

**United States Department of the Interior**  
 National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Chenango Canal Prism, Towpath and Lock 106

Other names/site number: Walker's Lock

Name of related multiple property listing:

The Historic and Engineering Resources of the Chenango Canal

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: CR 79 and CR 32 (Stillwater Road)

City or town: Chenango Forks State: NY 13746 County: Chenango/Broome

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination      request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets      does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

     national      statewide X local

Applicable National Register Criteria:

X A      B X C      D

<p>_____  <b>Signature of certifying official/Title:</b></p> <p>_____  <b>State or Federal agency/bureau or Tribal Government</b></p>	<p>_____  <b>Date</b></p>
---	-------------------------------

Chenango Canal Prism, Towpath and Lock

Chenango & Broome Co,  
NY

106

Name of Property

County and State

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

\_\_\_\_\_  
**Signature of commenting official:**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Title :**

\_\_\_\_\_  
**State or Federal agency/bureau  
or Tribal Government**

#### 4. National Park Service Certification

I hereby certify that this property is:

- \_\_\_ entered in the National Register  
\_\_\_ determined eligible for the National Register  
\_\_\_ determined not eligible for the National Register  
\_\_\_ removed from the National Register  
\_\_\_ other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

##### Category of Property

(Check only **one** box.)

Building(s)

District

Chenango Canal Prism, Towpath and Lock  
106

Chenango & Broome Co,  
NY  
County and State

Name of Property

Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing

0

Noncontributing

0

buildings

0

1

sites (pond)

6

0

structures

0

0

objects

6

1

Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/water-related: canal lock, prism, towpath, berm, culvert, and basin

---

---

---

---

---

---

**Current Functions**

(Enter categories from instructions.)

NOT IN USE

---

---

---

---

---

---

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Limestone

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

---

### Summary Paragraph

Chenango Canal Lock 106 and adjacent sections of the canal prism, towpath, basin, berm, and associated culvert are historically related canal features built between 1834 and 1836 as a part of New York State's canal system. The Chenango Canal was 97 miles long, aligned adjacent to the Chenango River on its west. It stretched from Binghamton to Utica through Broome, Chenango, Madison, and Oneida counties. At its northern extreme, in Utica, the Chenango Canal intersected with the Erie Canal; at its southern extreme, in Binghamton, the canal emptied into the Susquehanna River. Lock 106 is one of 116 locks constructed as a part of the Chenango Canal.

## Narrative Description

---

The nominated section of the Chenango Canal prism and towpath extends approximately 1.3 miles, beginning at a 190-acre property in the Town of Fenton in Broome County and the Town of Greene in Chenango County and continuing from there northeast into Chenango County. Northeast of the Fenton property, the canal prism and towpath are lost for a short stretch of about 800 feet; there a breach of the prism wall led to the formation of a pond filled by water emanating from the surrounding hillside. Past that pond, the canal continues for an additional 1,600 feet to the northeast, within the Town of Greene. New York State Route 79 is aligned adjacent to the southwestern section of that portion of the canal, while the northeastern section parallels County Route 32 (Stillwater Road variously).

There is visible evidence of the prism and towpath in the nominated section of the Chenango Canal, in addition to Lock 106. A berm, visible on the east side of that portion of the canal, dates to the original canal construction campaign; it kept the canal from being infiltrated by water from an adjacent pond. A basin exists at the southeastern portion of the canal, immediately northeast of Lock 106.

The farm to the south of the canal prism, near Lock 106, includes a dwelling, main barn, farrowing houses for pigs, a chicken coop, granary, machine sheds, and a garage. The owners of that farm have been excellent stewards as they have made it their responsibility to preserve the land and unique history of the Chenango Canal while conducting their farming operations. They maintain the towpath alongside the canal and have fenced in the canal prism to prevent farm animals from damaging it.

## Canal Features

The district begins in the southwest corner of the farm property previously noted and from there the prism runs in a northeasterly direction, parallel to the Chenango River, the course of which is located approximately 470 feet to the northwest. The canal prism remains watered and is located northwest of the main barn on the farm property, running northeast to southwest. The most southwestern section of the prism that remains intact in this area begins at the farm's property line. Due to construction of a driveway and house on the adjacent property, the prism and towpath are no longer extant further to the southwest.

From the property line, the canal prism and towpath extend northeast to Lock 106; it is situated approximately 100 feet from the property line. The remnants of the canal lock consist of two dry-laid limestone walls that have been built into the sides of the prism. Engineer Holmes Hutchinson, who designed the locks on the Chenango Canal, described them as follows: "15 feet wide and over 90 feet long with a lift varying from five feet at Lock Number One in Utica to 13 feet at Lock Number 114 in Binghamton. Each lock had dry [laid] walls of hand cut stone, fitted together without mortar or cement."<sup>1</sup> The following measures were implemented to prevent erosion and absorption from the soil: "The walls and floors of each lock were covered with 2 ½" thick planks placed over 8" square pine timbers in order to retain the water. The gates, too, were made of wood with huge timbers placed on top."<sup>2</sup> While the planks and gates are no longer present, much of the lock's original stonework remains extant.

From the point at which the stone walls begin, at the northeastern end of the lock, to that where they open up to a lower elevation, at the southwestern end, the lock measures approximately 124 feet in length. The width between the two lock walls in this section is

---

<sup>1</sup> Barry Beyer, *The Chenango Canal* (Norwich, N.Y.: Chenango County Historical Society, 2002), 9.

<sup>2</sup> Beyer, *Chenango Canal*, 9.

approximately 13 feet, and the walls rise eight feet above the current water level at their highest point. Approximately 40 feet from the southwestern end of the lock are recesses in the stonework that indicate the position of the former lock gates. While the southwestern recess has deteriorated, the result of hillside erosion, the recess on the northeastern side of the lock remains largely intact. The recess on the northeastern side is 12-feet wide and one and one-half feet in depth.

On the western corner of this recess there remains a protruding feature constructed of stone with a metal rod. This feature originally held a quoin post to which the lock doors, or gates, were attached, thereby allowing the lock to function. In those areas of the lock the stonework was fitted noticeably tighter, presumably having been cut to form during construction.<sup>3</sup>

Northeast of the lock, which is about 300 feet northwest of the property's farmhouse, is a sunken field encompassing an area of approximately 1,500 square feet. This field extends from the canal lock approximately 250 feet east to a land bridge. During the canal's operation, this area—known as a canal mooring or basin—was the site of a widened docking area for boats waiting to enter the lock. Due to drainage issues, a continual issue for the Chenango Canal, this waiting area for canal vessels remains as only a shallow depression and is now used for cultivating hay. Compared to the other more conspicuous physical features of the lock and canal prism, the basin is not readily recognizable to the casual observer. Northeast of the former basin area, the prism has been bifurcated by a land bridge constructed to allow for moving livestock.

Northeast of the land bridge the canal prism remains watered, and it continues on a northeasterly alignment for approximately 600 feet before bending to the north, parallel to the river. At its most intact points on this northeastern section on the farm property, the canal

---

<sup>3</sup>Beyer, *Chenango Canal*, 92.

prism's width is approximately 40 feet. This section of the prism maintains the distinctive characteristics of nineteenth-century canal architecture, the canal being buttressed on the eastern side by its earthen berm. Originally created during the canal's construction, the berm prevents the canal from being infiltrated by water from adjoining wetlands created by hillside runoff. Because of the berm's presence, water to the east of the canal is trapped and forms a small pond. The berm is approximately 15-feet wide and runs adjacent to the canal for approximately 500 feet.

A small tributary of the Chenango River, sometimes referred to as Tuttle Creek— named for the property's early nineteenth-century landowners, Benjamin and Rosina Tuttle—intersects with the canal about 1,400 feet from the land bridge. A culvert was constructed in this area to allow the water to flow under the canal without affecting water levels within the prism. While the location of the culvert is not visible, evidence of it nevertheless remains. There is a breach in the berm at the location of the culvert, due to the collapse of the infrastructure below. As a result, water from Tuttle Creek now empties into the canal prism before exiting further south. A concrete cattle bridge made by former landowners crosses over the resulting stream to the south. The bridge, installed after the canal's period of construction and operation, is noted as a non-contributing resource. Although the culvert no longer functions as designed, it is presumed that its associated stonework remains *in situ*.

After a distance of approximately 500 feet, the canal's alignment curves to the north, at which point the prism becomes a depression, which is filled with vegetation typical of wetland areas. From there the prism continues to the northeast for 500 feet and then reemerges as a water-filled depression, continuing for approximately 2,500 feet to the farm's property line.

Northeast of the farm property, the canal prism remains visible for 1,000 feet, passing through undeveloped land that rises steeply to the east. A breach in the canal walls has allowed the formation of a pond occupying approximately five acres of land. Beyond the pond, the canal prism once again becomes visible. Two bridges cross the canal prism: one carries Pruitt Lane and leads to a religious building while the second one corresponds with a walking path. At this point the canal prism roughly follows County Route 32/Stillwater Road. It terminates before reaching Murphy Road, a private road that was developed to allow for housing along the Chenango River.

On the farm property, along the northern edge of the canal prism, a towpath with a width of approximately 10 feet remains well-cleared. The property owners have continued to maintain this towpath, mowing it and clearing it in order to be able to use it for driving livestock. Fencing constructed of wooden posts and wire surround the canal prism currently, in order to keep livestock from the canal's edge. The well-maintained condition of the towpath serves to increase the visual integrity of the canal prism by increasing the overall distinctiveness of this feature. Beyond the northeastern edge of the farm's property line, the towpath becomes overgrown due to lack of maintenance.

### **Integrity Analysis**

After the State of New York abandoned the Chenango Canal in 1878, it deeded its associated land to adjacent property owners. Construction activities have since created a variety of disruptions in the former canal alignment, among them roadways located between Utica and Binghamton that bisect the canal in several areas; southwest of the nominated section of the canal, New York State Route 79 follows the canal path. While some portions of the canal remain clearly identifiable, the integrity of the canal in unmaintained areas has been compromised.

The nominated section of the canal retains a high level of physical integrity, having been maintained by owners past and present. Further northeast, despite disruption by the pond, the canal prism remains identifiable. Lock 106 remains as evidenced by its stonework and other features; the canal prism, towpath, basin, and berm can be seen on the landscape; and evidence remains of the deteriorated culvert. These essential components of the Chenango Canal remain extant and recognizable within the nominated area.

The southernmost portion of the prism demonstrates the canal's historic failure in maintaining adequate water levels, but it also exhibits the exacting stone masonry of Lock 106 and evidence of the original gate system. The canal segment between Lock 106 and the land bridge has been subject to erosion and no longer holds water. However, it is still recognizable as having once been part of the functional canal. Its northern bank borders the towpath, and the width of the area where the canal prism previously held water is easily distinguishable from the southern bank, which occurs before the field that rises in an ascending slope towards the main barn on the property. The adjoining basin, which no longer holds water, is now used to harvest hay. The basin is thus less identifiable in the landscape but still conveys an important part of the canal's history.

Northeast of the farm, the canal prism remains watered and provides a visually compelling representation of how the Chenango Canal appeared within the landscape historically. The berm separating that portion of the canal and the adjacent standing water is still intact—it is overgrown with shrubbery and trees but is still readily distinguishable. There is evidence of a culvert in this section; although the culvert is no longer visible and its entrance has failed, a channel of water visibly moves underneath a small section of the berm and prism, creating a moving stream on the opposite side of the canal. The towpath runs adjacent to the canal prism and is frequently cleared

and maintained by property owners. This section of the canal prism is the most distinct and uniform.

To the northeast, the towpath becomes crowded with shrubbery and trees. Continuing approximately 500 feet, the prism reaches a pond used for recreational purposes and is no longer distinguishable until it emerges on the other side. Northeast of the pond, the canal prism and towpath extend for approximately 1,600 feet before they are no longer identifiable due to earthmoving activities to create housing along the Chenango River.

### **Previously Designated Chenango Canal Resources**

The Summit Level in Madison County and the Chenango Canal Prism and Lock 107 in Chenango Valley State Park are two portions of the canal previously listed on the State and National Registers of Historic Places. These were designated as individual NRHP nominations in association with the *Historic and Engineering Resources of the Chenango Canal* Multiple Property Documentation Form; the former was listed in 2005, the latter in 2010. Thus, this nomination represents the third submission under that cover document.

---

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

**Areas of Significance**

(Enter categories from instructions.)

ENGINEERING

TRANSPORTATION

---

---

---

---

**Period of Significance**

1834-1878

---

---

**Significant Dates**

1834; 1837; 1878

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

---

---

**Cultural Affiliation**

N/A

---

---

**Architect/Builder**

Jervis, John B.; engineer

Hutchinson, Holmes; engineer

---

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The extant portion of the Chenango Canal and Lock 106, located at the boundary separating Chenango and Broome counties and the subject of this nomination, is significant under NRHP Criteria A and C. It is significant under Criterion A, in the area of Transportation, as a surviving segment of the Chenango Canal, which was an integral part of the New York State's canal system in the second and third quarters of the nineteenth century; the system markedly improved the state's transportation capabilities and by doing so sustained its agricultural, industrial and commercial interests. This section of the Chenango Canal is also significant under Criterion C, in the area of Engineering, as it retains distinctive characteristics of engineering and construction practices of New York State canals in the early nineteenth century and thus documents the first generation of canal infrastructure in New York State. It is being nominated in association with *The Historic and Engineering Resources of the Chenango Canal* MPDF, and it satisfies the registration requirements outlined therein.

---

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion A/Transportation**

The commercial success of the Erie Canal, which transformed period transportation, trade, and labor opportunities, led directly to the development and construction of the various secondary canals, among them the Chenango Canal. The United States experienced exponential economic growth in the 1800s as new factories opened and the connectivity between farms and urban centers increased due to improvements to the nation's transportation infrastructure, beginning with the turnpike era in the first years of the century. Canals quickly became the preferred method of transportation to reach new markets, as they afforded numerous advantages over overland travel. The Erie Canal connected trade routes between Albany and Buffalo and established a direct means of trade from New York City to the Great Lakes and thus the

American interior. The ability transport goods more rapidly to distant locales created a reduction in prices and a strong market on the local, state, and federal levels. In response to the rapid economic success the Erie Canal generated in the cities it connected, the Chenango Canal was created as a spur canal, to carry goods to and from the Erie Canal in Utica to Binghamton, New York.<sup>4</sup>

The land in the Chenango River Valley appeared to investors as an ideal spot to place a canal. According to an article appearing in the *Oxford Gazette* in November 1823:

Few counties can approach the Erie Canal with so much ease and facility as Chenango, that are situated so far from it. We may, therefore, justly consider Chenango as destined, at some future period, to become an important branch of that vast inland navigation which secures to New York a proud pre-eminence among the states of the Union. ... This has been pronounced by competent judges practicable and safe; and at no distant day will engage the attention of our enterprising citizens.<sup>5</sup>

For Chenango and Broome counties, canals were the key to their financial success and continued development, and the construction of a new canal promised great prosperity from the Erie Canal further south. The Chenango Canal would connect Norwich, Binghamton, and the Southern Tier to the rest of the state. In addition, coal could be brought up the Susquehanna River from Pennsylvania to Binghamton, and from there loaded onto canal barges destined for Buffalo or Albany.<sup>6</sup>

In 1828, in a push for legislation for the development of the Chenango Canal, a final report was produced; it included insight from the chief engineer of the Erie Canal, Benjamin Wright. In the report, Wright concluded that the geography and ground in the Chenango River Valley would be favorable for the construction of a canal to connect the Erie Canal with the Susquehanna

---

<sup>4</sup> Michele McFee, *Limestone Locks and Overgrowth* (Fleischmanns, N.Y.: Purple Mountain Press, 1993), 3.

<sup>5</sup> Noble E. Whitford, *History of the Canal System of the State of New York*, vol 1, Chapter XVII, <https://www.eriecanal.org/texts/Whitford/1906/Chap17.html>.

<sup>6</sup> Diane Van Slyke, "Chenango Canal Review," *Chenango Canal Association*, accessed March 28, 2020.

River.<sup>7</sup> Furthermore, investors believed that the nature of the land would provide for easy and cheap excavation, thereby lowering the cost of construction.

Construction of the Chenango Canal began in 1834, following approval by the New York State Legislature in 1833. In a zealous attempt to continue connecting New York State via artificial waterways, it was completed three years later, in 1837.<sup>8</sup> A significant amount of the workforce came from skilled Irish and Scottish immigrant workers formerly employed in the construction of the Erie Canal. Investors predicted the construction of the Chenango Canal to be an incredible economic stimulus within Binghamton as well as the smaller communities of the Chenango River Valley. The success of the project's construction is attributed to the creation of an elaborate lock system allowing 97 miles of water to move uphill 706 feet from Binghamton to Bouckville, in Madison County, and then back down 303 feet to the Erie Canal at Utica.<sup>9</sup> Using only basic hand tools, immigrant workers dug out, reinforced, and filled 97 miles of canal with water from reservoirs under the guidance of Chief Engineer John B. Jarvis.<sup>10</sup>

As with the Erie Canal, the Chenango Canal was a significant achievement of engineering in the northeastern United States. The canal, which operated between 1837 and 1878, demonstrated an incredible feat of civil engineering, consisting as it did of a system of 116 locks, 19 aqueducts, 52 culverts, 162 bridges, and a reservoir system that fed water to the canal without tapping into natural creeks in the surrounding area.<sup>11</sup> The prism measured 42 feet wide at the top, 26 feet wide at the bottom, and four feet deep.<sup>12</sup> Teamsters traveling on the towpath conveyed their boats in the canal, using the extensive system of locks to account for the changes in grade.

---

<sup>7</sup> Whitford, *History of the Canal System* vol.1, Chapter XVII.

<sup>8</sup> Beyer, *Chenango Canal*, 4-5.

<sup>9</sup> Beyer, *Chenango Canal*, 9.

<sup>10</sup> Beyer, *Chenango Canal*, 5-6.

<sup>11</sup> Van Slyke, "Chenango Canal Review."

<sup>12</sup> Beyer, *Chenango Canal*, 5-6.

The Chenango Canal's water supply was facilitated by an intricate system that required the use of natural resources in the surrounding area to fill the canal. Chief engineer John Jervis decided upon the use of reservoir springs, a technique widely used in Europe but one not commonly employed in the United States, to fill the canal as it progressed uphill towards Bouckville.<sup>13</sup> The canal's water supply came from the Chenango River and six reservoirs: Madison's Brook at New Berlin; Woodman's Pond at Hamilton; Leland's Pond at Bouckville; and Bradley's Brook, Hatch's Lake and Eaton Brook Reservoir in Eaton (Figure 1).<sup>14</sup> The choice of employing reservoirs to feed the canal, instead of using creeks, was beneficial for industries along the route. Had the canal been fed by local waterways beyond the river, there was potential for the canal to drain the creeks during dry seasons, and by doing so eliminating the power source for many water-powered mills located on the creeks. Such a system could also jeopardize livestock and crops on surrounding farms.

---

<sup>13</sup>Beyer, *Chenango Canal*, 9.

<sup>14</sup>McFee, *Limestone Locks*, 66.

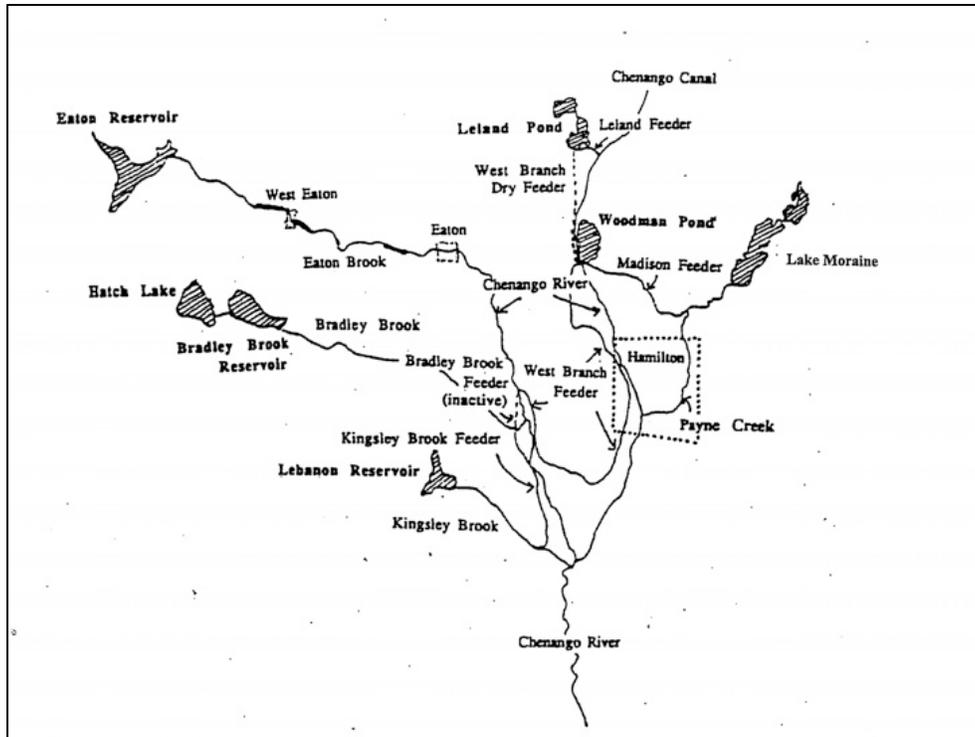


Figure 1. Chenango Canal Summit Level Feeder and Reservoir System, from Michele McFee's *Limestone Locks and Overgrowth*.

In certain areas along the canal, earthen berms separated standing bodies of water from the canal prism. These berms acted as a raised barrier and were typically constructed using compacted soil, with the purpose of protecting the canal and maintaining proper water levels. In areas with naturally running water, canal engineers additionally implemented culverts as a means to protect the canal. A culvert enabled running water, such as a stream or creek, to pass underneath the canal.<sup>15</sup> Culverts were also used in low-lying areas where there were no streams, to drain water under the canal during times of significant rainfall.<sup>16</sup> Water levels within the canal were very important to maintain. Too much water could undermine the canal's banks and too little water could result in boats loaded down with heavy cargo scraping the bottom.

<sup>15</sup>Union College, "Making It Work: The Culvert," accessed April 5, 2020, [https://www.eriecanal.org/UnionCollege/The\\_Culvert.html](https://www.eriecanal.org/UnionCollege/The_Culvert.html).

<sup>16</sup>Union College, "The Culvert."

The building of the nominated section of the Chenango Canal presented noteworthy challenges related to the maintenance of water levels. Approaching the site of Lock 106 from the northeast, the canal needed to pass through an area with a large standing body of water and a small creek, referred to in property deeds as Tuttle Creek.<sup>17</sup> To allow the canal to pass through that poorly drained area, a berm was constructed to separate the canal from the neighboring pooled water. The berm remains with some minor natural erosion, and it continues to serve its original purpose of separating the canal from the standing water. In one spot along the berm, a failed culvert can be observed where Tuttle Creek—which the culvert was designed to direct under the canal—has collapsed the berm, and the creek has returned to its natural pattern of flow across the canal. The separation of the standing water and creek from the canal by the berm and culvert represent the intricacies early nineteenth century canal construction and engineering.

From the start of construction on the canal in 1833 to its completion in 1837, land prospectors sought to profit from the surrounding land by rapidly buying adjacent property and reselling it in parcels. One man who benefitted from the canal's construction was Gloudy Hamilton, a former property owner of a portion of the nominated property. Contracted by the Chenango Canal with James Quigg to construct section 51 of the canal, Hamilton saw an opportunity to make a profit from the land where the canal was to be built. Hamilton purchased the land surrounding what would become Lock 106 in 1836 from Peter Augustus Jay and William Jay. Peter Augustus Jay had previously been gifted his share of the land—in exchange for “Natural Love and Affection” and \$2—by his parents, John Jay and Sarah Livingston Jay, in 1787. The Jays had acquired the property, which previously belonged to the Oneida and Tuscarora nations, as part of a letters

---

<sup>17</sup>Deed (manuscript), Charles J. Rettig and Lilies Ida Rettig to Stewart W. Smith, June 29, 1936, description for parcel 2.

patent. The nominated canal site includes the land that during canal construction was owned by Gloudy Hamilton, the heirs of Benjamin Tuttle, and David D. Davis.<sup>18</sup>

The construction of section 51 proved challenging for Hamilton and Quigg. The clay in that section proved to be a tougher clay, described as being of “unusual tenacity,” when compared with what had been encountered during excavation work to the north. As a result, the excavation took longer and required more manpower, and thus became more expensive. According to a report in January 1837, Hamilton and Quigg were initially contracted at a pay rate of \$0.095 per cubic yard, but they petitioned the Canal Board for an additional \$0.29 per cubic yard in compensation for the difficulty of the work. Initially denied by the Canal Board, the New York State Assembly approved the Hamilton and Quigg petition and awarded the contractors their increased compensation in addition to \$429 paid to the contractors for “extra slopes,” which are probably what contributed to the need for the berm that remains visible at the nominated site.

The construction of the Chenango Canal changed the landscape of Chenango and Broome counties as farms, factories, and industries continued to grow along its course. The economic opportunities promised by the Chenango Canal encouraged investments in new businesses, and in turn the population of the surrounding area began to increase with the promise of employment and prosperity. In Broome County, mills were constructed along the southern end of the canal, and new stores and hotels catered to the rising population.<sup>19</sup> The surrounding land became more cultivated, and agrarian opportunities in dairy farming continued to grow as trade became more

---

<sup>18</sup>New York State Canal Commissioners, Canal System Survey Maps, Chenango Canal Survey, 1838. Map nos. NYSA\_A0848-77\_MC8\_DR1\_V17\_CHEN2\_138, NYSA\_A0848-77\_MC8\_DR1\_V17\_CHEN2\_139, NYSA\_A0848-77\_MC8\_DR1\_V17\_CHEN2\_140, New York State Archives, accessed April 18, 2020, <http://digitalcollections.archives.nysed.gov/>.

<sup>19</sup>Broome County Local History and Genealogy Center, “A Brief History of Broome County,” accessed April 15, 2019, <http://www.gobroomecounty.com/history>.

accessible to the urban cities now connected to the canal farms. In Chenango County, the dairy business boomed at the mid-century point with 1,966,929 pounds of butter and 1,035,256 pounds of cheese being sent to market on the canal in 1849 alone.<sup>20</sup>

Before construction of the canal, it took nine to 13 days to ship goods by wagon between Binghamton and Albany, at a cost of \$1.25 per 100 pounds. Comparatively, a canal boat's fare cost \$.25 per 100 pounds of cargo and the same trip took far less time.<sup>21</sup> Records also show the fare of a packet line that ran between Norwich and Binghamton as being \$1.50 per person, departing at 6 a.m. and arriving sometime between 6 p.m. and 8 p.m.<sup>22</sup>

However, the difficult terrain situated between Utica and Binghamton contributed in part to the ultimate commercial failure of the Chenango Canal. In addition to the local soil's inability to retain water in some locations, the sheer number of locks required to convey packet boats the short distance between Binghamton and Albany resulted in a total travel time of approximately four days, that is when the canal was not frozen during New York's cold winters.<sup>23</sup> To maintain the canal's 116 locks, toll rates were much higher than those on the Erie Canal, greatly upsetting the business people of Broome and Chenango counties, who felt that revenues were falling short as a consequence.<sup>24</sup> Following the completion of railroad connection between Utica and Binghamton in the 1860s, commercial traffic was siphoned off from what little traffic the canal at that point was still able to maintain. The Chenango Canal could not effectively compete with the railroad's year-round service and one-half day travel time.

---

<sup>20</sup>James H. Smith, *History of Chenango and Madison Counties, New York, with Illustrations and Biographical Sketches of Some of its Prominent Men and Pioneers* (Syracuse: D. Mason & Co., 1880), 75.

<sup>21</sup>Diane Van Slyke, "Low Bridge," *Chenango Canal Association*, accessed March 28, 2020, [http://www.chenangocanal.org/History/Low\\_Bridge\\_by\\_Diane\\_Van\\_Slyke.pdf](http://www.chenangocanal.org/History/Low_Bridge_by_Diane_Van_Slyke.pdf).

<sup>22</sup>Van Slyke, "Low Bridge."

<sup>23</sup>Van Slyke, "Low Bridge."

<sup>24</sup>Whitford, *History of the Canal System vol.*, Chapter XVII.

## **Criterion C/Engineering**

The nominated property includes a well-maintained representation of early canal engineering from the Chenango Canal's period of operation, centering on Lock 106. Originally built to connect with the Erie Canal, the Chenango Canal shared similar features with its better-known counterpart. For example, both the Erie and Chenango canals utilized single-chamber lock systems, allowing for traffic in both directions. The surviving structures on the nominated property, therefore, represent the significant and distinguishable original features of the construction and engineering of the first generation of New York State canals generally, including not just the Chenango Canal but also the better-known Erie and Champlain canals as well.

The Chenango Canal faced many challenges during its development, as it crossed rough and varying terrain in the Chenango River Valley, including drastic elevation changes in the topography between the population centers of Binghamton and Utica. Contractors and engineers faced the challenge of moving water vessels “uphill” from Binghamton to Bouckville, 706 feet, and then back down 300 feet to Utica; they were also faced with the need for water retention and replenishment in soils that did not retain water well.<sup>25</sup> The solution was the implementation of an extensive system of locks and 17 miles of feeders, these tapping reservoirs that held back “billions of gallons of water.”<sup>26</sup> The Erie Canal lifted boats 675 feet using 83 locks over 363 miles; by comparison, the Chenango Canal lifted boats 706 feet using 116 locks over a mere 97 miles.”<sup>27</sup>

---

<sup>25</sup>Whitford, *History of the Canal System vol.*, Chapter XVII, 9.

<sup>26</sup>McFee, *Limestone Locks*, 65.

<sup>27</sup>McFee, *Limestone Locks*, 66; F. Daniel Larkin, *John B. Jervis: An American Engineering Pioneer* (Ames: Iowa State University Press, 1990), 87.

Lock 106, the centerpiece of this nomination, exemplifies the early nineteenth century engineering prowess required to control water levels in order to ensure transportation over terrain of fluctuating elevation. The stonework, composed of dressed blocks of limestone, was particularly tightly fitted at the location of the lock gates, a necessity to ensure proper operation of the opening and closing mechanisms. Although the wooden members have long since deteriorated, the stonework and other remaining lock features attest to period building techniques and allow for the interpretation of this pivotal canal feature (Figure 2).

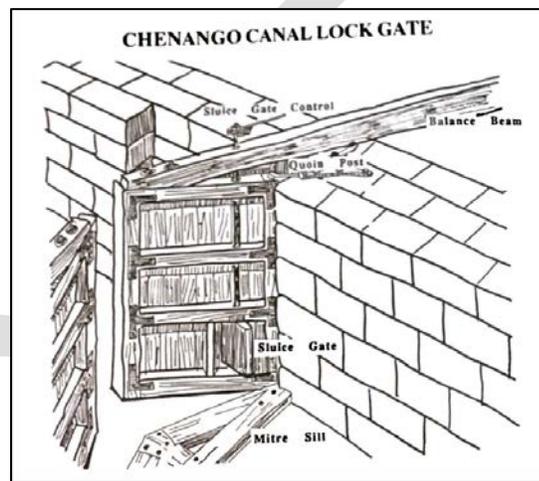


Figure 2. Chenango Canal Lock Gate Sketch, from Michele McFee's *Limestone Locks and Overgrowth*.

While the hilly landscape and natural waterways that required the construction of the lock, berm, and culvert on the nominated property affected canal water levels, so did precipitation or lack thereof. The Chenango Canal was exposed to the climate of central New York, which drastically influenced the canal's water level through rainfall and snow melt. Chief engineer John Jervis and his team understood that the water levels of both the canal and reservoirs would fluctuate with the seasons.<sup>28</sup> Rainfall provided for one-fifth of the water needed to replenish the

---

<sup>28</sup>McFee, *Limestone Locks*, 65.

reservoirs.<sup>29</sup> A rain gauge developed to measure rainfall within the reservoirs was deemed as “a hallmark in the history of American hydrology” in later years.<sup>30</sup>

Following the completion of the canal in 1837, Gloudy Hamilton transferred the land adjacent to Lock 106 to Shapely Walker. Hamilton moved further west to purchase several hundred acres of timberland for lumbering, and he developed a steam-powered sawmill located near Alfred, New York.<sup>31</sup> His canal building days seem to have come to an end by that time, and it appears his time in Chenango County may not have proved as lucrative as he had hoped. In an 1844 court case, Hamilton found himself a defendant in a suit brought by one Joseph Walker, perhaps a relative of Shapely Walker to whom he sold his land, concerning foreclosure on a mortgage.<sup>32</sup>

With construction completed, Shapely Walker and his son, Willard Walker, capitalized on the economic benefits of their proximity to Lock 106 and the canal. In addition to cultivating the surrounding lands, the Walkers benefitted from the activity afforded by the nearby basin. As recounted in one source, the Walkers lodged travelers and stabled the mule teams that pulled the bullheads and packet boats.<sup>33</sup> Willard's son, Addison, contributed to the family's revenue by constructing and repairing canal boats.<sup>34</sup> By the end of the Walkers' tenure on the property, the value of the land had increased from \$5,000 for 243 acres in 1837 to \$6,500 for 85 acres in 1867.<sup>35</sup> The influence of the Walker family on this section of the canal was such that Lock 106

---

<sup>29</sup>McFee, *Limestone Locks*, 66.

<sup>30</sup>McFee, *Limestone Locks*, 66; Larkin, *John B. Jervis*, 87.

<sup>31</sup>Broome County Deed Book 20, Page 182, Gloudy Hamilton to Shapely Walker, December 18, 1837; “Gloudy Hamilton – The Lumber Business – A Great Revival,” *Alfred Sun*, February 18, 1892.

<sup>32</sup>“In Chancery,” *Albany Argus*, January [unknown day], 1844. Accessed April 18, 2020, <https://fultonhistory.com/Fulton.html>.

<sup>33</sup>A photograph of the house from Emily Williams & Helen Cardamone's *Canal Country Utica to Binghamton* (1982) has been featured in a local calendar with the explanation: “Some of the freight canal boat companies are said to have stabled their mules at a site near the lock and travelers could lodge in the house.”

<sup>34</sup>1860 federal census, Port Crane, Broome County; Roll: *M653\_724*; Page: 639; Family History Library Film: 803724.

<sup>35</sup>Broome County Deed Book 20, Page 182, Gloudy Hamilton to Shapely Walker, December 18, 1837; Deed (manuscript), Willard D. Walker to wife Sarah to Peter McGowan, April 5, 1867 (recorded April 29, 1867).

was referenced locally as Walker's Lock, not unlike other locks in the state's canal system that assumed the names of a local family or business.<sup>36</sup>

Maintenance of Lock 106, in addition to the canal as a whole, appears to not always have been up to the highest period standards. An unflattering account published in *The Chenango American* angrily noted the disrepair of the lock and the inadequacies of its operation:

We learn that the lock gates, at Walker's lock, near Chenango Forks, gave out Thursday last, which stopped boating a few days. The scandalous manner in which the canal has been managed for two or three years is enough to destroy all patience of boatmen, and still no complaints of theirs seem to reach the ears of those who can remedy the evil.<sup>37</sup>

It is unclear as to whether the Walkers are responsible for the mismanagement of Lock 106, or if the lock fell into disrepair over time as a result of neglect by New York State. After 30 years of ownership by the Walker family, Willard Walker sold his holdings to Peter McGowen, who owned the property surrounding the lock when the canal ceased operations in 1878.<sup>38</sup> Despite the passage of time, the structure remains in the landscape, its limestone walls largely intact 183 years after the canal's completion.

Maintaining the Chenango Canal proved to be an arduous task not only for the Walkers. The prism did not retain a steady, acceptable amount of water and state funds for maintenance quickly waned. Despite comparatively high toll rates compared to the Erie Canal, financial records indicate that the revenue of collected tolls on the Chenango Canal were insufficient to keep up with the cost of repairs.<sup>39</sup> Furthermore, the new railroad on the opposite side of the Chenango River, linking Utica and Binghamton directly with the state of Pennsylvania, siphoned off much of the canal's commercial business. The railroad carried passengers and freight for a

---

<sup>36</sup>"The Chenango Canal," *The Chenango American*, September 17, 1857, 2.  
<http://nyhistoricnewspapers.org/Iccn/sn83031218/1857-09-17/ed-1/seg-2/>.

<sup>37</sup>"The Chenango Canal," *The Chenango American*.

<sup>38</sup> Deed (manuscript), Willard D. Walker to wife Sarah to Peter McGowan, April 5, 1867 (recorded April 29, 1867).

<sup>39</sup> Beyer, *The Chenango Canal*, 25.

lower rate and in much less time than the canal ever could. Forty-one years after its opening, the Chenango Canal was abandoned. Communities that once flourished along its alignment faded away, as the railroad bypassed those places.

Between 1835 and 1862, considerable improvements were made to the Erie Canal. It was widened to 70 feet across and deepened to 7 feet, while the original single-chamber locks were adapted or replaced to provide for more efficient passage; the canal was also rerouted in certain areas that had proved problematic for swift passage. Because of the Chenango Canal's lack of commercial success, the canal did not receive the same modifications. Instead, the state canal commissioners authorized only routine maintenance. Later abandoned and left to the discretion of local property owners to maintain, many of the functional properties of the Chenango Canal no longer remain. The nominated property is thus an important remnant of this nineteenth-century transportation corridor, with a section of intact and watered canal prism, a groomed and maintained towpath, and the largely intact stonework of Lock 106.

### **MPDF Registration Requirements**

This nomination, and the Chenango Canal features it encompasses, clearly satisfies the registration requirements set forth in Section F of the MPDF entitled *The Historic and Engineering Resources of the Chenango Canal* MPDF. The canal prism is readily discernible in the landscape and has not been built upon, thus satisfying the prism requirement. Also satisfying the requirements is Lock 106, which retains most all of its original stonework and can continue to be fully understood and interpreted as a canal lock, as required by the MPDF standards. Thus, this nominated segment of the Chenango Canal fully meets the MPDF registration requirements.

## **Conclusion**

Despite its relatively rapid rise and fall, the Chenango Canal was an important component of the state's nineteenth century canal system. The canal connected Binghamton to the Erie Canal, thereby allowing the city to grow and flourish as a hub of industry and commerce in the Southern Tier, eventually becoming home to important businesses such as the Link Aeronautical Corporation and burgeoning IBM in the twentieth century. In the countryside that canal boats once traversed, the land has since been reclaimed by nature and farmers. The approximately 1.3 mile surviving section of the Chenango Canal and Lock 106 that is the subject of this nomination has defining, historically intact features that remain as a testament to the history of New York State's industrial history. These features also preserve an important example of early canal engineering no longer represented by the Erie Canal. As such, the surviving prism, towpath, berm, lock, culvert, and basin of the former Chenango Canal deserve recognition as an important part of the history of New York State and an integral example of nineteenth-century canal engineering and architecture.

---

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

### Books, Journal Articles and Primary Sources

Beyer, Barry. *The Chenango Canal*, Norwich, N.Y.: Chenango County Historical Society, 2002.

Broome County Deed Book 20, Page 182, Gloudy Hamilton to Shapley Walker, December 18, 1837; Deed (manuscript), Willard D. Walker to wife Sarah to Peter McGowan, April 5, 1867 (recorded April 29, 1867).

Census Year: 1860; Census Place: *Port Crane, Broome, New York*; Roll: *M653\_724*; Page: 639; Family History Library Film: 803724.

Deed (manuscript), Charles J. Rettig and Lilies Ida Rettig to Stewart W. Smith, June 29, 1936, description for parcel 2.

Deed (manuscript), Willard D. Walker to wife Sarah to Peter McGowan, April 5, 1867 (recorded April 29, 1867).

Larkin, Daniel. *John B. Jervis: An American Engineering Pioneer*, Ames: Iowa State University Press, 1990.

McFee, Michele *Limestone Locks and Overgrowth*, Fleischmanns, N.Y.: Purple Mountain Press, 1993.

Smith, James H. *History of Chenango and Madison Counties, New York, with Illustrations and Biographical Sketches of Some of its Prominent Men and Pioneers*, Syracuse: D. Mason & Co., 1880.

### Periodicals and Websites

A photograph of the house from Emily Williams & Helen Cardamone's *Canal Country Utica to Binghamton* (1982) has been featured in a local calendar with the explanation: "Some of the freight canal boat companies are said to have stabled their mules at a site near the lock and travelers could lodge in the house."

Broome County Local History and Genealogy Center, "A Brief History of Broome County," accessed April 15, 2019, <http://www.gobroomecounty.com/history>.

"In Chancery," *Albany Argus*, January [unknown day], 1844. Accessed April 18, 2020, <https://fultonhistory.com/Fulton.html>.

"Low Bridge," *Chenango Canal Association*, accessed March 28, 2020, [http://www.chenangocanal.org/History/Low\\_Bridge\\_by\\_Diane\\_Van\\_Slyke.pdf](http://www.chenangocanal.org/History/Low_Bridge_by_Diane_Van_Slyke.pdf).

New York State Canal Commissioners, Canal System Survey Maps, Chenango Canal Survey, 1838. Map nos. NYSA\_A0848-77\_MC8\_DR1\_V17\_CHEN2\_138, NYSA\_A0848-77\_MC8\_DR1\_V17\_CHEN2\_139, NYSA\_A0848-77\_MC8\_DR1\_V17\_CHEN2\_140, New York State Archives, accessed April 18, 2020, <http://digitalcollections.archives.nysed.gov/>.

Noble E. Whitford, *History of the Canal System of the State of New York*, Vol 1, Chapter XVII, <https://www.eriecanal.org/texts/Whitford/1906/Chap17.html>.

"The Chenango Canal," *The Chenango American*, September 17, 1857, 2. <http://nyhistoricalnewspapers.org/Iccn/sn83031218/1857-09-17/ed-1/seg-2/>.

Union College, "Making It Work The Culvert," accessed April 5, 2020, [https://www.eriecanal.org/UnionCollege/The\\_Culvert.html](https://www.eriecanal.org/UnionCollege/The_Culvert.html).

Van Slyke, Diane. "Chenango Canal Review," *Chenango Canal Association*, accessed March 28, 2020.

---

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** included as part of

---

**10. Geographical Data**

**Acreeage of Property** \_\_\_\_\_ 16.5 \_\_\_\_\_

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |              |            |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

**Or  
UTM References**

Datum (indicated on USGS map):

NAD 1927    or     NAD 1983

- |             |                  |                   |
|-------------|------------------|-------------------|
| 1. Zone: 18 | Easting: 432186  | Northing: 4677469 |
| 2. Zone: 18 | Easting: 432461  | Northing: 4677592 |
| 3. Zone: 18 | Easting: 433484  | Northing: 4679037 |
| 4. Zone: 18 | Easting : 433519 | Northing: 4679036 |
| 5. Zone: 18 | Easting : 432641 | Northing: 4677612 |
| 6. Zone: 18 | Easting : 432286 | Northing: 4677444 |
| 7. Zone: 18 | Easting : 432189 | Northing: 4677439 |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary is indicated by a heavy line on the enclosed map with scale.

**Boundary Justification** (Explain why the boundaries were selected.)

The nominated boundary follows and outlines the historic features of the Chenango canal prism, towpath and basin at Lock 106, with visible integrity.

---

### 11. Form Prepared By

name/title: Emma Bresnan, Christopher Carey, Dr. Cynthia Falk, Zachary Greenfield, Colin Havener, Kirbie Sondreal, Sydney Stapleton, and Lauren Taylor, edited by Daniel H. Boggs (NYS SHPO)

organization: Cooperstown Graduate Program

street & number: PO Box 4, 5838 SR 80

city or town: Cooperstown state: NY zip code: 13326

e-mail: Cynthia.Falk@oneonta.edu

telephone: 607-547-2586

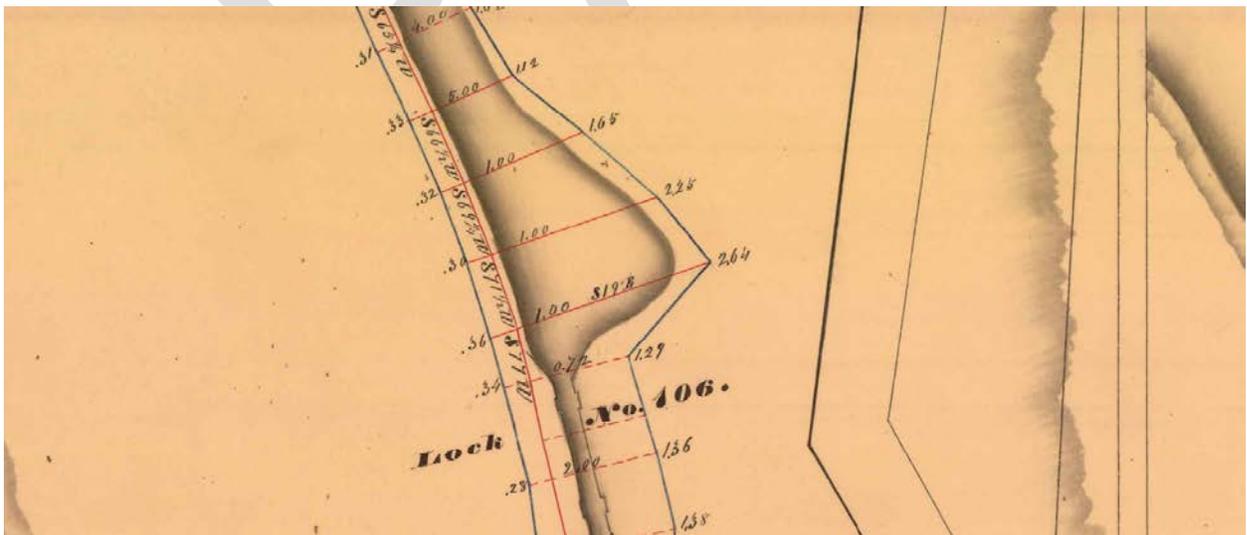
date: May 2020

---

### Additional Documentation

Submit the following items with the completed form:

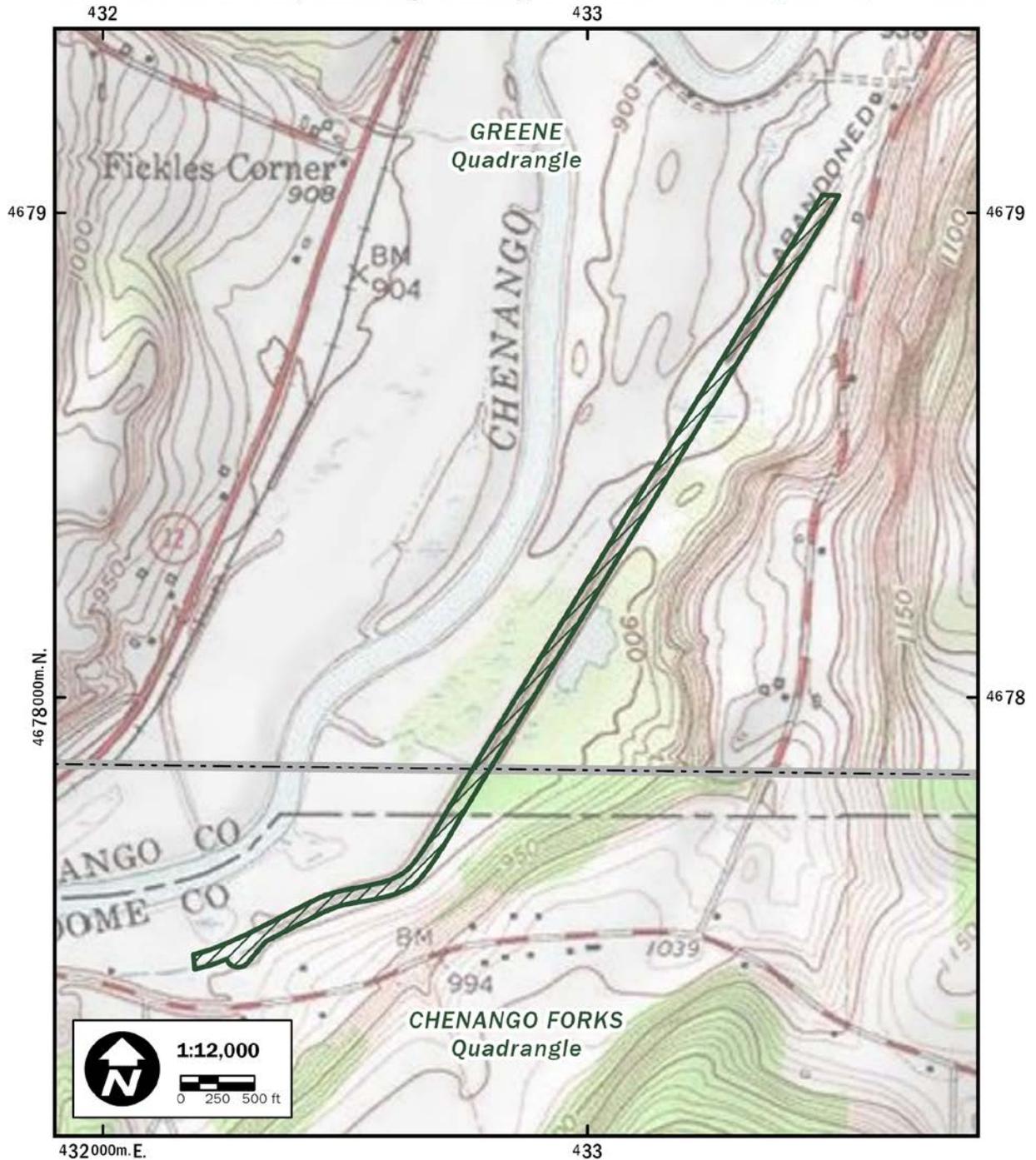
- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)



Above, state engineering map depicting Lock 106 and adjacent basin

Chenango Canal Lock 106, Prism and Towpath  
Town of Fenton, Broome County,  
and Town of Greene, Chenango County, New York

NY-79 and CR-32  
(Stillwater Road)  
Chenango Forks, NY 13746



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

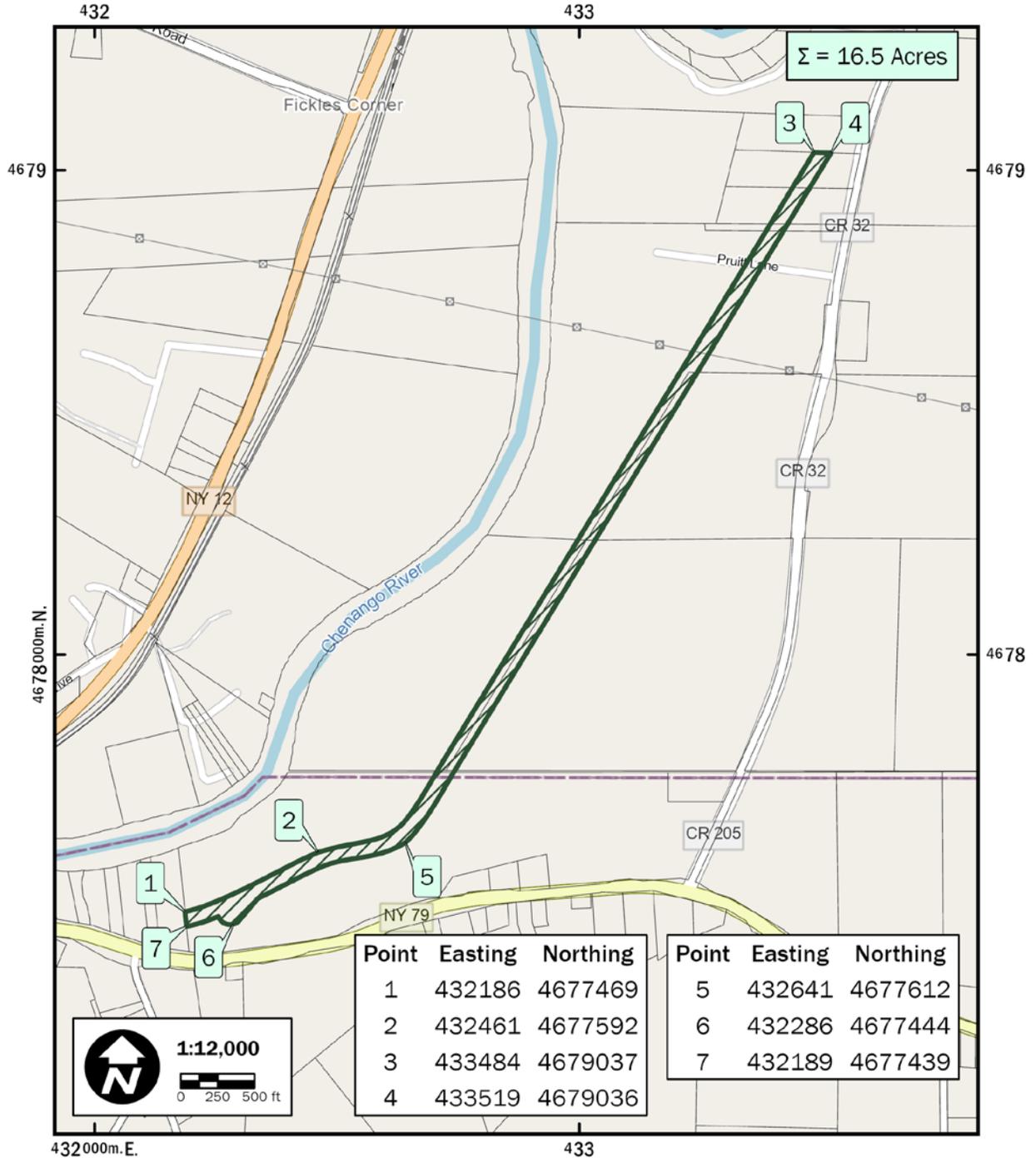
 Nomination Boundary



Parks, Recreation  
and Historic Preservation

**Chenango Canal Lock 106, Prism and Towpath  
Town of Fenton, Broome County,  
and Town of Greene, Chenango County, New York**

NY-79 and CR-32  
(Stillwater Road)  
Chenango Forks, NY 13746



$\Sigma = 16.5$  Acres

Point	Easting	Northing
1	432186	4677469
2	432461	4677592
3	433484	4679037
4	433519	4679036

Point	Easting	Northing
5	432641	4677612
6	432286	4677444
7	432189	4677439

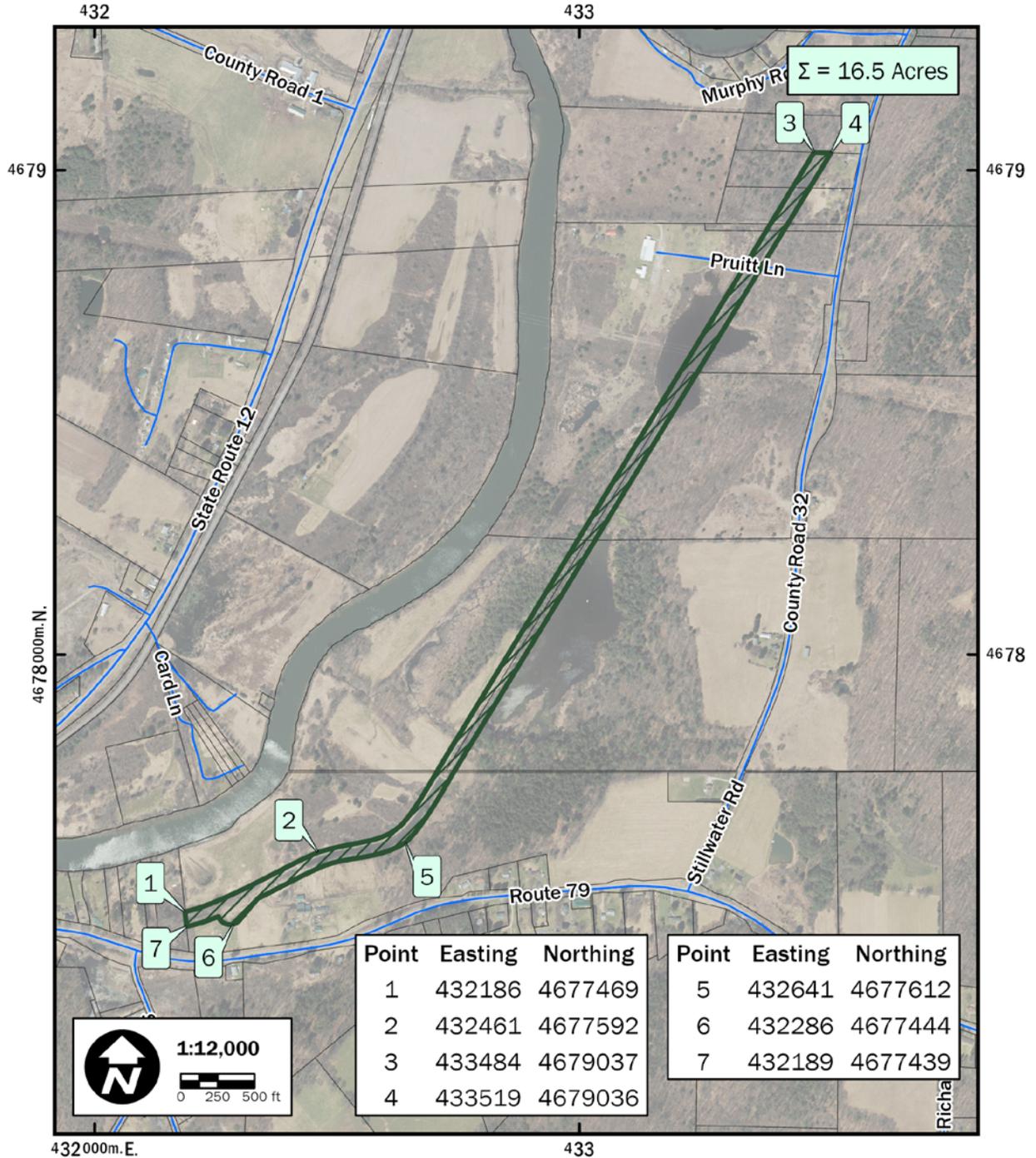
432000m. E. 433  
4679 4678  
4678000m. N.  
Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter

Nomination Boundary



**Chenango Canal Lock 106, Prism and Towpath  
Town of Fenton, Broome County,  
and Town of Greene, Chenango County, New York**

NY-79 and CR-32  
(Stillwater Road)  
Chenango Forks, NY 13746



$\Sigma = 16.5$  Acres

Point	Easting	Northing
1	432186	4677469
2	432461	4677592
3	433484	4679037
4	433519	4679036

Point	Easting	Northing
5	432641	4677612
6	432286	4677444
7	432189	4677439

432000m. E. 433  
4678000m. N. 4679 4678  
Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter

Nomination Boundary



Chenango Canal Lock 106, Prism and Towpath  
Town of Fenton, Broome County,  
and Town of Greene, Chenango County, New York

Canal Features  
Detail Map 1 of 4



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

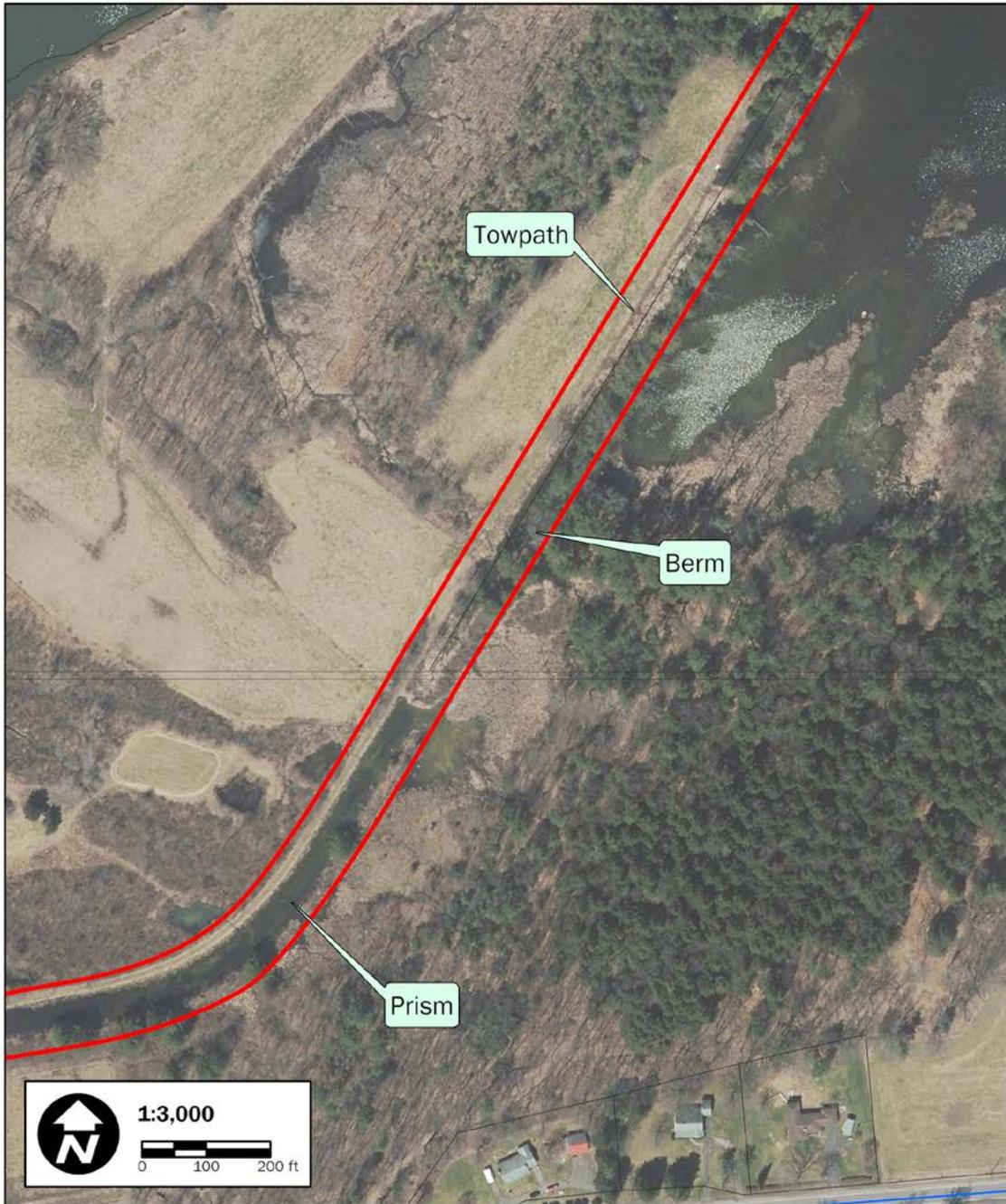
 Nomination Boundary



**Parks, Recreation  
and Historic Preservation**

Chenango Canal Lock 106, Prism and Towpath  
Town of Fenton, Broome County,  
and Town of Greene, Chenango County, New York

Canal Features  
Detail Map 2 of 4



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

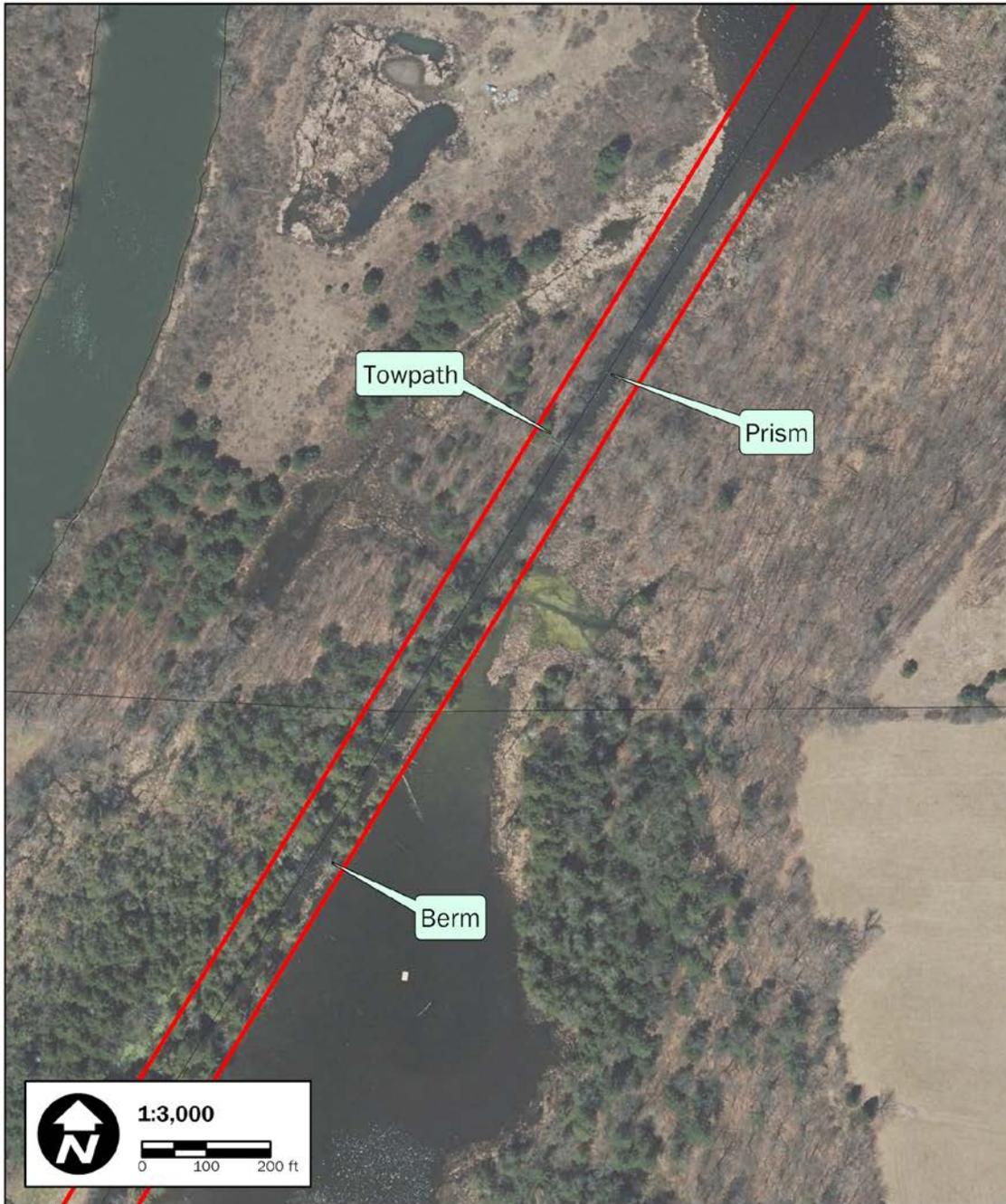
 Nomination Boundary



**Parks, Recreation  
and Historic Preservation**

Chenango Canal Lock 106, Prism and Towpath  
Town of Fenton, Broome County,  
and Town of Greene, Chenango County, New York

Canal Features  
Detail Map 3 of 4



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

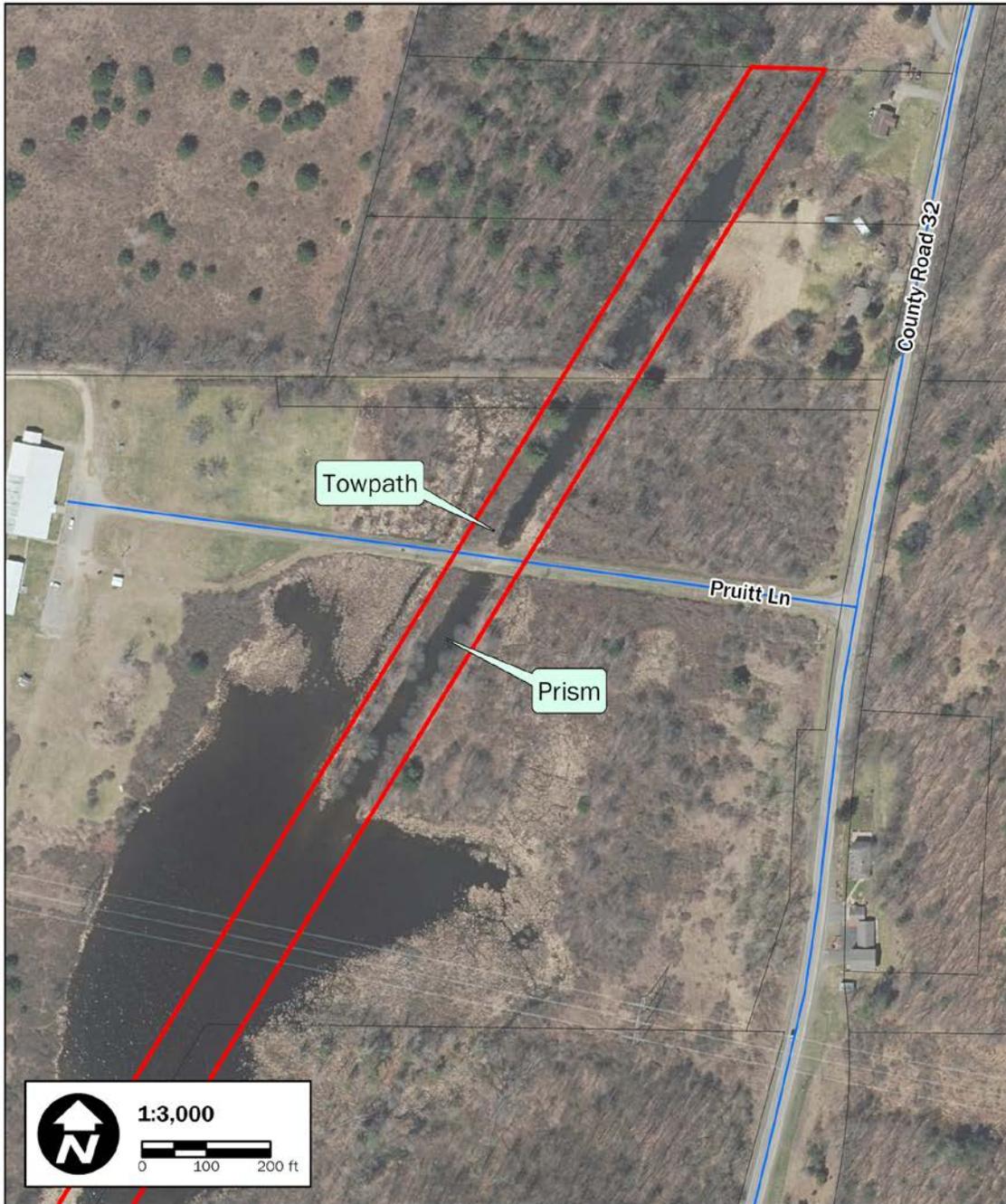
 Nomination Boundary



**Parks, Recreation  
and Historic Preservation**

Chenango Canal Lock 106, Prism and Towpath  
Town of Fenton, Broome County,  
and Town of Greene, Chenango County, New York

Canal Features  
Detail Map 4 of 4



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

 Nomination Boundary



**Parks, Recreation  
and Historic Preservation**

## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photo Log**

Name of Property: Chenango Canal Lock 106

City or Vicinity: Chenango Forks

County: Chenango & Broome

State: NY 13746



Photographer: Cynthia Falk

Date Photographed: 2/18/2020

View of Lock 106 from canal. View SW. Photo 1 of \_6\_.



Photographer: Cynthia Falk  
Date Photographed: 2/18/2020  
Lock 106, gate location. View NE. Photo 2 of \_6\_.



Photographer: Cynthia Falk

Date Photographed: 2/18/2020

Canal prism from towpath, northeast of lock. View NE. Photo 3 of \_6\_.



Photographer: Cynthia Falk

Date Photographed: 2/18/2020

Basin depression in the ground (no longer filled with water). View NW. Photo 4 of \_6\_.



Photographer: Cynthia Falk

Date Photographed: 2/27/2020

No longer intact, the location of the culvert discernible northeast of Lock 106. View NE.

Photo 5 of \_6\_.



Photographer: Cynthia Falk

Date Photographed: 2/27/2020

The berm separating the canal prism from wetlands to the east. View West. Photo 6 of \_6\_.

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.