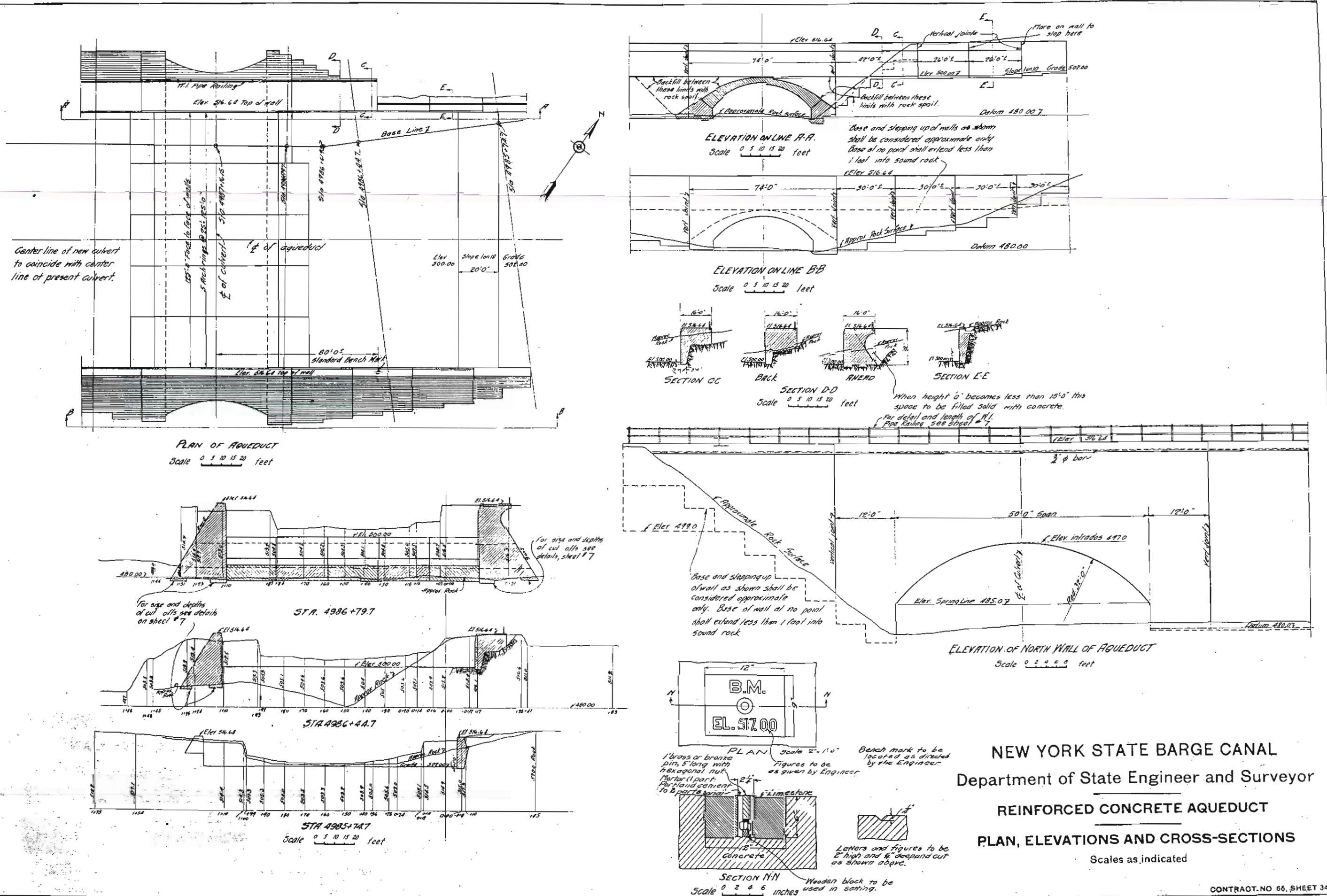
Piles on this sheet to be Class "B" Sheet Piling to be made as shown in detail above. The lower end of each pile shall be sharpened and chamfered for close driving.

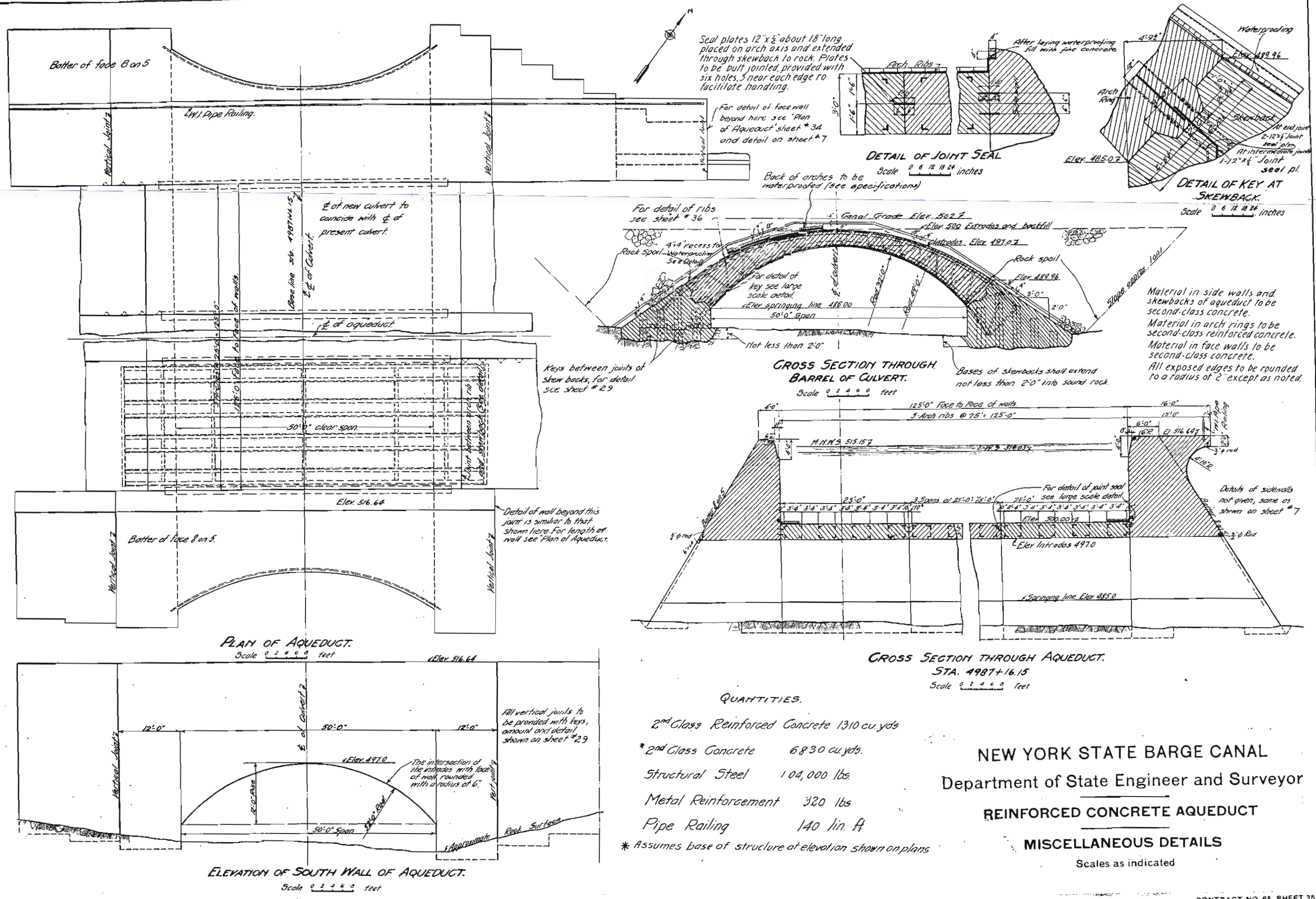


NEW YORK STATE BARGE CANAL  
Department of State Engineer and Surveyor  
STREAM ENTRANCE  
RETENTION DAM AND ENTRANCE CHANNEL  
Scales as indicated

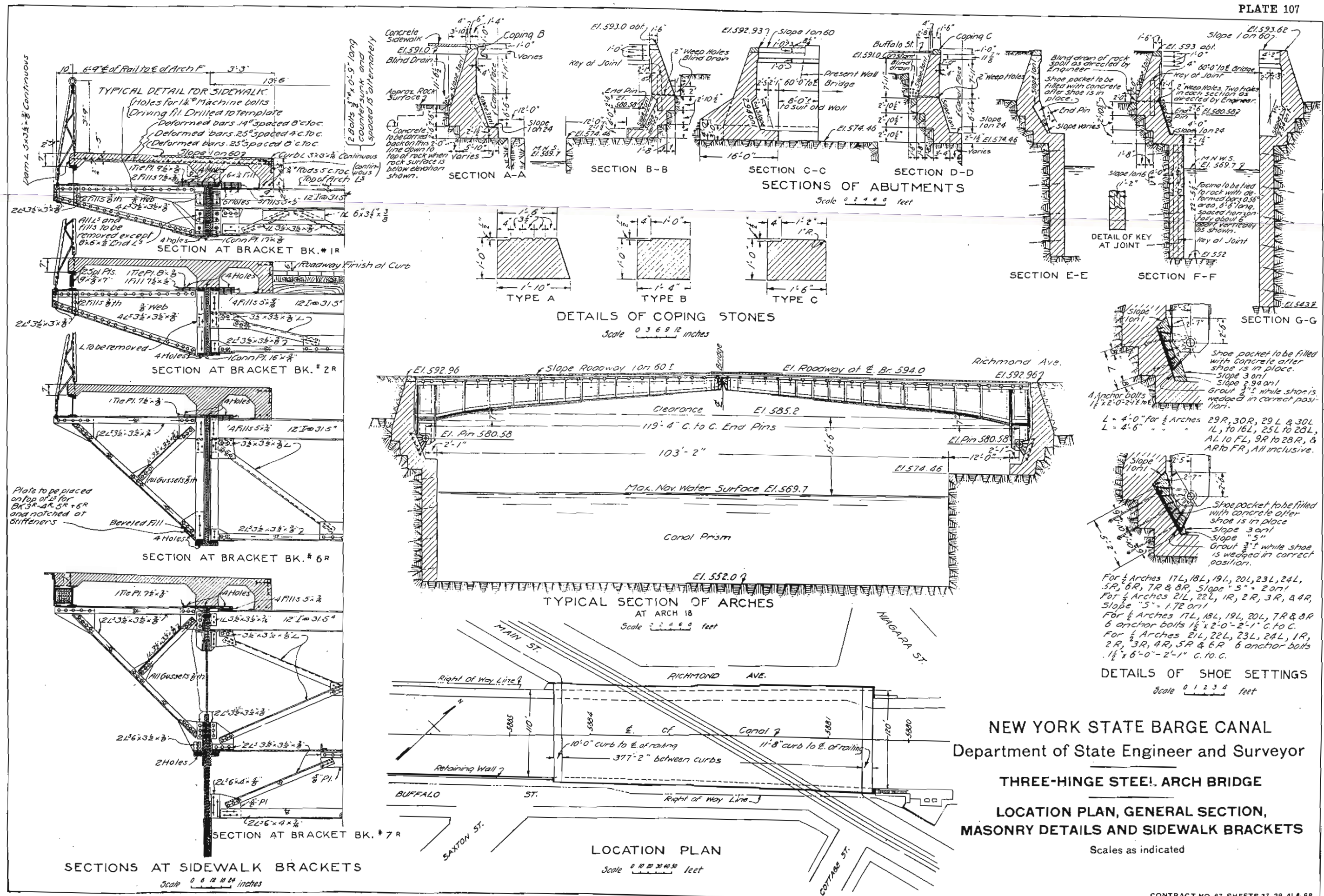














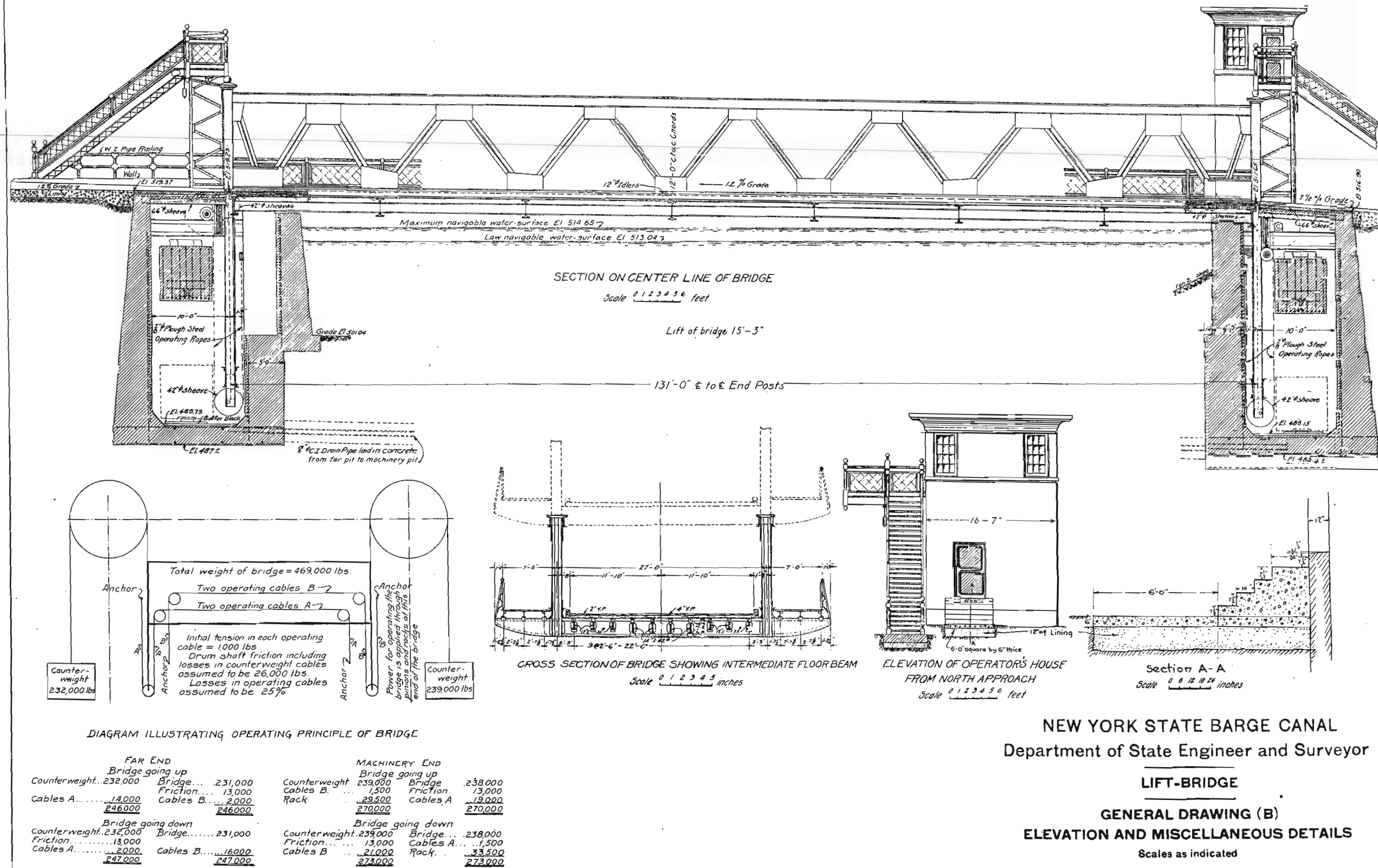


Figure 73



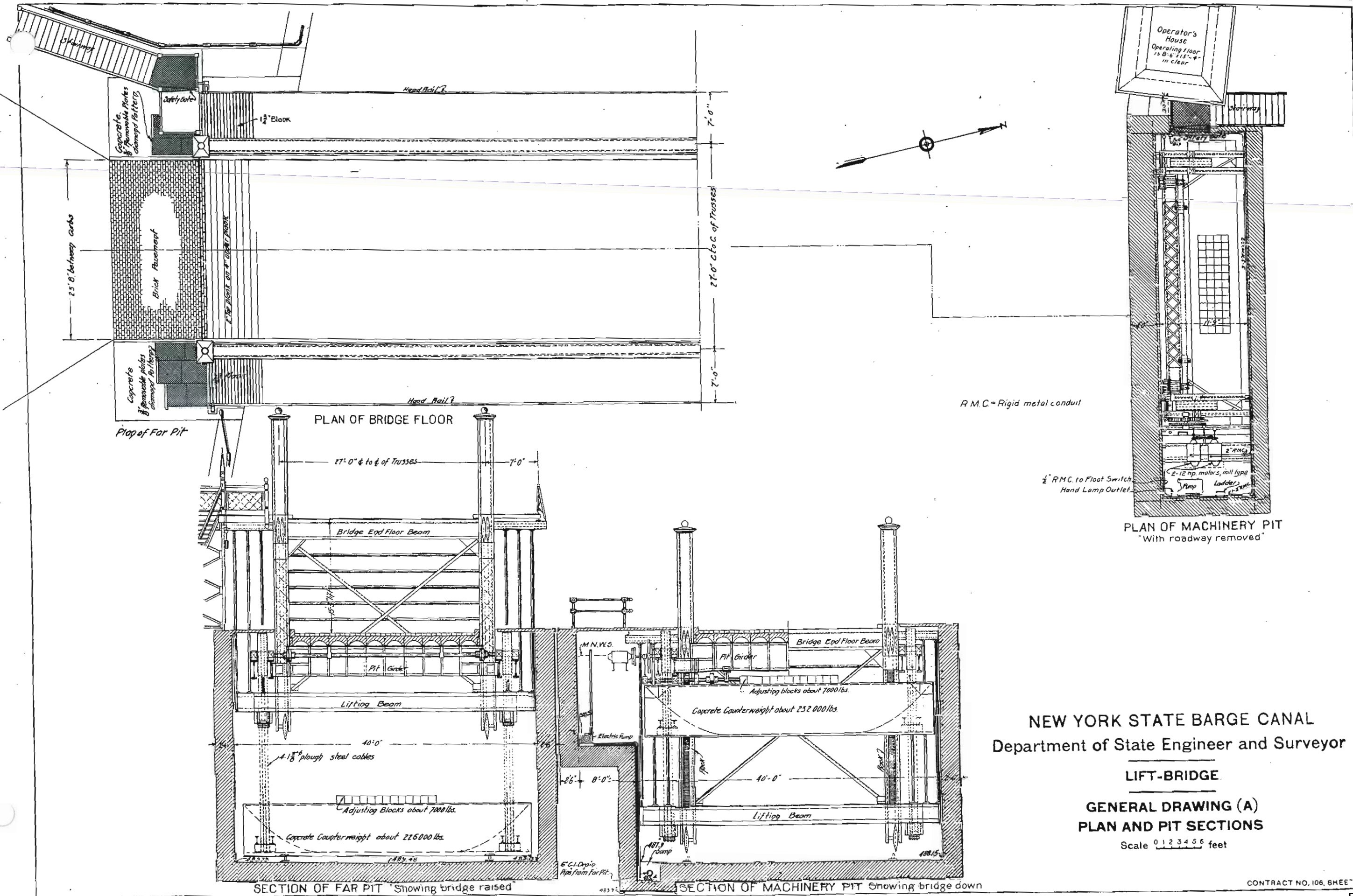


Figure 74



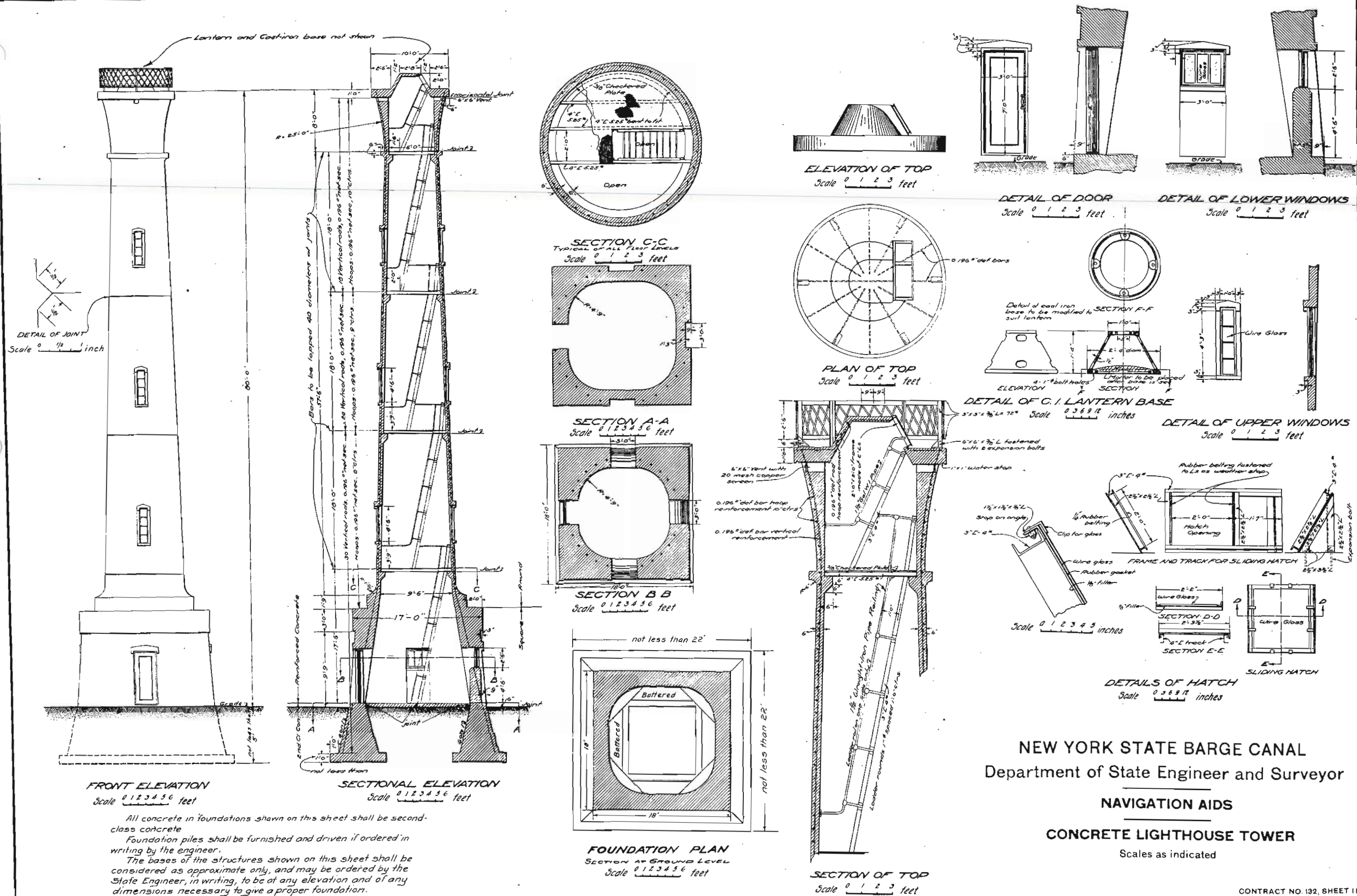
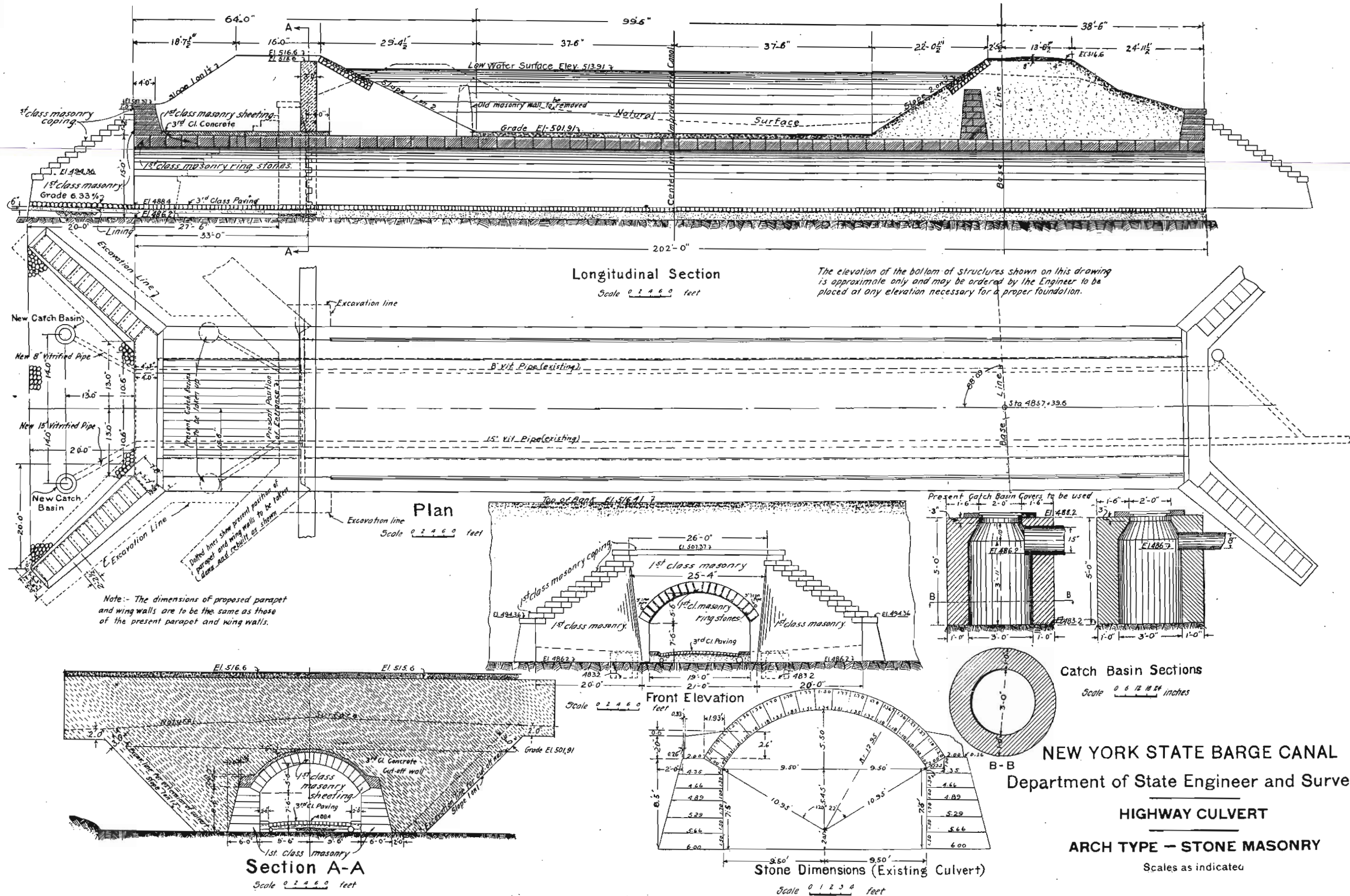


Figure 75







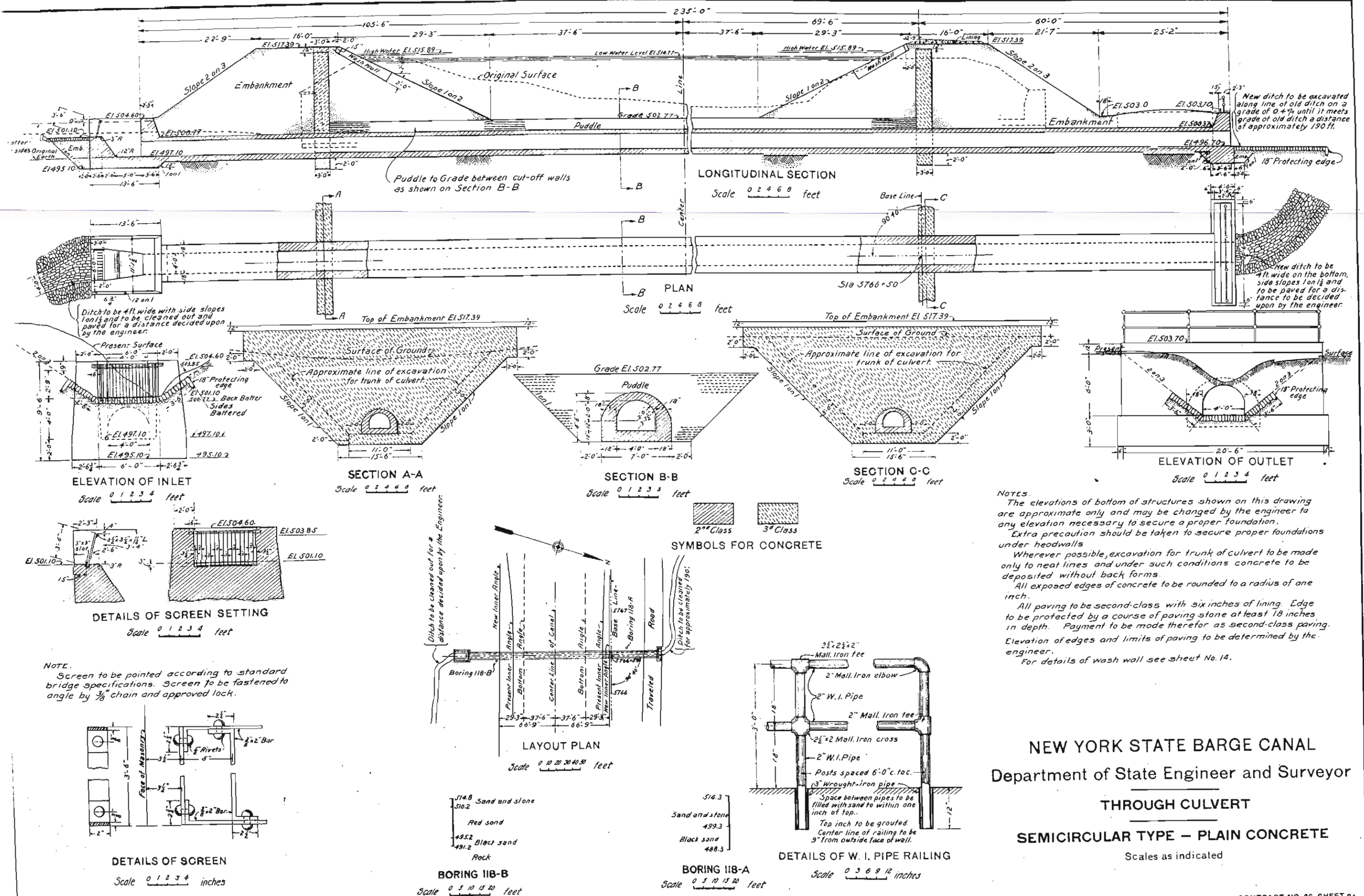
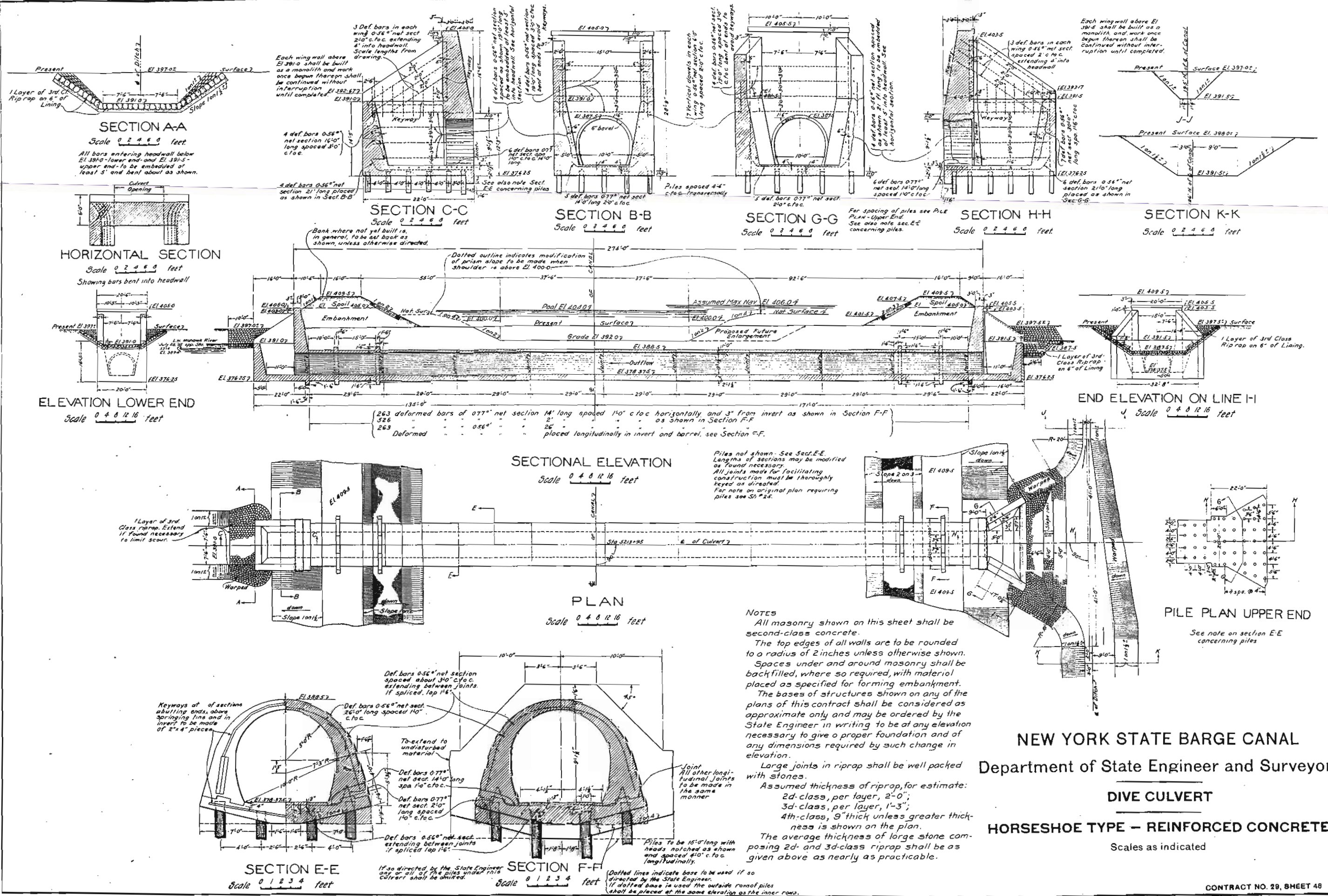


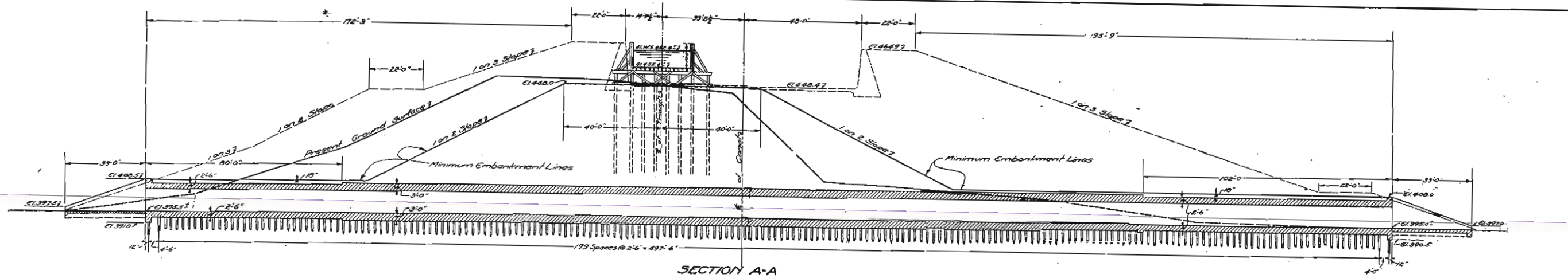
Figure 77



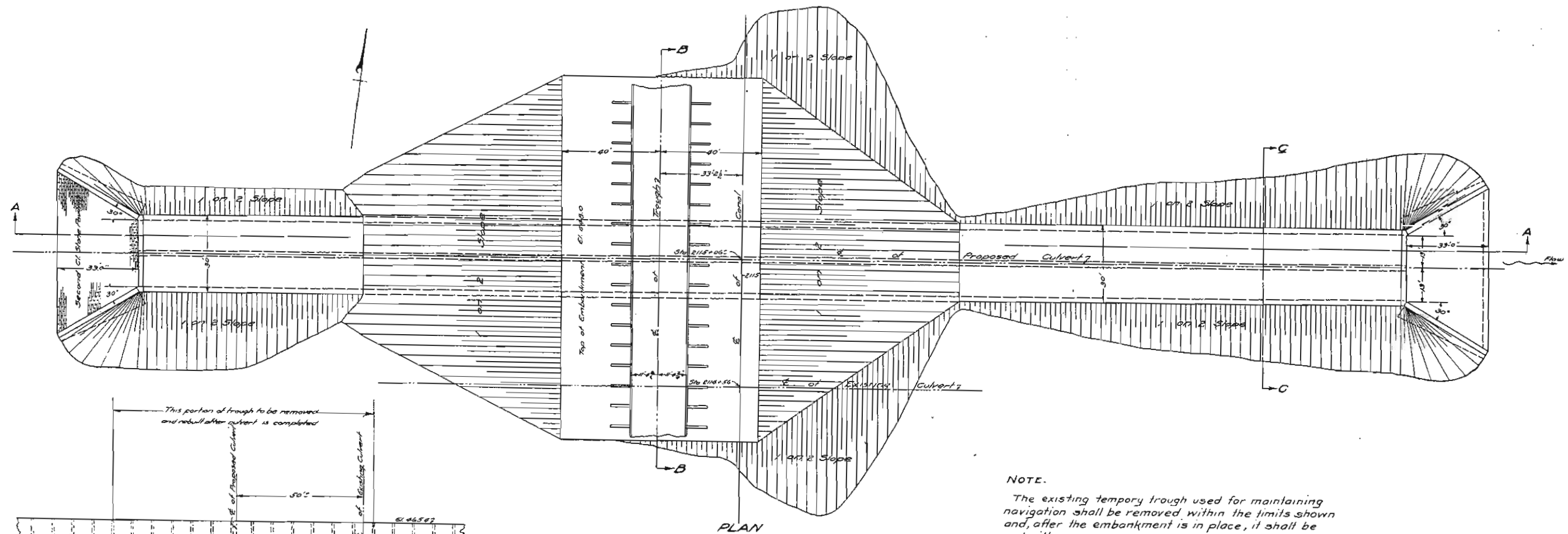


NEW YORK STATE BARGE CANAL  
Department of State Engineer and Surveyor  
**DIVE CULVERT**  
**HORSESHOE TYPE - REINFORCED CONCRETE**  
Scales as indicated





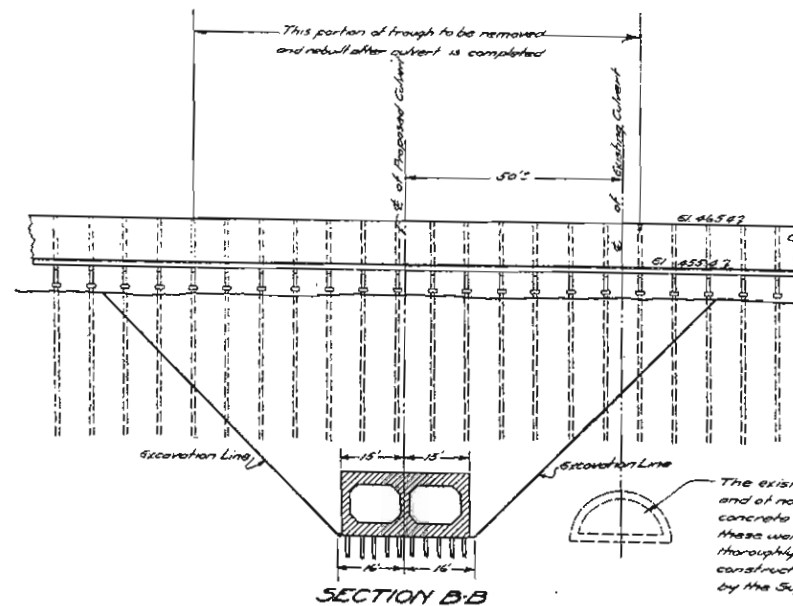
SECTION A-A



PLAN

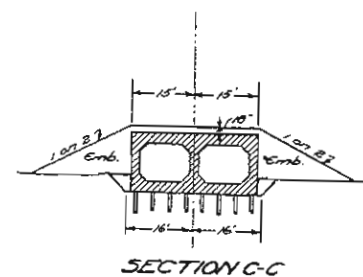
NOTE.

The existing temporary trough used for maintaining navigation shall be removed within the limits shown and, after the embankment is in place, it shall be rebuilt.



SECTION B-B

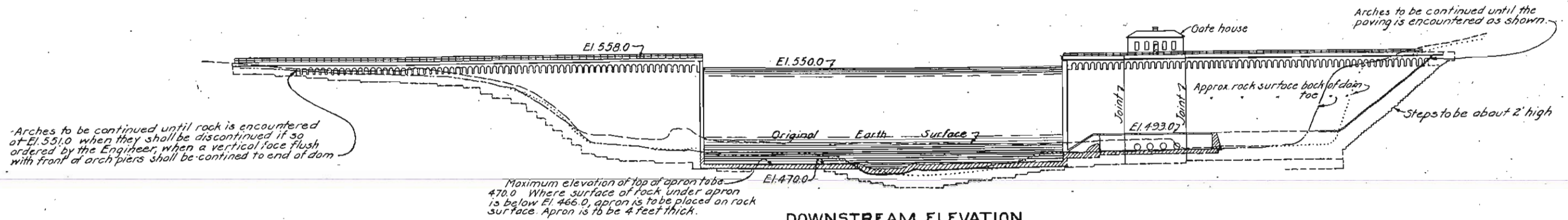
The existing culvert shall be sealed at each end and at not less than three intermediate points by concrete walls about 18" thick. The spaces between these walls shall be filled with earth which shall be thoroughly compacted. The concrete walls shall be constructed and the earth deposited as directed by the Supt. of Public Works.



SECTION C-C

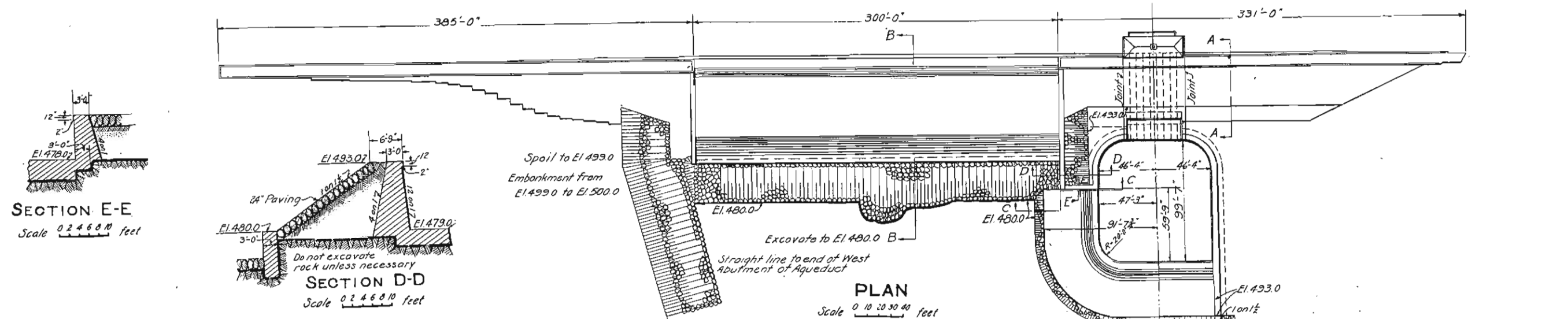
NEW YORK STATE BARGE CANAL  
Department of State Engineer and Surveyor  
THROUGH CULVERT  
DOUBLE BOX TYPE - REINFORCED CONCRETE  
PLAN AND SECTIONS

Scale 0 5 10 15 20 feet



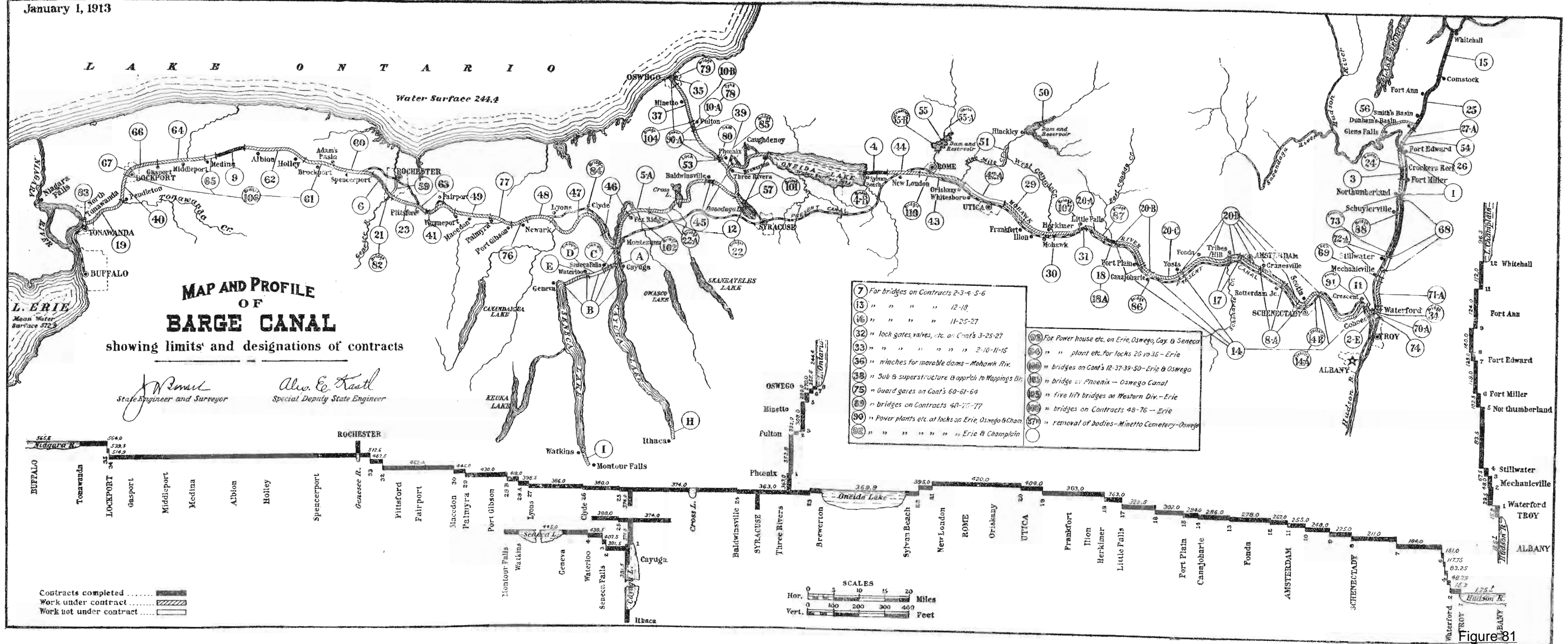
DOWNSTREAM ELEVATION  
(Sectional view of Apron and Pool)

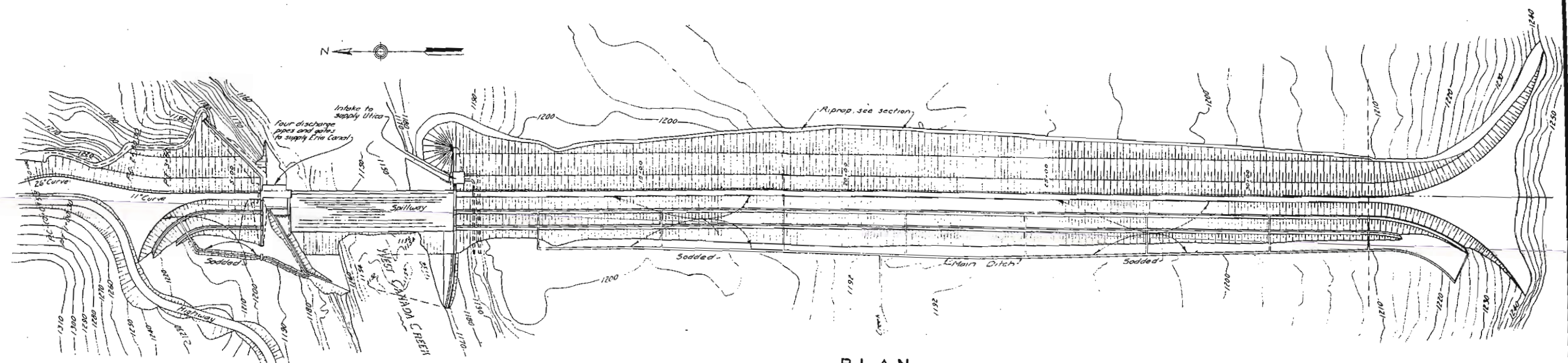
Scale 0 10 20 30 40 feet



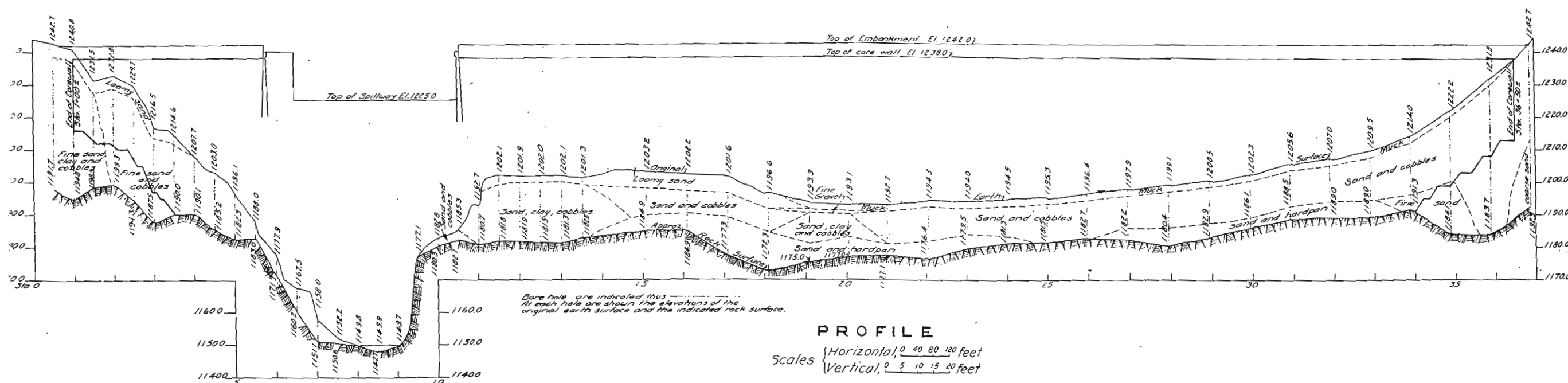


January 1, 1913



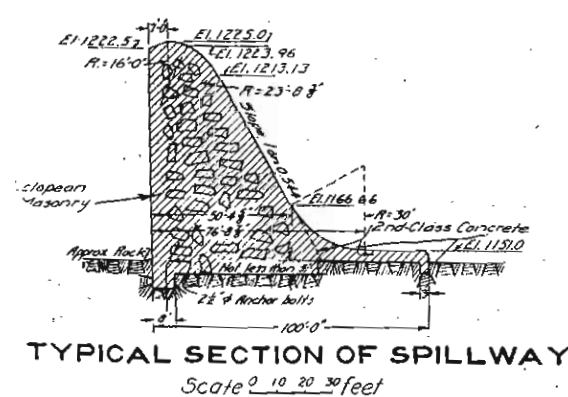


PLAN  
Scale 0 40 80 120 feet

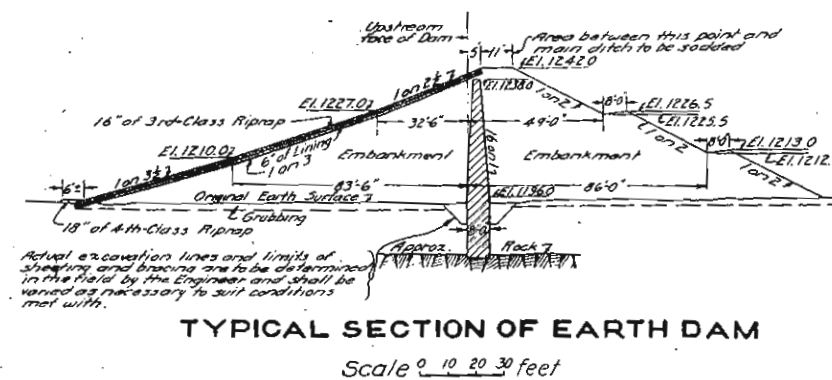


PROFILE

Scales { Horizontal, 0 40 80 120 feet  
Vertical, 0 5 10 15 20 feet



TYPICAL SECTION OF SPILLWAY  
Scale 0 10 20 30 feet



TYPICAL SECTION OF EARTH DAM  
Scale 0 10 20 30 feet

NOTES:-

The bases of the structures shown on any of the plans of this contract shall be considered as approximate only and may be ordered by the State Engineer in writing to be of any elevation and of any dimensions necessary to give a proper foundation.

The ends of the core wall shall be extended into the hills to the distance deemed necessary by the Engineer to give proper security. All work connected with such extension shall be paid for at the corresponding contract prices.

The core wall north of sta 5+47.13 and south of sta. 10+75 is to be constructed of third-class concrete. The remaining portions of the core wall adjoining the abutments is to be constructed of second-class concrete. The core wall shall be constructed in sections not to exceed 30 feet in length.

The weasterly slopes of the earth dam shall be graded in accordance with the specifications.

NEW YORK STATE BARGE CANAL  
Department of State Engineer and Surveyor

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**FIXED DAM FOR STORAGE RESERVOIR  
GRAVITY TYPE—EARTH AND MASONRY**

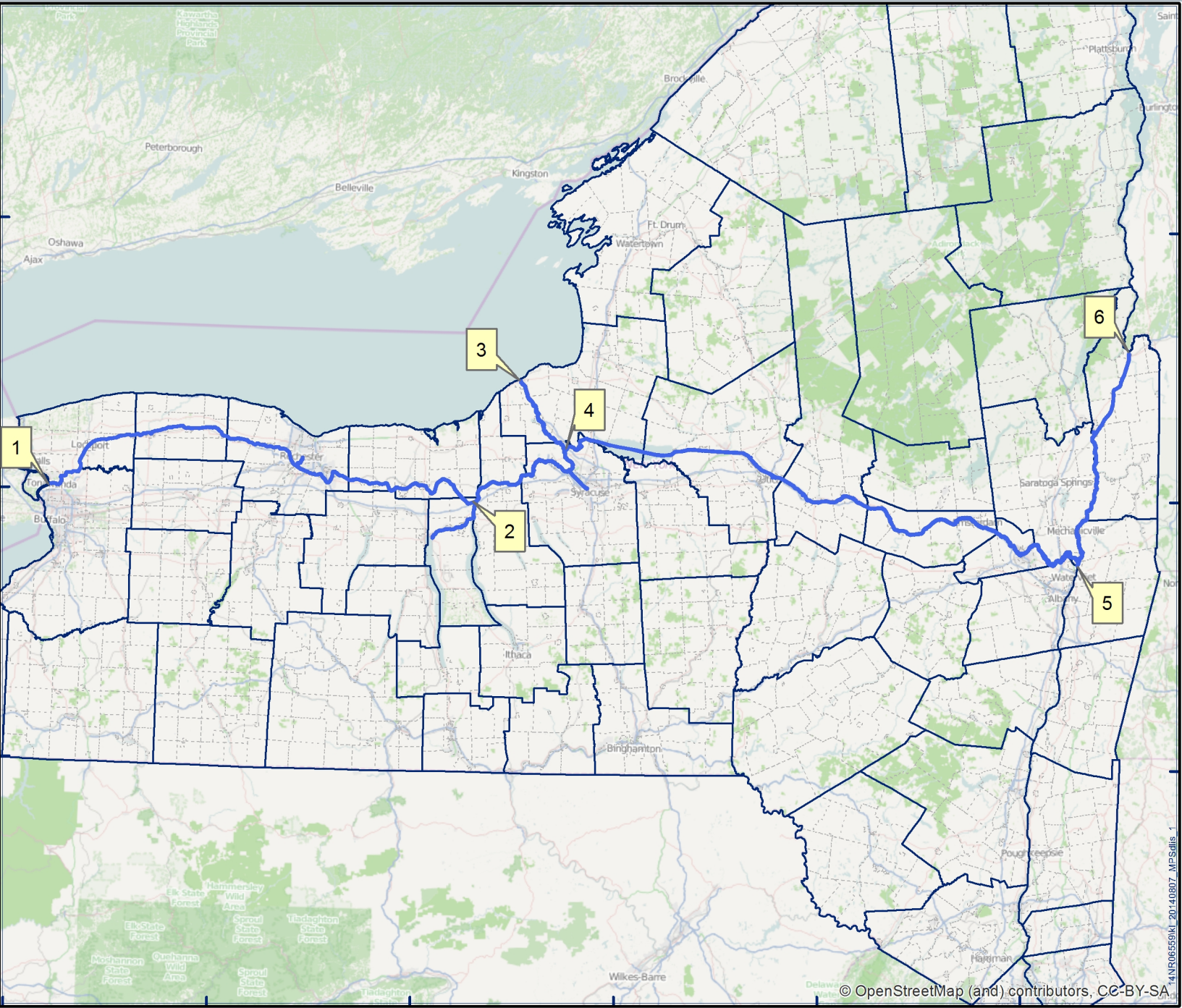
### PLAN, PROFILE AND SECTIONS

**Scales as indicated**

CONTRACT NO. 60, SHEETS 6 & 8

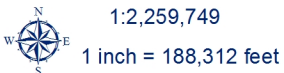
HINCKLEY DAM





Point	Easting	Northing
1	182786	4771920
2	358780	4762074
3	376625	4814380
4	396317	4787304
5	606771	4738075
6	628924	4825457

- Enlarged Erie Barge Canal
- County
- Municipality
- UTM Reference Point



Coord System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter

