

NEW YORK STATE BARGE CANAL, HARTLAND ROAD LIFT  
BRIDGE  
(Erie Canal, Hartland Road Lift Bridge)  
Hartland Road  
Gasport  
Niagara County  
New York

HAER NY-508  
*HAER NY-508*

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD  
National Park Service  
U.S. Department of the Interior  
1849 C Street NW  
Washington, DC 20240-0001

## HISTORIC AMERICAN ENGINEERING RECORD

### NEW YORK STATE BARGE CANAL, HARTLAND ROAD LIFT BRIDGE (Erie Canal, Hartland Road Lift Bridge)

HAER No. NY-508

**Location:** Hartland Road, Gasport, Niagara County, New York

Hartland Road Lift Bridge is located at latitude: 43.1994002, longitude: -78.5759744. The point represents the control building and was obtained in 2009. There is no restriction on its release to the public.

**Significance:** Hartland Road Lift Bridge, located on the Erie Canal, is a component of the nationally significant New York State Barge Canal. It is one of sixteen such bridges constructed between Fairport and Lockport, and the only one that operates with hydraulic cylinders.

**Description:** The sixteen vertical-lift bridges on the Erie Canal are Warren pony trusses raised by an electrically-driven system of cables, counterweights, and sheaves. However, Hartland Road Lift Bridge is the only lift bridge on the system with hydraulic cylinders; these replaced the original electric motors and gearing in 1971. The vertical-lift bridge carries Hartland Road over the Erie Canal.<sup>1</sup> The steel Warren pony truss with decorative end posts sits on concrete abutments. The bridge is 139' long and 18.6' between curbs. The decking is open grade, and pedestrian walkways flank the roadway. Steel stairways at either end of the west side of the bridge have cross-hatch treads and steel lattice railings. The bridge is in good condition.

The control building dates from a 1971 rehabilitation of the bridge, so it is not a tower as found elsewhere along the system. Instead, there is a one-story brick building that houses the hydraulic pumps and machinery used to operate the bridge. The building is in good condition.

**History:** The Hartland Road Lift Bridge was constructed under Contract 105 by Skene & Richmond of Louisa, Kentucky. The contract was awarded on April 19, 1912, and provided for the construction of five lift bridges. The work had been completed in August 1913.<sup>2</sup>

The Hartland Road Lift Bridge was rehabilitated in 1971 as part of Contract M70-1. As part of that rehabilitation, a new control building was built and hydraulic machinery was installed.<sup>3</sup>

#### **Sources:**

*Annual Report of the State Engineer and Surveyor of the State of New York for the Fiscal Year ended in September 30, 1914, Vol. 1.* Albany: J.B. Lyon Company, 1915.

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<sup>1</sup> Description of current conditions is based on a site visit made by the HAER recording team in summer 2009.

<sup>2</sup> *Annual Report of the State Engineer and Surveyor of the State of New York for the Fiscal Year ended in September 30, 1914, Vol. 1* (Albany: J.B. Lyon Company, 1915), 311.

<sup>3</sup> Maintenance Contracts 1970

Hay, Duncan. "New York State Barge Canal." National Register of Historic Places Registration Form, 2014.

Maintenance Contracts 1970

Series B1762, New York State Archives, Albany, New York. "Western Division, Erie Canal, Section 10, Sta. 5503 to Sta. 5536." Approved December 3, 1924, 185.

**Historians:** Laura S. Black and Jami Babb, summer 2009

**Project Information:** The Historic American Engineering Record (HAER) is a long-range program that documents and interprets historically significant engineering sites and structures throughout the United States. HAER is part of Heritage Documentation Programs (Richard O'Connor, Manager), a division of the National Park Service, United States Department of the Interior. The New York State Barge Canal Survey was undertaken in summer 2009 in cooperation with the Erie Canalway National Heritage Corridor (ERIE), Beth Sciumeca, Executive Director. Justine Christianson, HAER Historian, and Duncan Hay, ERIE, served as project leaders. The staff of the New York State Canal Corporation provided access to the sites. Craig Williams of the New York State Museum provided research materials and assistance. The HAER field team consisted of Jami Babb and Laura Black.