US Army Corps
of Engineers

BUFFALO DISTRICT
USACE

DOCUMENTATION AND MITIGATION PLANNING FOR HISTORIC PRESERVATION

HOJACK SWING BRIDGE

ROCHESTER HARBOR SECTION 107 NAVIGATION PROJECT
ROCHESTER HARBOR-MONROE COUNTY, NEW YORK
CONTRACT NO. DACW49-99-0005 DELIVERY ORDER NO.7

FINAL REPORT

November 27, 2001

Hartgen Archeological Associates, Inc.

BLACK & VEATCH

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INTRODUCTION

The Hojack Swing Bridge was built in 1905 to serve the New York Central and Hudson River Railroad at the Genesee River. The standing bridge replaced a bridge at the same location built in 1876 for the Rome, Ogdensburg and Watertown Railroad, known as the Hojack Line. The bridge is located in the Port of Rochester, at the mouth of the Genesee River where it enters Lake Ontario (Map 1).

The United States Army Corps of Engineers (ACOE) criterion for assessing river channel widths required for safe and efficient vessel movement is 179 feet (Engineer Manual 1110-2-1613). The Rochester Harbor River Channel at the Hojack Swing Bridge is 51 percent (91 feet) and 61 percent (109 feet) of that amount. The U.S. Coast Guard acknowledges that the narrowing of the channel at the bridge is a significant navigational constraint. Widening the river channel at the bridge would be cost-prohibitive and would be incompatible with the cooperative redevelopment plans underway at the Rochester Harbor. For the ACOE, the removal of the bridge is the preferred alternative for improving navigation in the Rochester Harbor River Channel.

Previous Research

In advance of the Proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project, archeologists from the Regional Heritage Preservation Program of the Rochester Museum and Science Center conducted a Phase I Cultural Resource Survey in an area which includes the Hojack Swing Bridge. An architectural survey was completed to identify historic buildings and structures in the project area. One structure, the Genesee (Charlotte) Lighthouse is already listed on the National Register of Historic Places (National Register Nomination Form1974). Two structures, the NYC Railroad station and the Hojack Swing Bridge, were determined previously to be eligible individually, and eleven structures were eligible as part of a group at Ontario Beach Park. Two additional structures, the 1902 Customs House and the former Rochester Municipal Dock Terminal Building were identified as potentially National Register eligible (Nagel and Darlington 2000:1-4). A Phase IA and IB Cultural Resource Survey was conducted in advance of the River Street, Latta Road, and Lighthouse Street Improvement Project by the Rochester Museum and Science Center (Nagel 2000). The Hojack Swing Bridge is located immediately north of the project area for this investigation. According to Nagel, the historic integrity of the area has been diminished by vacant land, deteriorated buildings, and historic structures with inappropriate materials or additions (Nagel 2000:37).

A variety of studies of the bridge have resulted in differing assessments of it condition. A study of the Hojack Line in 1971 examined the viability of the rail operation (Genesee/Finger Lakes Regional Planning Board 1971, hereafter GFLRPB). That study reported that the swing bridge over the Genesee River was very old and in need of extensive repairs to continue to carry rail traffic (GFLRPB 1971). A 1979 historic structure inventory states that the bridge is in excellent condition (Steele 1979). A recent structure inventory form was included in a Phase I cultural resource survey

report which considers the bridge to be in good condition (Nagel and Darlington 2000). A site visit to the bridge as part of this mitigation plan determined that the structure of the bridge itself was in excellent condition, according to John Tolin of CSX Transportation (John Tolin, personal communication 2001).

Public comments about the mitigation plan were solicited from a range of individuals, groups and institutions. Their comments are collected in Appendix 3. The national headquarters of the Society for Industrial Archaeology, perhaps the academic group with the most interest in this type of historic structure, passed a resolution calling for the preservation of the bridge. That resolution is presented in Appendix 1. Many of the comments collected during the development of this plan have been incorporated into the recommendations of this mitigation plan.

HISTORIC OVERVIEW

Rochester was founded in 1803 by a group of land speculators including Colonel Nathaniel Rochester with the waterfalls on the Genesee River as the focus for the new community. The community grew quickly, and by 1825 the Erie Canal made Rochester a major milling and transportation center for the region and beyond.

The Hojack Line, officially known as Rome, Watertown and Ogdensburg Railroad, was originally part of the Lake Ontario Shore Railroad organized in 1868. The purpose of this line was to provide rail service to the towns and farmland communities that had been bypassed by the Erie Canal and the New York Central and Hudson River Railroad, both of which passed to the south. At its greatest extent, the line ran from Buffalo to Niagara Falls, then east through the northern section of Rochester to Oswego. In 1875, the Rome, Watertown and Ogdensburg Railroad took over operation of the line. The New York Central absorbed the line in the early twentieth century. The Hojack Swing Bridge, called the Charlotte Swing Bridge at the time, was built for the New York Central and Hudson River Railroad by the King Bridge Company of Cleveland Ohio, and the construction documents are dated 1904. The bridge was originally powered by a steam engine, and was retrofitted in the 1950s with a diesel engine.

The establishment of the Hojack Line allowed industrial and agricultural development in the towns of Webster and Hamlin, east and west of Rochester, respectively. Apples were produced in great quantity along the shores of Lake Ontario, which were shipped on the Hojack Line. The railroad accelerated a transition from subsistence to commercial farming in the region. Passenger traffic between the outlying towns and the city of Rochester was also served by the Hojack Line, making it a central part of the region's transportation needs (Batzing 2001, Smith 2001).

The King Bridge Company was one of the most successful companies to combine business and engineering talent in late nineteenth and early twentieth century America. The company used a national network of sales agents to build bridges all across the country. Agents who worked for the King Bridge Company went on to found their own companies, further spreading the influence of the King Bridge Company in the industry. The Hojack Swing Bridge, built in 1905, was one of the last bridges built while the company was still incorporated in the State of Ohio, as it was forced

to dissolve in 1906 due to illegal restraint of trade due to trust agreements with twelve other bridge companies. It reincorporated in New Jersey, but no longer was among the leading bridge companies of the country. The company disbanded in 1923 (Simmons 1989:32-36; Sloan 1999).

The Hojack Line in the vicinity of the bridge continued in operation until 1978, when the last revenue train ran March 31. The line was abandoned later that year, and the rails were removed in 1979 on the section of the line from Niagara Falls to Charlotte and from Charlotte to Webster. A section of the line from Webster to Hannibal was sold to the Ontario and Midland Railroad in 1979, and the line from Hannibal to Oswego was also abandoned in 1978. The Hojack Swing Bridge has not been in use since 1978.

ELIGIBILITY ASSESSMENT

The Hojack Swing Bridge was inventoried in 1979 by Ben Steele from the Landmark Society of Western New York (Steele 1979). That inventory states, "Bridge is a key visual element in its river marina environment." Its significance is due to being a rare survivor of a standard design, as swing bridges were common in the late nineteenth century but became less common in the early twentieth century. The swing bridge was less efficient than bascule and vertical lift bridges, which became the more common type of movable bridge in the United States (Steele 1979). In 1996, the Hojack Swing Bridge was evaluated by the Office of Parks, Recreation and Historic Preservation (OPRHP). It was determined to be eligible under Criteria C, embodies the distinctive characteristics of a type, period or method of construction. The statement of significance includes, "This bridge contains a high degree of integrity as an unusual example of this style and type" (OPRHP 1996). The OPRHP eligibility evaluation is included as Appendix 2.

The local and state significance of the Hojack Swing Bridge is clear from the role the Hojack Line played in the development of northern sections of Central New York. The regional significance of the bridge arises from the importance of the King Bridge Company in the development of the bridge construction industry of the northeast.

Impact on Historic Properties

Since the Hojack Swing Bridge has been determined to be eligible for inclusion in the National Register of Historic Places (OPRHP 1996), removing the bridge would represent an adverse effect on the historic property under Sec. 800.5(a)(2)(i, iii). Demolition of the bridge would be a greater adverse effect than moving the bridge from its historic location, but both are adverse effects. These adverse effects can be mitigated by preserving the historic value of the bridge.

Removing the bridge would have a minimal direct effect on the Genesee Lighthouse. The lighthouse was used until 1902, and the current bridge was built in 1905, so they were not in active use at the same time. A previous bridge on the site, built around 1875, was used at the same time as the lighthouse. The lighthouse is considered significant as it is illustrative of the earliest vintage

of light stations constructed in New York State, built in 1822 (National Register Nomination Form 1974).

One of the concerns regarding the removal of any historic structure is the impact on the cultural landscape. The Hojack Swing Bridge was built as part of the industrial district of the early twentieth century Port of Rochester. The cultural landscape has changed from an industrial nature to a recreational nature, and very little industrial landscape remains in the area. This is unlike the High Falls area south of the project area on the Genesee River, where the industrial nature of the area has been maintained, restored and converted to public use. The Hojack Swing Bridge is a remnant of an earlier period in a transformed cultural landscape. The modern landscape would be altered by the removal of the bridge, which would effect the view of the river from the lighthouse and vicinity. However, the cultural landscape visible from the lighthouse is significantly altered from its historic appearance, which began as swamplands when the lighthouse was constructed. The cultural landscape of the surrounding parks and marinas has been and is being constructed directly toward recreation, and the massive industrial structure of the bridge does not match the character of the recreational landscape.

Since the bridge is located in mid-channel, the impact of the removal operation itself should be minimal. In all probability the process would involve using a barge-mounted crane and equipment to dismantle the structure. Individual bridge members would then be loaded on barges for disposal. Removal operations would present an impediment to water traffic in the channel during demolition of the superstructure and underwater substructure. The demolition staging area on shore could be confined to the proposed parking area for the Fast Ferry project. Since this area was identified as having no historical significance, land-based staging here would limit the impact on surrounding properties.

Mitigation Guidelines

There are three ways to preserve the historic value of a bridge: the bridge can remain in place and be rehabilitated, the bridge can be relocated for continued use or adaptive reuse, or it can be recorded to prevent its total loss if it cannot be saved (DeLony 1989:57, 61). In 1987, the United States Congress passed legislation which states it is "in the national interest to encourage the rehabilitation, reuse and preservation of bridges significant in American history" (DeLony 1989:63). Very few swing bridges have been recorded in the Historic American Engineering Record (HAER), and no King Bridge Company swing bridges appear in the HAER database at the Library of Congress. Recording the Hojack Swing Bridge in the Historic American Engineering Record is an effective means to preserve its historic value.

HAER Documentation Standards

There are three levels of HAER documentation which apply to permanent records for structures: Level I, II and III. Documentation Level III is appropriate for minor buildings, such as

a streetscape contributor to a historic district (US Dept. of the Interior 1990:4-6). As the Hojack Swing Bridge has been determined to be individually eligible for inclusion in the National Register (OPRHP 1996), Level III documentation would be inadequate for this structure. Level I documentation is appropriate for National Historic Landmarks and other structures of national significance. Level II documentation is appropriate for structures of state and local significance. The level of significance for the Hojack Swing Bridge is discussed below for the Hojack Swing Bridge under the section Application of Guidelines (p. 8 and 9).

HAER documentation standards which apply to the mitigation plan for the Hojack Swing Bridge have three components. All levels of HAER documentation require large format photography, with negative sizes of 4" x 5", 5" x 7", or 8" x 10". Additional photographs and historic views are recommended at the very least. Level I and II documentation efforts require measured drawings of the existing or historic conditions of the structure. At Level II documentation, these drawings may be photo-reproduction of existing drawings. If existing drawings are housed in an accessible collection and cared for archivally, their reproduction for HABS/HAER may not be necessary. Also required at Level I and II is a written history and description of the structure. The components of the documentation should be prepared on archivally stable materials, in standard sizes appropriate for use, storage and reproduction. The durability performance standard for HABS/HAER records is 500 years, though supporting field records need not meet this standard (US Dept. of the Interior 1990:3-8).

Application of Guidelines

Adaptive reuse of the structure would be difficult, as it is in the middle of the Genesee River. Adding a footbridge and the required public safety components such as railings, safe walking surface and ADA access features would alter the appearance of the bridge, which would also represent an adverse effect under Sec 800.5(a)(2)(v), introduction of visual elements that diminish the integrity of the property's historic features. Simply making the bridge safe to use in that environment would require significant alterations.

Several opinions have been tendered regarding the appropriate level of documentation for the Hojack Swing Bridge. Eric DeLony, Chief of the HAER in the HABS/HAER Division at the National Park Service, considers that the Hojack Swing Bridge should be recorded with Level I Documentation (Eric DeLony, personal communication 2001). This level of documentation is only required for structures of national significance, such as National Historic Landmarks (U.S. Department of the Interior 1990:5). The Hojack Swing Bridge has been determined to be of state level significance by the New York State Office of Parks, Recreation, and Historic Preservation (Robert Englert, personal communication 2001), and not of national importance. The Library of Congress will not accept documentation for structures below a national level of significance as of October 1, 1997 (Lisa McCann, personal communication 2001). Level II documentation is appropriate for structures of historic significance below that of a National Historic Landmark such as the Hojack Swing Bridge.

RECOMMENDATIONS

The historic value of the Hojack Swing Bridge should be preserved. The specific steps required to preserve the historic value of the bridge include documentation, preservation of components of the bridge, on-site signs or markers providing public information on the bridge as part of the recreational district, and the creation of museum exhibits on the bridge and the industrial landscape as it once existed in the Port of Rochester.

The documentation effort for the Hojack Swing Bridge should be conducted at Level II HAER standards. The bridge is a significant structure on its own at state level significance, but not at the level of a National Historic Landmark, indicating that Level II HAER documentation would be appropriate. Since the bridge is significant at the state level, the archive holding the documentation should be located within New York State. It is recommended that copies of the appropriate documents be placed at multiple archives in the state, such as the New York State Library, the Rochester Museum and Science Center, and other appropriate institutions to allow sufficient public access to the information contained in the documentation effort, and as a disaster mitigation plan. Since the King Bridge Company was located in Cleveland, Ohio, a copy of the documentation should be placed in a similar institutional archive in that city, such as the Cleveland Historical Society.

Preservation of components of the bridge is recommended. Reconstruction of the bridge on a new site would be prohibitively costly, but removal of key elements of the engineering structures would be feasible. The powerhouse/control station has parts of the original steam engine and the later power system still in place, which would be easy to remove and place in a public site. The central gearing system at the base of the bridge truss system is still intact, and would make an excellent public education component for an indoor or outdoor display. This could be combined with indicators of the size of the bridge, such as markers, signs or other visual elements, as part of the educational display. Displaying the working components of the bridge would make them accessible to a wider public than leaving them in place, where they are not accessible.

The High Falls district of the City of Rochester has a number of historic markers, which can serve as a model for the signs of markers for the bridge. The recreational use of the area creates a ready audience for these types of signs or markers. These markers could be combined with elements of the bridge in large displays as noted above.

Museum exhibits for the Hojack Swing Bridge could be contained in the new Fast Ferry Terminal, the Genesee-Charlotte Lighthouse Museum, or at other appropriate institutions such as the Rochester Museum and Science Center. The bridge represents a part of the history of Rochester which has mostly disappeared from the area. There are two aspects of the Hojack Swing Bridge that should be preserved and presented to the public through museum displays. One is the engineering aspect of the bridge, which would be served by a working model of the bridge, while the other is the industrial landscape of which the bridge was a part. That cultural landscape has mostly vanished, with only the bridge and a few remnant structures remaining, such as the customs house, and little of the actual terrain except the railroad right of way. An area model which shows the bridge and its surroundings at an appropriate time period during its use would serve to record this landscape. This

could also be combined with a visual representation of the cultural landscape, such as a mural or other large format image of the bridge and its surroundings. The Rochester Museum and Science Center has historic photographs of the bridge, which could be included in these exhibits.

Three options are presented for the creation, reproduction, and/or archiving of measured drawings. Option 1 is the creation of all new, as-built drawings. The bridge would have to be measured, including the underwater portion. This option is not recommended, and may not be required. Option 2 is the reproduction of all the existing drawings on archivally stable media, if the existing drawings are not deposited in a publicly accessible archive. Option 2A is the reproduction of the drawings from the electronic media if the original drawings are no longer extant, and then duplication onto archivally stable media. Option 3 is the placement of the existing drawings in a publicly accessible archive, with archival storage conditions. This includes assessment by a conservator, minor treatment of unstable portions, and storage in archivally stable materials. This option also includes reproduction of selected important drawings as part of a disaster plan and placement in an independent archive. Option 3 is recommended, due to the cost effectiveness of the option and the benefit of preserving the original drawings in a public archive. However, in discussion with CSX transportation officials, the original drawings have not been located, and they do not seem to be extant. Therefore, provided the drawings do not surface before any mitigation plan is implemented, Option 2A, reproduction of the electronic drawings on archival material, may be required.

Memorandum of Agreement

We recommend the following parties for the eventual Memorandum of Agreement:

Signatories:

Army Corps of Engineers, Buffalo District

New York State Office of Parks, Recreation and Historic Preservation

Concurring Parties:

CSX Transportation

City of Rochester

United States Coast Guard

Table 1. Hojack Swing Bridge Removal Mitigation Plan Cost Estimate

Cost Estimates	Number	Each	Cost
Large Format Photographs		lump sum (ls)	$2,400
Historic photo reproduction		ls	$1,000
History and Description		ls	$15,000
Component Preservation		ls	$20,000
Historic markers	2	$700	$1,400
Museum Exhibits & Models		ls	$35,000
Sub-total			$74,800
Drawing Options			
Drawings, new (Option 1)	50	$1,000	$50,000
Field work for measuring (Option 1)		ls	$12,000
Drawings, reproduction (Option 2)	1000	$15	$15,000
Drawings, reproduction (Option 2A)	1000	$10	$10,000
Drawings, preservation (Option 3)		ls	$2,000
Conservator assessment (Option 3)		ls	$1,000
Drawings, reproduction (Option 3)	100	$15	$1,500
Sub-totals	Option 1	$62,000	
	Option 2	$15,000	
	Option 2A	$10,000	
	Option 3	$4,500	
Total	(using Option 3)		$79,300
Total	(using Option 2A)		$84,800

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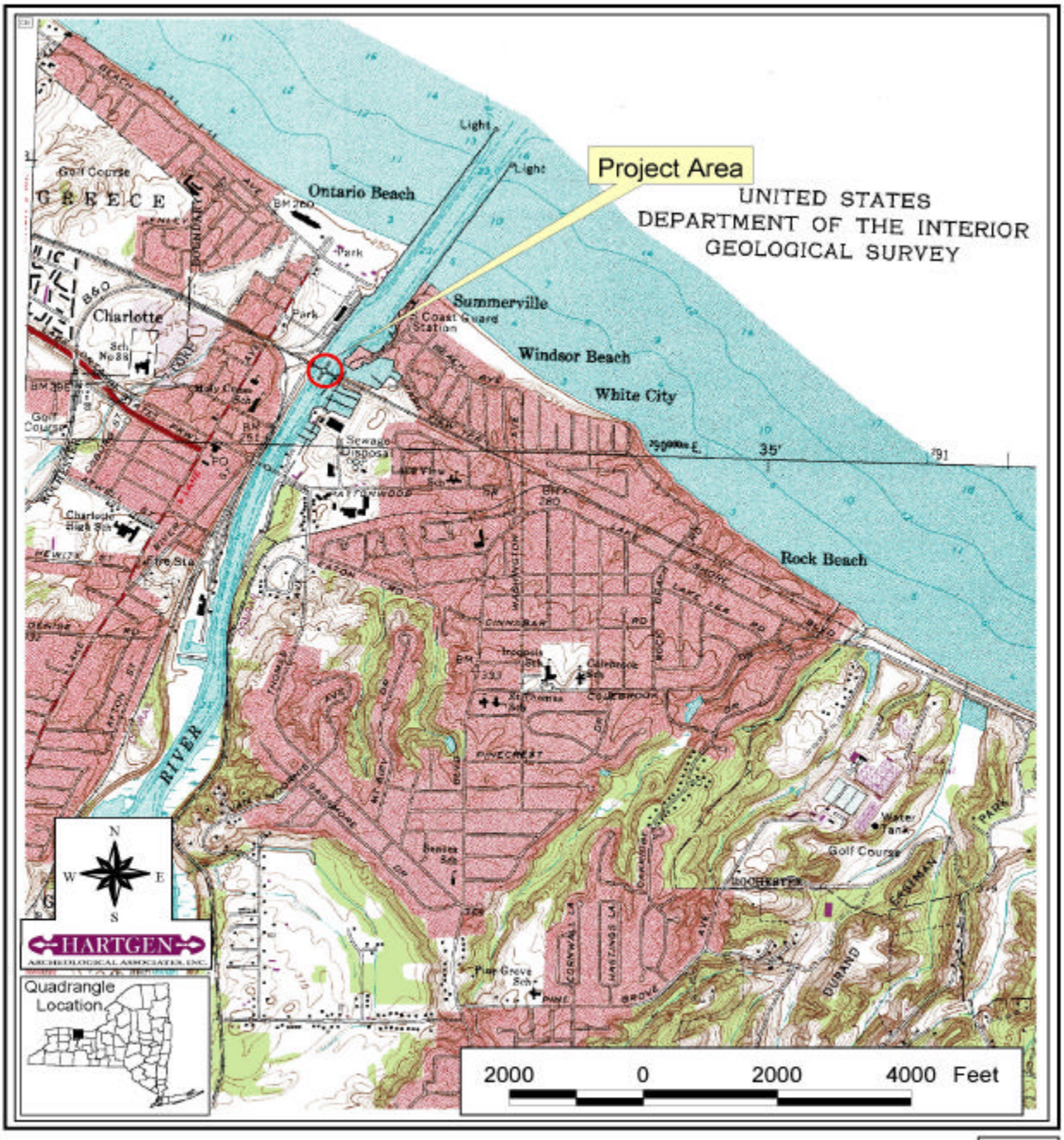
MAPS



Map 1
Project Location
1979 USGS *Rochester East Quadrangle 7.5 Minute Series*

PHOTOGRAPHS

Photo 1: Hojack Swing Bridge, looking northeast.

Photo 2: Railroad right of way on east side of Genesee River from the Hojack Swing Bridge.

Photo 3: Overhead trusses from deck of bridge.

Photo 4: Deck of bridge looking north.

Photo 5: Deck of bridge from control booth walkway, looking north.

Photo 6: Central mechanism of bridge, looking west.

Photo 7: Steam engine parts in control booth.

Photo 8: Circa 1950s engine (Diamond Rowe) in control booth.

Photo 9: Charlotte-Genesee Lighthouse, as seen from the Hojack Swing Bridge, looking southwest.

Photo 10: Rochester Yacht Club as seen from Hojack Swing Bridge, looking northeast.

Photo 11: Potential demolition staging area. Site of new Fast Ferry Facility construction.

APPENDIX 1: SIA Resolution

Society for Industrial Archeology Resolution regarding the Hojack Swing Bridge

RESOLUTION

WHEREAS the railroad swing bridge across the Genesee River in Rochester, New York, known as the Hojack Swing Bridge, is one of the last remaining bridges of its type still standing in the United States; andWHEREAS swing bridges built during the late-19th and early-20th century were essential elements of rail and river transportation, and thus promoted the economic development of port cities like Rochester; andWHEREAS the Hojack Swing Bridge was built for the Rome, Watertown & Ogdensburg Railroad by the King Bridge Company of Cleveland, Ohio, one of the largest and most important independent bridge companies of the nineteenth century and a specialist in swing and other movable bridges; andWHEREAS the Hojack Swing Bridge, now abandoned for its original purpose, is located in an area of strategic historic, cultural, and recreational importance for the future of the Greater Rochester area; andWHEREAS the Hojack Swing Bridge has existed for close to a century, thereby becoming an essential element in the visual character of the area; andWHEREAS the Charlotte neighborhood, in which the Hojack Swing Bridge is located, has already preserved its historic lighthouse and is taking steps to preserve and rehabilitate its railroad station and railroad right of way for new recreational and commercial uses; andWHEREAS many citizens of Greater Rochester with knowledge and interest in industrial and railroad history have advocated preservation of the Hojack Swing Bridge; and

WHEREAS the State of New York is currently undertaking a program to update its inventory of historic bridges and has made abandonment of the Hojack Swing Bridge conditional on the requirement of its owner to protect its integrity until a determination of its final disposition can be made; now, therefore,BE IT RESOLVED that the Society for Industrial Archeology, an international organization that promotes the study and preservation of the physical survivals of our technological and industrial past, hereby supports the preservation of the Hojack Swing Bridge and, further, urges that it be incorporated into plans for future development of the surrounding neighborhood.

_____

Carol Poh Miller July 12, 2001
President, SIA

APPENDIX 2: Eligibility Evaluation

96PR0858

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189 518-237-8643

Bernadette Castro, Commissioner

ELIGIBILITY EVALUATION **DATE:** 25Sep96 **STAFF:** EABJ

PROPERTY: Rochester Swing Bridge **MCD:** Rochester
ADDRESS: Conrail over Genesee River **COUNTY:** Monroe
PROJECT REF: 96PR0858 **USN:** 05540.001471

I. ___ Property is individually listed on SR/NR: _____
name of listing

___ Property is a contributing component of a SR/NR district: _____
name of district

II. X Property appears to meet eligibility criteria.
___ Property contributes to a district which appears to meet eligibility criteria. **Pre SRB:** X **Post SRB:** ___ _____
SRB date

National Register Criteria for Evaluation:

A. ___ Associated with events that have made a significant contribution to the broad patterns of our history;
B. ___ Associated with the lives of persons significant in our past;
C. X Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
D. ___ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Conrail bridge over the Genesee River is an intact representative example of a rim-bearing, subdivided Warren Truss horizontal swing bridge with center pivot. Constructed around the turn of the century, it served both to connect the railroad on both sides of the Genesee River inlet to Lake Ontario and to allow unimpeded water passage.

This design contains a diagonal structural system with secondary vertical bracing for the triangular web system. The structure is subdivided with diagonal tertiary support. The mid-section of the bridge contains a polygonal top-chord and the housing unit for the bridge operator. Finally, to complement the structure, the bridge contains latticed portal struts, latticed top lateral bracing and latticed sway bracing.

This bridge contains a high degree of integrity as an unusual example of this style and type.

APPENDIX 3: Weekly Progress Reports

Hojack Swing Bridge
City of Rochester,
Monroe County, New York
Mitigation Plan

Weekly Progress Report

Hartgen Archeological Associates, Inc.
1744 Washington Ave Ext.
Rensselaer, New York 12144

Dates covered by this report: ___9/10/01 to 9/14/01_____ Date prepared: ___9/14/01____

Prepared by: Scott D. Stull _____

We received notification from Black and Veatch to proceed with the project on 9/10, in an e-mail dated 9/8/01, 8:15 pm.

On 9/10, e-mail was sent to a number of groups and individuals requesting their input on the mitigation plan. These groups included the Landmark Society of Western New York, the Monroe County Department of Transportation, the Bridges Project at Rice University in Houston Texas, the Rochester Museum and Science Center, the president of National Railway Historical Society, Inc.–Rochester Chapter, and individuals interested in railroad history identified through an Internet search.

Letters were sent to the Monroe County Historian, The Bridge Project (Richard Margolis), the Charlotte-Genesee Lighthouse Museum, and the Baltimore and Ohio Railroad Museum. A copy of the text is included below, which is the same as that of the e-mail discussed above.

I received a response from Allan King Sloan, of the King Bridge Company Museum on the Internet, a descendant of the owners of the King Bridge Company from the period when the Hojack Swing Bridge was constructed. He was extremely helpful, and gave me further information. I sent e-mail to the Society for Industrial Archeology president and other officers, and Eric DeLony from the Historic American Engineering Record (HAER) as a result of that conversation. Mr. Sloan suggested that the bridge could be moved to another location rather than simply demolishing it.

I also received responses from the Monroe County Bridge Engineer, Bo Mansouri, and from the Director of Preservation at the Landmark Society, Peter Siegrist. They both provided useful information.

I received a response from Carol Poh Miller of the Society for Industrial Archaeology, and she sent the text of the SIA resolution regarding the Hojack Swing Bridge.

I received a phone message from Eric DeLony on Tuesday morning, 9/11, shortly before US government offices were closed in Washington DC in response to the national emergency. I have not yet returned Mr. DeLony's call.

I have been collecting historical information regarding the Hojack Line and the Swing Bridge in particular as part of the mitigation plan. I have a copy of the IA and IB archaeological report Brian Nagel and James Darlington of the Rochester Museum and Science Center on the Port of Rochester Improvement and Ferry Terminal Project, which includes a discussion of the Hojack Swing Bridge.

Text of Letter:

Dear Sirs:

Our archeological firm has been contracted to develop a mitigation plan for the Hojack Swing Bridge across the Genesee River in Rochester, NY. Part of this plan is contacting interested parties for their input on what measures should be taken to preserve the historical, engineering and architectural values of the bridge. I am sending this preliminary inquiry to you to determine if you would like to contribute to this plan. If you are interested, please contact me by e-mail or through the contact information listed below. I would be very interested in any comments you may have.

Thank you.

Hojack Swing Bridge
City of Rochester,
Monroe County, New York
Mitigation Plan

Weekly Progress Report

Hartgen Archeological Associates, Inc.
1744 Washington Ave Ext.
Rensselaer, New York 12144

Dates covered by this report: ___9/14/01 to 9/21/01_____ Date prepared: ___9/21/01____

Prepared by: Scott D. Stull _____

I spoke with Eric DeLony, the Chief of the Historic American Engineering Record in Washington, and with Lisa McCann, of the Regional Office in Philadelphia which has responsibilities for New York State. They were both extremely helpful in understanding the HAER process as it applies to this project. I reviewed a copy of the HABS/HAER standards, and have summarized them as I understand they apply to this project.

I spoke with several individuals at the SHPO office, including Ray Smith, Bob Englert and Rick Lord. Consultation with SHPO is ongoing at this point.

I spoke with Bill Price form the City of Rochester Bureau of Engineering and Architecture, who is the lead person for the city on this project. We had a very productive conversation regarding the bridge and the expectations and desires of the city.

I received e-mail from Peter Siegrist from the Landmark Society, with comments from the society's board meeting. The meeting had a low attendance, but he believes that the society will concur that HAER documentation is an appropriate mitigation measure.

I received a letter from Allan King Sloan, calling for the preservation of the bridge. This letter will be included in the report as a public comment. I have received e-mail from other interested parties, including Richard Margolis, regarding the bridge, which will all be compiled.

I have continued to collect historical information regarding the Hojack Line and the Swing Bridge in particular as part of the mitigation plan. I have the 1979 historic structure form and the 1996 eligibility evaluation by the OPRHP for the Hojack Bridge, and the National Register Nomination Form for the Genesee/Charlotte Lighthouse.

I have communicated through Sandy Hooper at Black and Veatch with the ACOE, and have set up a site visit for the bridge courtesy of the US Coast Guard. This visit will take place on Weds. Sept 26 beginning at noon and will conclude at the bridge site by 2:00 pm.

Hojack Swing Bridge
City of Rochester,
Monroe County, New York
Mitigation Plan

Weekly Progress Report

Hartgen Archeological Associates, Inc.
1744 Washington Ave Ext.
Rensselaer, New York 12144

Dates covered by this report: 9/21/01 to 9/28/01 Date prepared: 9/28/01

Prepared by: Scott D. Stull

On Weds. Sept 26, 2001, we conducted a site visit to the Hojack Swing Bridge. Present at the site visit were Scott Stull, historic archeologist, and Walter Wheeler, architectural historian, for HAA, Inc., Bill Butler for the US Army Corps of Engineers, Buffalo District, Bill Price for the City of Rochester, John Tolin and Tom Brackenridge for CSX Transportation, and John Schmitt for the US Coast Guard. We assembled at the Coast Guard Auxiliary Station on River Street near the bridge, and left at about 12:45 pm. The site visit lasted approximately one hour. We examined the condition of the bridge, the powerhouse, and Bill Price examined the turning gears below the deck of the bridge. We determined that the powerhouse structure was beginning to decay, with a hole in the roof, though the floor was intact though covered with pigeon guano. The machinery appeared to be in place, with the gears from the original steam engine and the later engine still present. The office was intact, with a range of working material including bridge instructions and other items still on shelves and the desk. John Tolin, who inspects bridges for CSX, observed that structural elements of the bridge were in excellent condition, though the ties and wooden components were in various states of decay. It was evident that one of the two tracks was in more recent use, which could be confirmed on shore, by the better condition of the rails and ties on one set, and by the presence of weeds, moss, and small trees growing on and through the tracks on the other set.

Also on Sept 26, I met with Brian Nagel from the Rochester Museum and Science Center Regional Heritage Preservation Program. Mr. Nagel was responsible for the Phase I cultural resource surveys for the Fast Ferry Project, which includes the Hojack Swing Bridge in its Area of Potential Effect, and the Street Improvement Project adjacent to the bridge.

The mitigation draft was forwarded to Black and Veatch for review on Sept. 28.

APPENDIX 4: Comments

From: Robert Englert, New York State Office of Parks, Recreation and Historic Preservation.
Form of Comments: Telephone discussion.

The New York State Office of Parks, Recreation and Historic Preservation, which serves as the State Historic Preservation Office, has determined that the Hojack Swing Bridge is of state level significance. It is below national level significance, and above local level significance, which means it is of state level significance. If there were a category for regional significance, above state level but below national level, that would be appropriate for this structure as it is important for both New York State and for Ohio as a product of the King Bridge Company. The number of surviving bridges constructed by the King Bridge Company is low, indicating that the historic value of the bridge as a record of American engineering practice should be preserved. Unfortunately, the setting for the bridge is not conducive to adaptive re-use like those in Cleveland, as there is very little in the area to create an area of active public entertainment. The City of Rochester is not a lake-focussed community, but an inland city with links to the lake. As the bridge is located along the lake shore, it is outside the main area of Rochester's historic center.

From: William Price, City of Rochester Department of Architecture and Engineering.
Form of Comments: Telephone and in-person discussion.

The City of Rochester would like to see the bridge removed, as it poses a navigational hazard. Excavating into the land area of the shore to provide channel width without losing the bridge would impinge on necessary parts of the ferry terminal as required by the Customs Service and the Immigration and Naturalization Service. The City is sensitive to the historic value of the bridge, and would like to preserve as much as possible, though fiscal limits prohibit preservation of the entire bridge.

From: Allan King Sloan
Form of Comments: Telephone discussion and letter

As a descendant of the founder of the King Bridge Company, Mr. Sloan would like to see the bridge preserved in its original location. Very few swing bridges have survived, despite the large number that were built around the turn of the century. The King Bridge company was a leading bridge manufacturer from 1860 to 1910. Mr. Sloan advocates preserving the bridge and using it as part of a revitalized district, such as has been done in Cleveland, Ohio. Mr. Sloan also suggested that the bridge could be moved to a new location rather than demolishing it. Mr. Sloan included a copy of the SIA resolution, Appendix 1 of this report, with his letter.

From: Peter Seigrist, Preservation Director of the Landmark Society of Western New York
Form of Comments: E-mail

About a year ago we began discussing ways to save the bridge, and determined that it would take a huge amount of money for rehab and an endless amount of money for long term maintenance. We saw no potential return on any investment. While the bridge is a really neat artifact worthy of preservation, we saw no way to keep it. With that said, there are members of the community that want it saved.

Due to national events, the Landmark Society had a reduced attendance at their September 19, 2001 meeting. My guess is that the fuller committee would accept a HAER documentation with measured drawings as sufficient mitigation. I know we'll have some members who want to keep the bridge, but I doubt that position will carry. We usually urge project sponsors to create some form of display on the site, with photos and text. Rochester has a several good examples of these history lessons sprinkled around.

From: Richard Margolis, The Bridge Project
Form of Comments: Postcard, e-mail.

Moving the bridge is better than demolishing it, but using it in its present location is even more attractive and should not be eliminated at the beginning of the process. By asking the question about where the bridge can be moved may close off discussion of how it can be used where it is.

From: Carol Poh Miller, President of the Society for Industrial Archaeology
Form of Comments: E-mail

In July, the board of trustees of the Society for Industrial Archeology adopted the attached resolution (Appendix 1) urging preservation of the Hojack Bridge. Thus far, we have seen no evidence that alternatives to demolition have been explored. That said, if the bridge cannot be preserved, at a minimum we believe it should be documented to the highest level of the Historic American Engineering Record of the National Park Service. Eric DeLony, chief of HAER, can provide appropriate documentation standards.

From: Eric DeLony, Chief of HAER, Washington D.C.
Form of Comments: Telephone conversation

Mr. DeLony believes that the bridge is of more than state level significance, though he is not certain that the bridge is of national significance. The SHPO standards do not recognize regional level of significance, so the bridge falls between state and national significance in his judgement. There are very few swing bridges left standing, and no King Bridge Company swing bridges in the HAER documentation records. Mr. DeLony believes that the bridge should be

documented at Level I standards.

From: Lisa McCann, Regional HAER office responsible for New York State, Philadelphia
Form of Comments: Telephone conversation

Ms. McCann could not comment on the Hojack Swing Bridge directly, but did state that the Northeast HAER office rarely requires drawings for mitigation cases. The conditions under which drawings are required are National Historic Landmark cases, which do not appear to apply to the Hojack Swing Bridge.

From: Brian Nagel, Archaeologist, Rochester Museum and Science Center
Form of Comments: In-person discussion

Mr. Nagel believes that on-site public information is of great importance as part of the mitigation plan. The context of the bridge is one of the most important elements, and that context should be preserved through photographs, museum displays and perhaps an outdoor representation of the view and scale of the bridge. The bridge is of historic importance, but that the cultural landscape of which it was a part has been transformed into a new cultural landscape. The Rochester Museum and Science Center has a collection of material related to the bridge including historic photographs, which Mr. Nagel offered to share as part of the mitigation plan.

From: Les Wilson, interested member of the public and amateur railroad historian
Form of Comments: E-mail

I do know this... boaters want it removed for the obvious ease of navigation purposes in the Genesee River. CSX must still maintain the structure and navigation lights - which is an added expense for a bridge on an abandoned route. The City of Rochester is forging ahead with a plan to develop a fast ferry terminal a few hundred yards downstream from the bridge. Neither CSX, the city or the county wants to foot the bill for it's removal. Removing the bridge would certainly mean that navigation in and around the bridge area will be restricted. There are environmental issues. Surely there are substances on the structure that would pollute the Genesee River and Lake Ontario if not handled properly (grease, oil, possibly asbestos, etc...).

I would prefer to see the bridge preserved as it does have significant historical significance. It's 96 years old, a unique structure and not many of these exist. It was obviously built to last and designed to handle very heavy loads - so removing it would not be an easy task. It really does not pose a threat to navigation of the Genesee River - as it is in the open position and mariners have been able to safely operate their boats around it all these years. I'm not sure if its still operable, it has not been operated for at least 5 years that I am aware of.

If it were to remain in place... it would only serve as something to look at from the river bank and nothing more. Restoring the bridge to an operable condition would not be feasible as there is no longer a rail line that connects with it. To swing it closed to permit say, pedestrian

traffic, would cause boaters in the area headaches as only the smallest of watercraft would be able to navigate underneath it.

APPENDIX 5: Statement of Qualifications

Project Director:
SCOTT DAVID STULL, Sr. Historic Archeologist
Education: Ph.D. Anthropology, SUNY Binghamton, 2001; M.A. Anthropology, SUNY Binghamton, 1990; B.A. History and Anthropology, Washington University in St. Louis, 1985.

Special Training: Certificate in Museum Studies, Harvard Extension School, Cambridge Massachusetts, 2001. Internship at Peabody Museum of Archaeology and Ethnology, Harvard University, 3/2001- 5/2001. Internship at Colonial Williamsburg Foundation, Williamsburg Virginia, 1985-1986.

Mr. Stull joined HAA, Inc. in 2000. He has prior field experience with the Public Archeology Facility in Binghamton, New York, where he worked for seven years. Mr. Stull's expertise is in analysis of ceramic technology, social history and the built environment, historic research, laboratory research, and archeological field testing and excavation. He also has experience with artifact preservation, curation, and exhibit development and evaluation. Mr. Stull is currently a member of the Society for Historical Archaeology, Council for Northeast Historical Archaeology, Society for American Archaeology, the American Anthropological Association, the American Association of Museums, and the New England Museum Association.