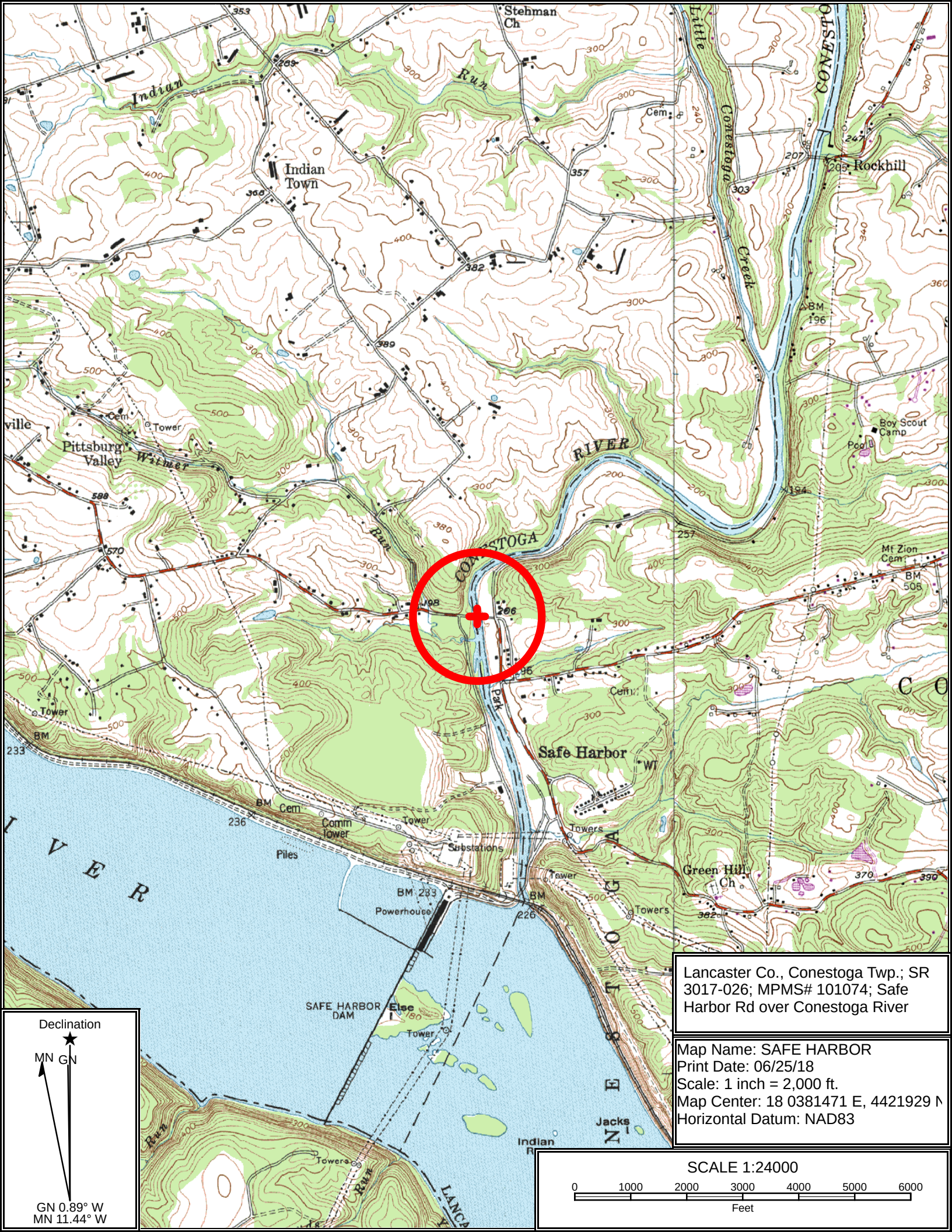
Conestoga Navigation:

PennDOT's 2019 Historic Resource Survey Form

LancasterHistory



Lancaster Co., Conestoga Twp.; SR 3017-026; MPMS# 101074; Safe Harbor Rd over Conestoga River

Map Name: SAFE HARBOR
Print Date: 06/25/18
Scale: 1 inch = 2,000 ft.
Map Center: 18 0381471 E, 4421929 N
Horizontal Datum: NAD83

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **101539 (Update)**
ER#
Date Prepared 07/26/2019

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Connestoga Navigation Lock No. 6 (Lock No. 8)
CURRENT/COMMON NAME Connestoga Navigation Lock No. 6 (Lock No. 8)
OWNER NAME/ADDRESS BIF III Holtwood LLC, c/o Paul Brenton-Brookfield, 200 Donald Lynch BLVD, STE 300, Marlborough, MA 01752
TOTAL NUMBER OF RESOURCES 1
COUNTY Lancaster **MUNICIPALITY** Conestoga Township
USGS QUAD Safe Harbor, PA
LOCATION Northwest of Intersection of River Road and Conestoga Boulevard
STREET ADDRESS Safe Harbor, PA **ZIP** 17516
CATEGORY OF PROPERTY ☐ Building ☐ District ☐ Object ☐ Site ■ Structure
OWNERSHIP ■ Private ☐ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal
TAX PARCEL #/YEAR 120-85518-0-0000/2019

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Transportation	Transportation - Water-Related	Canal Lock

Current Function	Subcategory	Particular Type
Vacant/Not In Use		

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Rural village

Ancillary Features

Fencing		
River		

Acreage (round to nearest tenth) 6.0

Key # **101539 (Update)**

ER# _____

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Other _____ _____

_____ _____

_____ _____

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation _____ _____

Walls _____ _____

Roof _____ _____

Other Stone _____ _____

Structural System Masonry _____ _____

WIDTH 19 (feet) or _____ (# bays) **DEPTH** 109 (feet) or _____ (# rooms) **STORIES/HEIGHT** N/A

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1825 ☐ Circa **Year Completed** 1829 ☐ Circa

Date of Major Additions, Alterations 1839 ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ☐ Documentary ☐ Physical

Explain Newspaper reports, historic mapping, minute book of Conestoga Navigation Company

Cultural/Ethnic Affiliation(s) _____

Associated Individual(s) Edward Coleman

Associated Event(s) Transportation: Early Nineteenth Century Canal Building in Pennsylvania

Architect(s) Edward F. Gay, Engineer

Builder(s) Caleb Hamill, Contractor

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations PA HRSF Key #: 101539, July 1984; Unevaluated

Threats ☐ None ☐ Neglect ☐ Public Development ☐ Private Development ☐ Other

Explain The property is in the area of potential effects for a bridge/road related project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☐ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Justin P. Greenawalt/Timothy G. Zinn, Architectural Historians

Date Surveyed April 18, 2019 **Project Name** Safe Harbor Road over Conestoga River

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** tzinn@mbakerintl.com

Key # **101539 (Update)**

ER# _____

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

■ Not Eligible (due to ☐ lack of significance and/or ■ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance 1828-1865

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **101539 (Update)**

ER# _____

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date March 19, 2019

Location Negatives/Electronic Images Stored Michael Baker International, Inc.

Photo #	Photo Subject/Description	Camera Facing
1	See Continuation Sheets	
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
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23		
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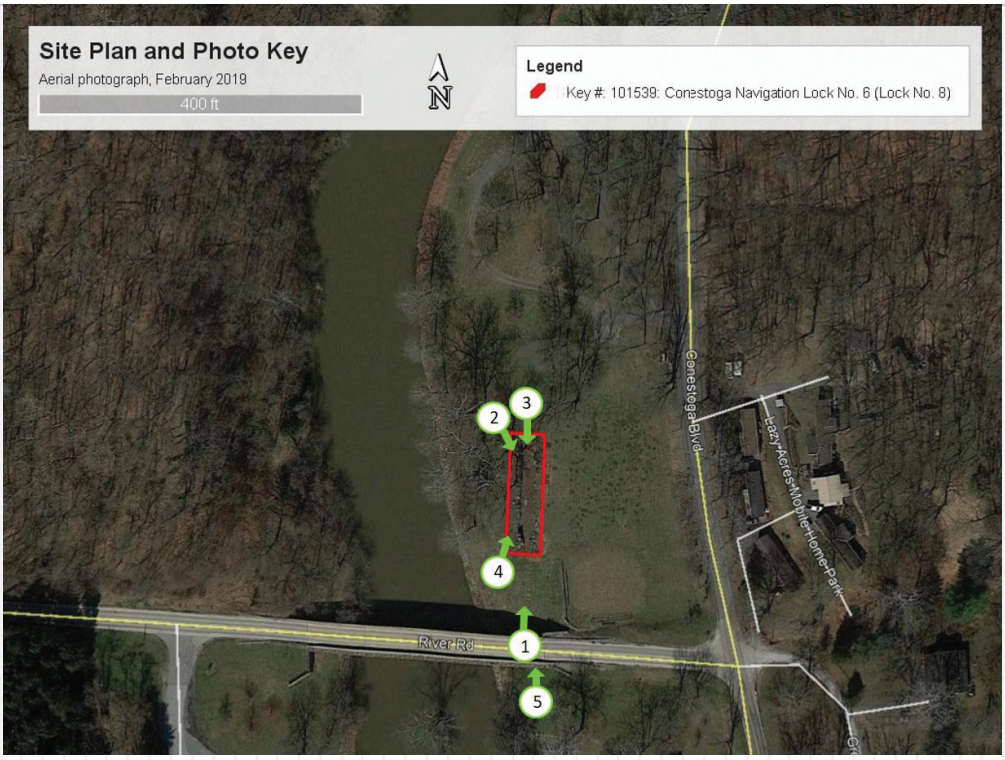
30		
31		
32		

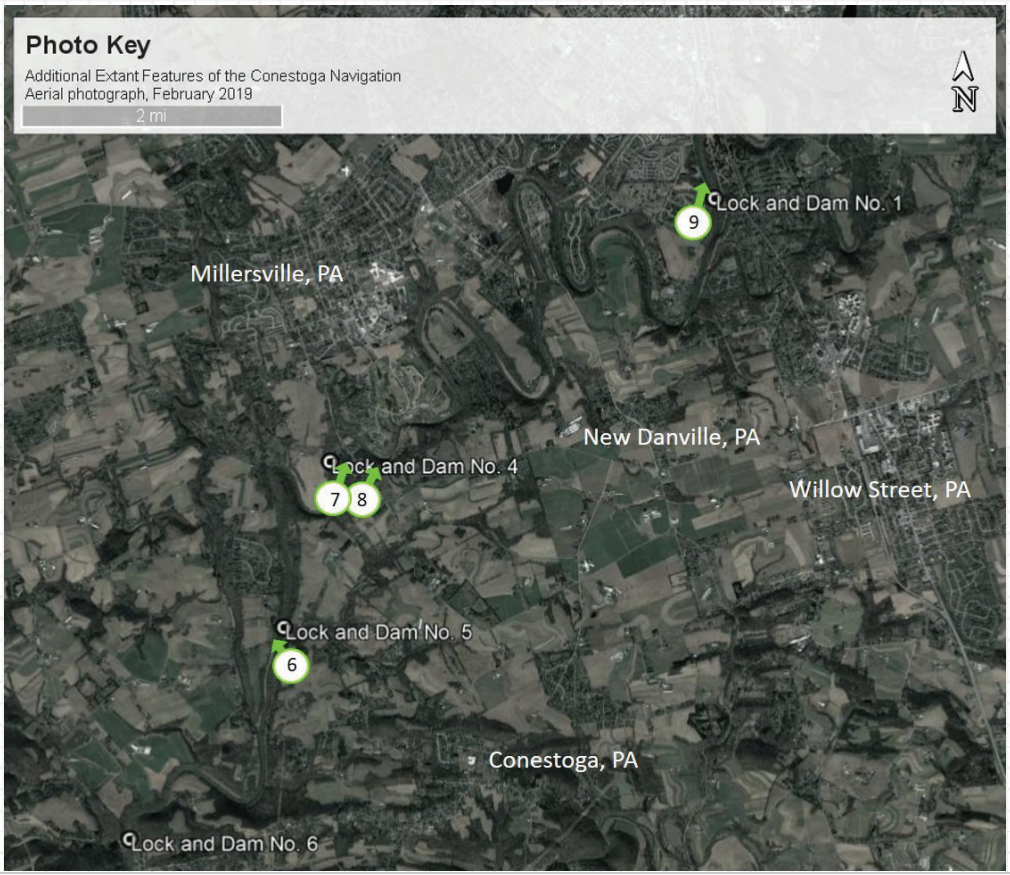
Key # **101539 (Update)**

ER#_____

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.





Bibliography (Item 32)

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1864 Bridgens' Atlas of Lancaster County, Pennsylvania. D.S. Bare, publisher, Lancaster, Pennsylvania.

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1935 Organization and Early History of the Conestoga Navigation Company. *Historical Papers and Address of the LCHS* 39:49-61. Lancaster County Historical Society. Lancaster, Pennsylvania

Beach, Ephraim
1824 Map and Profile of Conestogo [sic] River for Improving the Navigation from Lancaster to the Susquehanna as Explored November 1824. Manuscript on file, Lancaster County Historical Society. Lancaster, Pennsylvania.

Bioren, J. and M. Carey
1803 Laws of the commonwealth of Pennsylvania: from the fourteenth day of October, one thousand seven hundred, to the sixth day of April, one thousand eight hundred and two: Volume 1. J. Bioren, printer, Philadelphia, Pennsylvania.

Boyle, Ester F. and John J. Snyder
1984a Pennsylvania Historic Resource Survey Form, Key #101535: Safe Harbor Iron Works Site. Historic Preservation Trust of Lancaster County. Lancaster, Pennsylvania.
1984b Pennsylvania Historic Resource Survey Form, Key #101539: Conestoga Canal Lock. Historic Preservation Trust of Lancaster County. Lancaster, Pennsylvania.

Brubaker, Phyllis J.S.
1997 The Conestoga Navigation Company: A Slackwater System. Manuscript on file, Lancaster County Historical Society. Lancaster, Pennsylvania.

Burgess, George H. and Miles C. Kennedy
1949 *Centennial History of the Pennsylvania Railroad Company: 1846-1946.* Philadelphia, Pennsylvania: The Pennsylvania Railroad Company.

Clark, Martha B.
1908 Early Conestoga Navigation. *Papers Read Before the Lancaster County Historical Society* 12(9):315-329. Lancaster County Historical Society. Lancaster, Pennsylvania.

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1824-1827 Minute Book of the Conestoga Navigation Company. Manuscript on file, Lancaster County Historical Society. Lancaster, Pennsylvania.

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1866 "Sheriff Sales of Real Estate." 17 January: 2. Lancaster, Pennsylvania.

Fulmer, Charlie
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Gettysburg Compiler [Gettysburg, Pennsylvania] (GC)
1850 "More Prostration of the Iron Business." 8 July: 1. Gettysburg, Pennsylvania.

Harrisburg Telegraph [Harrisburg, Pennsylvania] (HT)
1879 "Keystone Notes." 20 November: 1. Harrisburg, Pennsylvania.

Hexamer, Ernest
1880 *Safe Harbor Iron Works, The Heirs of Sam. J. Reeves, deceased, and others, Owners.* Map. Hexamer General Surveys (16). Electronic document, accessed July 31, 2019, https://www.philageohistory.org/rdic-images/view-image.cfm/HGSv16.1463-1464

Lancaster Examiner [Lancaster, Pennsylvania] (LE)
1840 "The Conestogo Navigation." 22 January: 2-3. Lancaster, Pennsylvania.
1841 "Edward Coleman." 16 June: 2. Lancaster, Pennsylvania.
1843 "Additional Remarks." 25 January: 1. Lancaster, Pennsylvania.
1854 "Safe Harbor Iron Works." 13 December: 2. Lancaster, Pennsylvania.

Lancaster Examiner and Herald [Lancaster, Pennsylvania] (LEH)
1873 "Court Proceedings." 24 December: 3. Lancaster, Pennsylvania.

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1825a "The Conestogo Navigation Bill." 47 February: 2. Lancaster, Pennsylvania.
1825b "The Conestogo Navigation Company." 15 March: 3. Lancaster, Pennsylvania.
1825c "Conestogo Navigation." 27 September: 3. Lancaster, Pennsylvania.
1825d "The Conestogo Navigation Company." 27 December: 3. Lancaster, Pennsylvania.
1826a "The first Dam and Lock on the Conestogo were finished Monday last…" 4 August: 3. Lancaster, Pennsylvania.
1826b "We republish from the Lancaster Gazette…" 17 November: 3. Lancaster, Pennsylvania.
1826c "The Second Dam and Lock on the Conestogo having been finished…" 15 December: 2. Lancaster, Pennsylvania.
1827a "At an Election…" 12 January: 3. Lancaster, Pennsylvania.
1827b "Conestogo Managers Report." 9 February: 2. Lancaster, Pennsylvania.
1828 "Conestogo Navigation." 19 December: 2. Lancaster, Pennsylvania.
1829 "The Conestogo Navigation…" 17 April: 3. Lancaster, Pennsylvania.
1832 "Report of a Committee of the Stockholders of the Conestogo Navigation Company." 20 July: 4. Lancaster, Pennsylvania.
1833a "Navigation, Mills & Water Power For Sale." 1 March: 3. Lancaster, Pennsylvania.
1833b "Communication." 9 August: 2. Lancaster, Pennsylvania
1837 "Our Friends at Hoover's." 18 July: 2. Lancaster, Pennsylvania
1839 "The Conestogo Slack-Water Navigation." 12 November: 2. Lancaster, Pennsylvania.

1840 "Conestogo Navigation." 15 December: 4. Lancaster, Pennsylvania.
1885 "Conestoga Navigation: When the Enterprise was Started and Abandoned." 10 February: 5. Lancaster, Pennsylvania.
1928 "Company To Navigate The Conestoga Creek Failed In Face Of A Great Future." 21 January: 9. Lancaster, Pennsylvania.
1955 "Some Operational Detail On Famed 'Rails' Mill." 18 February: 14. Lancaster, Pennsylvania.

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Ca. 1850 *Safe-Harbor Iron [Works, Reeves,] Abbott & Co. Philada.* Philadelphia, Pennsylvania. Electronic document, accessed July 18, 2019, https://digital.librarycompany.org/islandora/object/digitool%3A65495.

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Smeltzer, Gerald
1963 Canals Along the Lower Susquehanna: 1796 to 1900. Historical Society of York County. York, Pennsylvania.

Thompston, Thomas M'Kean, compiler
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1940 Aerial photograph AHG-103-30. 29 April. Aero Service Corp., Philadelphia. Electronic document, accessed August 5, 2019, http://www.pennpilot.psu.edu/.
1958 Aerial photograph AHG-7R-10. 29 April. Aero Service Corp., Philadelphia. Electronic document, accessed August 5, 2019, http://www.pennpilot.psu.edu/.
1971 Aerial photograph AHG-8MM-174. 29 April. Aero Service Corp., Philadelphia. Electronic document, accessed August 5, 2019, http://www.pennpilot.psu.edu/.

United States Geological Survey (USGS)
1995 Safe Harbor, PA, 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Webber, Benton
2019 Telephone interview. Unpublished personal. July 23.

Current Photographs (Item 33)

Photo List

Photo 1: Overview, Conestoga Canal Lock No. 6 showing ruins of lock and security fencing. View from River Road (SR 3017) Bridge near Conestoga Boulevard, facing north.

Photo 2: Overview, Conestoga Canal Lock No. 6 showing ruins of lock and relationship to River Road (SR 3017) Bridge. View from Contestoga River embankment, facing southeast.

Photo 3: Detail, Conestoga Canal Lock No. 6 showing lock chamber and relationship to River Road (SR 3017) Bridge. View from northern extent of lock chamber, facing southwest.

Photo 4: Detail, Conestoga Canal Lock No. 6 showing lock chamber. View from southern extent of lock chamber, facing northeast.

Photo 5: Overview, Conestoga Canal Lock No. 6 showing relationship to River Road (SR 3017) Bridge and abutment. View from southern side of River Riad Bridge, facing north.

Photo 6: View of ruins of Lock No. 5 at Rockville, Pennsylvania, facing north. Remnant of historic-age lock wall is visible at left. Sluce gates at center and right date to a twentieth-century conversion of the lock and dam for water power generation.

Photo 7: View of ruins of Lock No. 4 at Slackwater, Pennsylvania, facing east. View shows remnant of lock wall. Evidence from historic mapping indicates that Lock No. 4 was located south of Dam No. 4 at Slackwater, Pennsylvania and was accessed via a canal channel (Bare 1864:43).

Photo 8: View of abandoned canal chanel at Slackwater, Pennsylvania, facing northeast.

Photo 9: View of location of Dam No. 1 near Lyndon, Pennsylvania, facing north. The dam was later converted for use in water power applications. The amount of extant historic-age material is unknown.

Photo 1: Overview, Conestoga Canal Lock No. 6 showing ruins of lock and security fencing. View from River Road (SR 3017) Bridge near Conestoga Boulevard, facing north.

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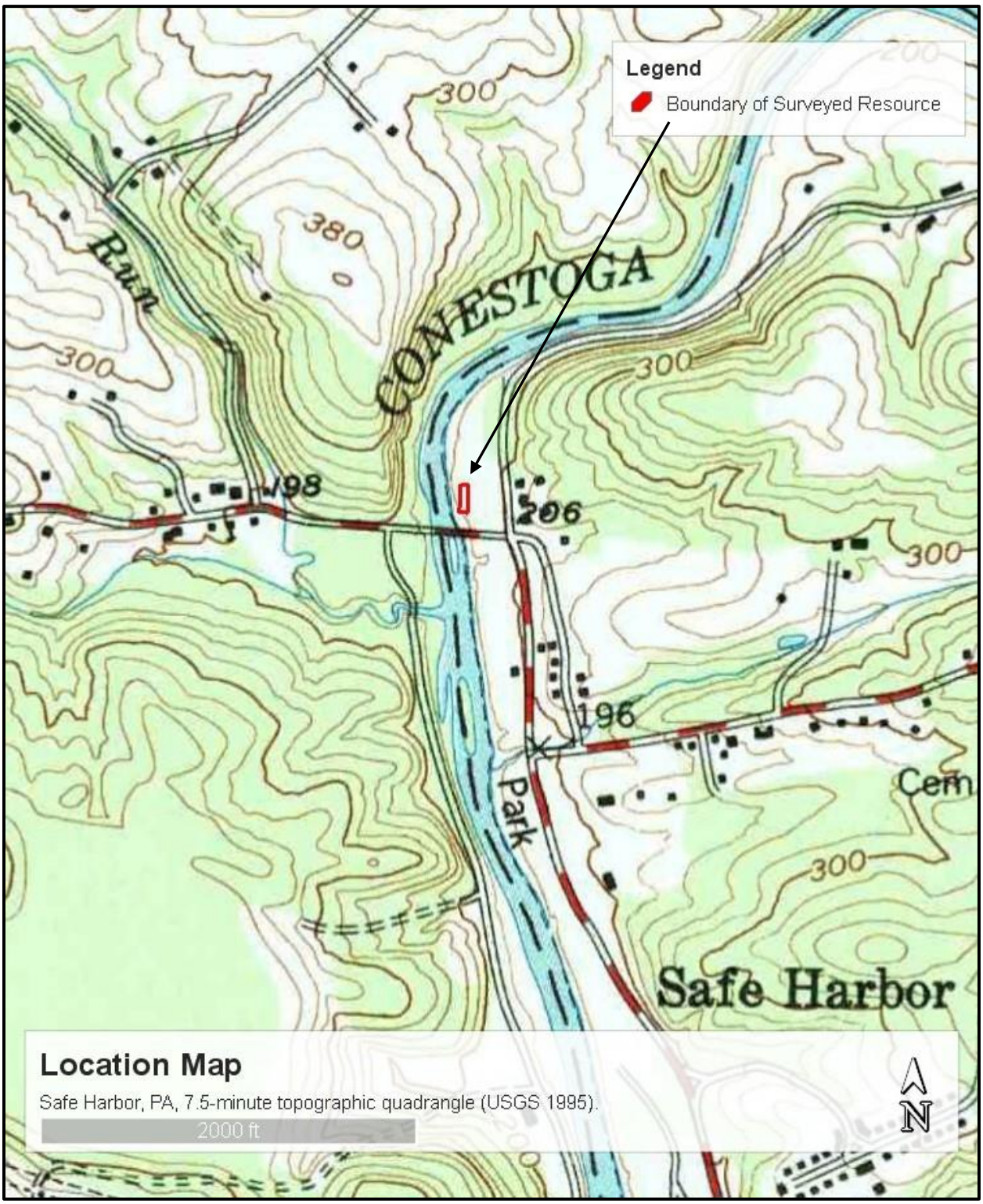
USGS Map (Item 36)



Historical Photographs (Optional Attachment, Item 37)

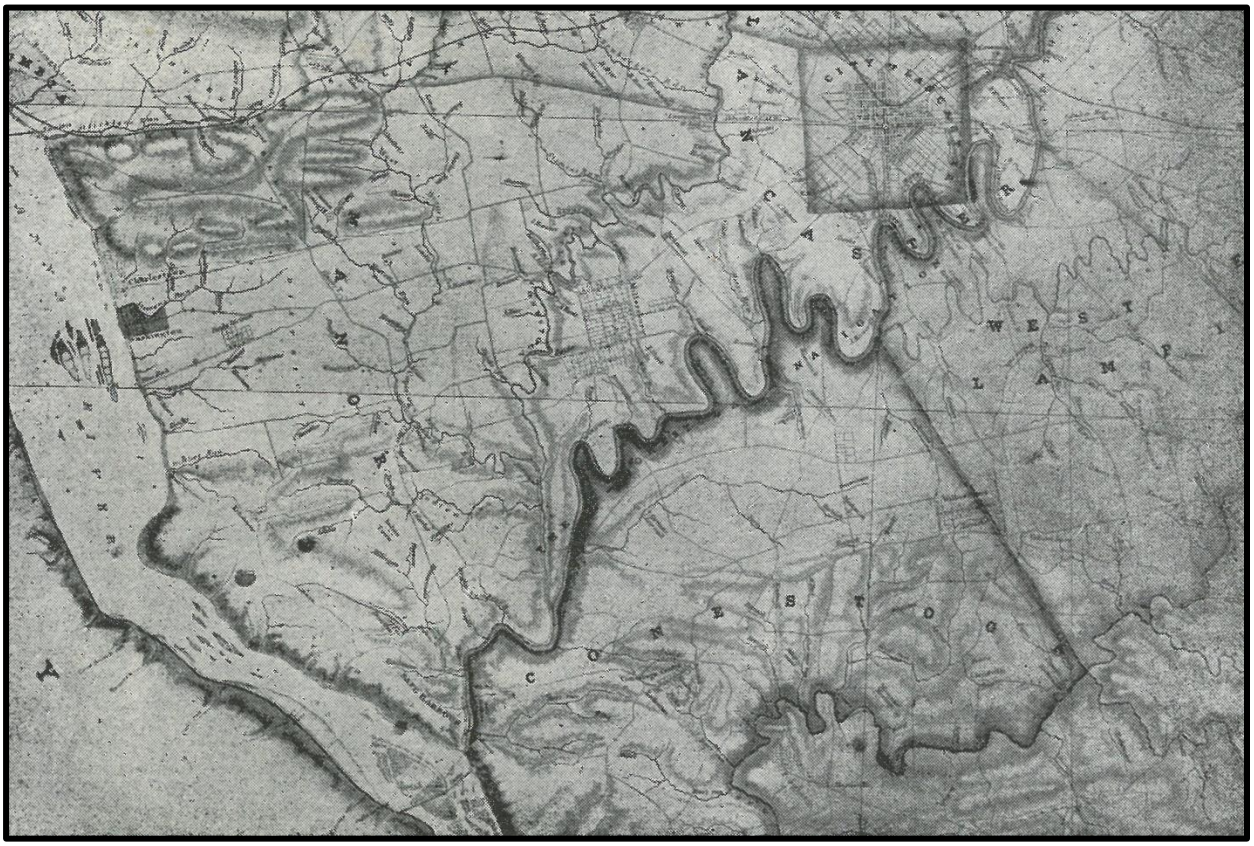


Image 1: Map showing the segment of the Conestoga River used by the Conestoga Navigation Company, undated (Barnes 1935:61).

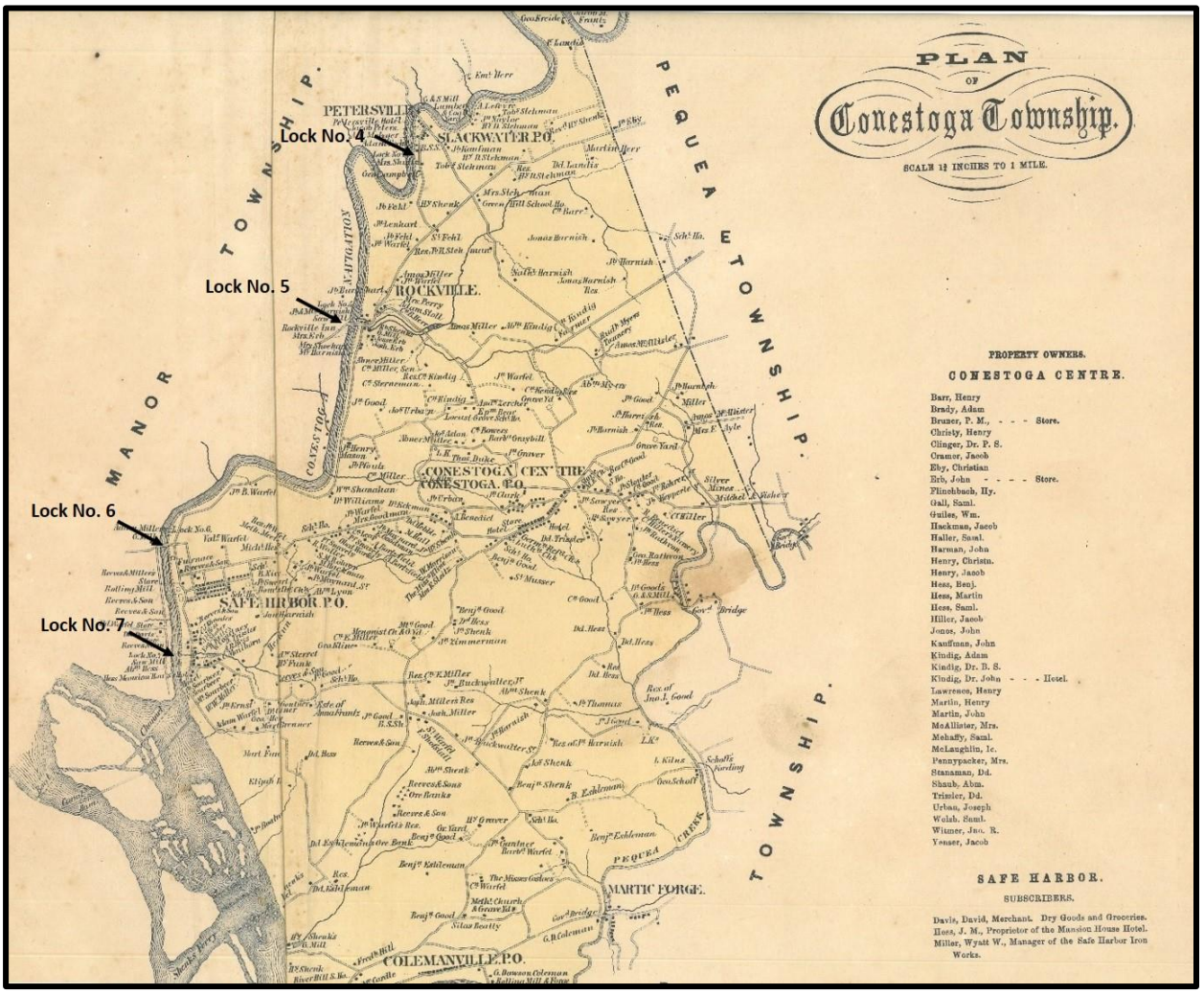


Image 2: Plan of Conestoga Township, 1864, showing Safe Harbor, the Conestoga Navigation, and the location of Locks No. 4, 5, 6, and 7 (Bare 1864:43).

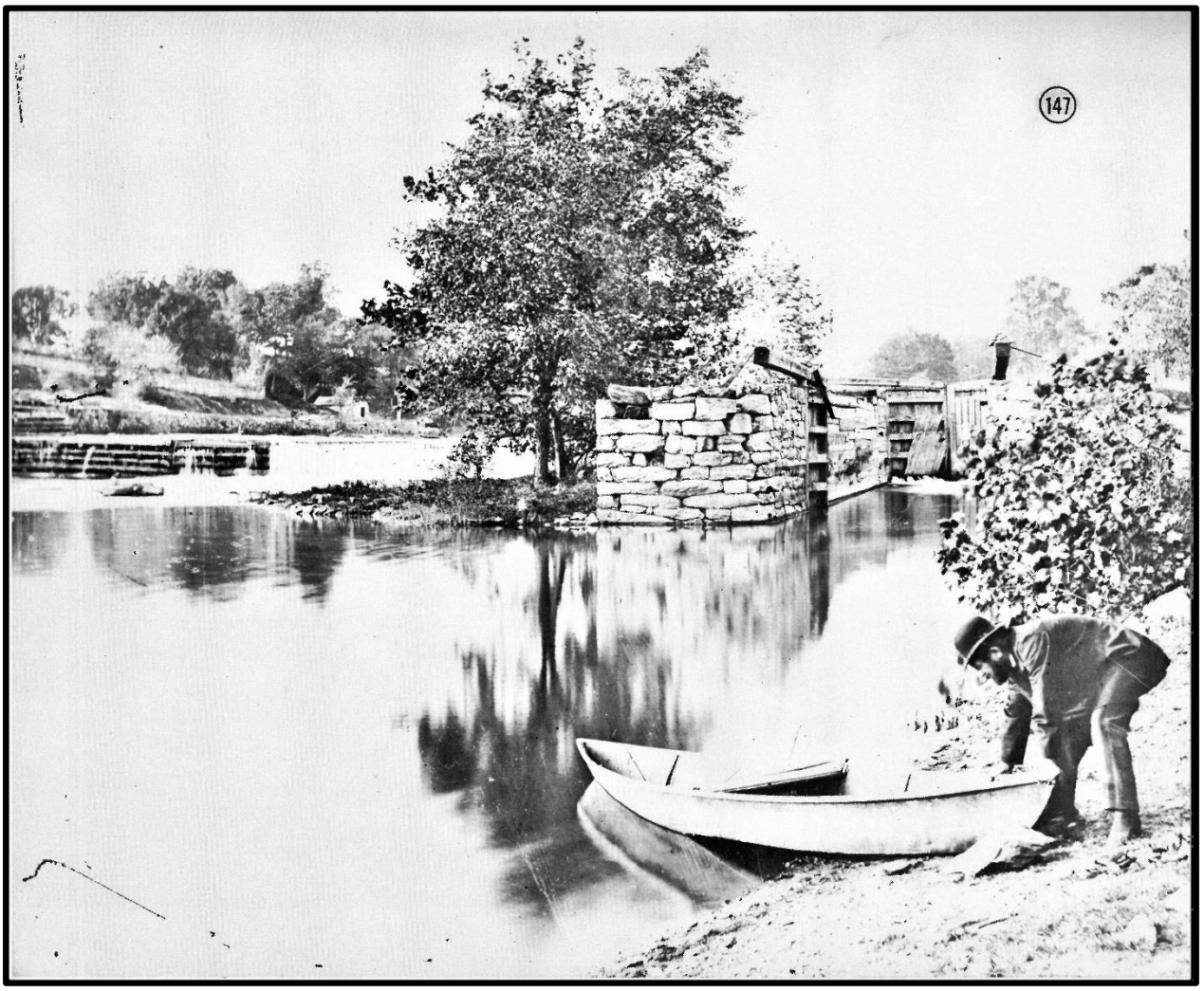


Image 3: View of Lock No. 5 at Rockville, Pennsylvania, facing northeast, undated, likely late-nineteenth century (Smeltzer 1963:64). View shows lock construction, placement of gates, and the relationship of the lock to its dam.

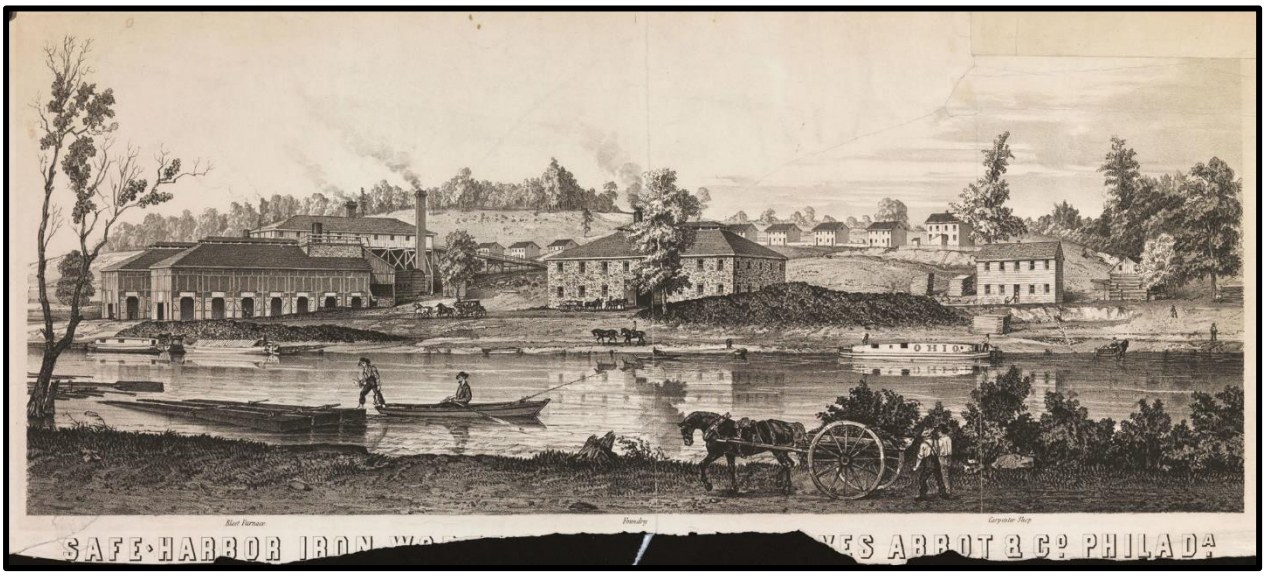


Image 4: View of Safe Harbor, Pennsylvania and the Safe Harbor Iron Works, ca. 1850 (LCP).

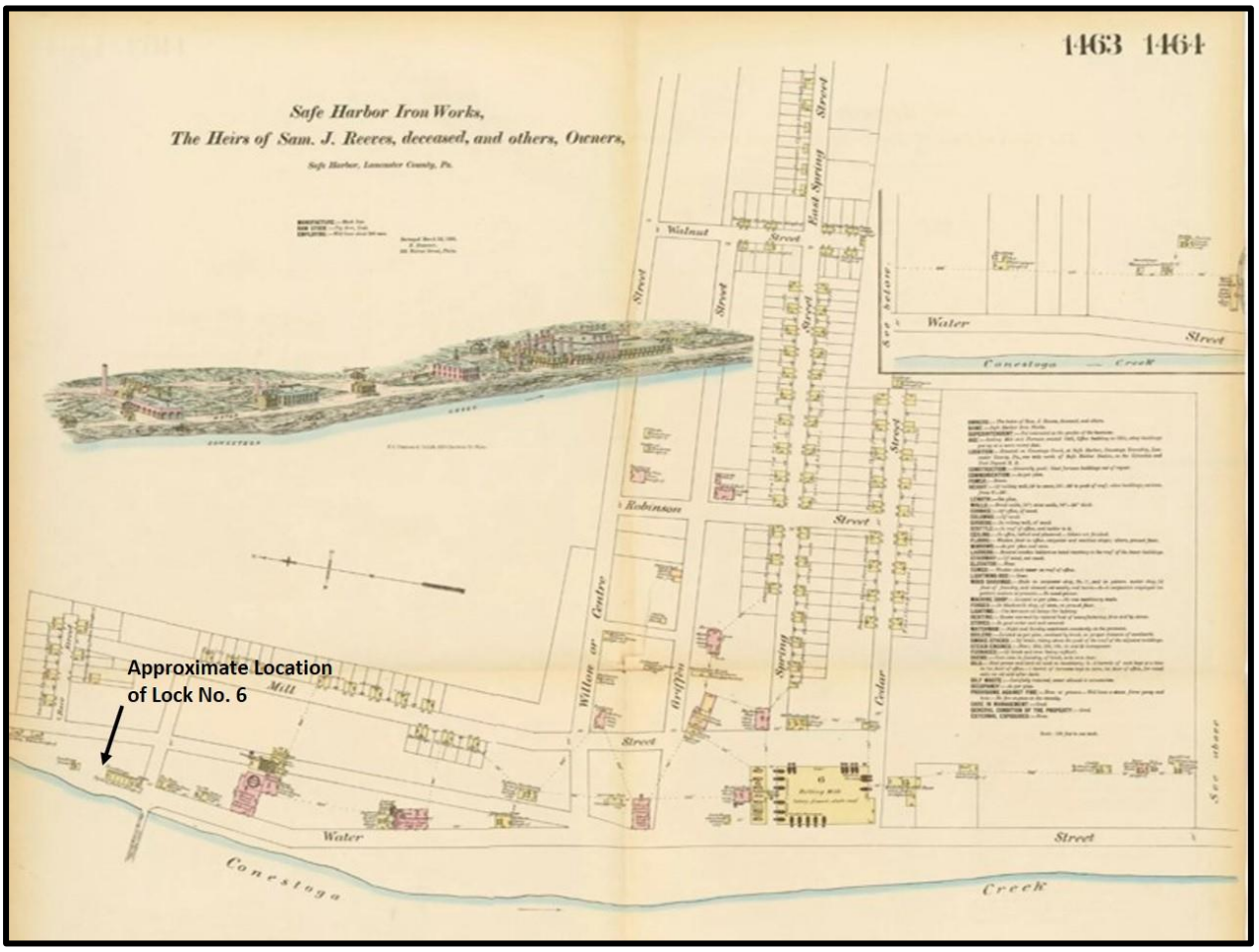


Image 5: 1880 Map of Safe Harbor, Pennsylvania. Map shows density and plan of the village of Safe Harbor in relation to the approximate location of Lock No. 6 (Hexamer 1880:1463-1464).

Image 6: April 1940 aerial photograph depicting the location of the historic resource (red line) (USDA 1940).

Image 7: April 1940 aerial photograph depicting the location of the historic resource (red line) (USDA 1940).

Image 8: June 1958 aerial photograph depicting the location of the historic resource (red line) (USDA 1958).

Image 9: June 1958 aerial photograph depicting the location of the historic resource (red line) (USDA 1958).

Image 10: October 1971 aerial photograph depicting the location of the historic resource (red line) (USDA 1971).

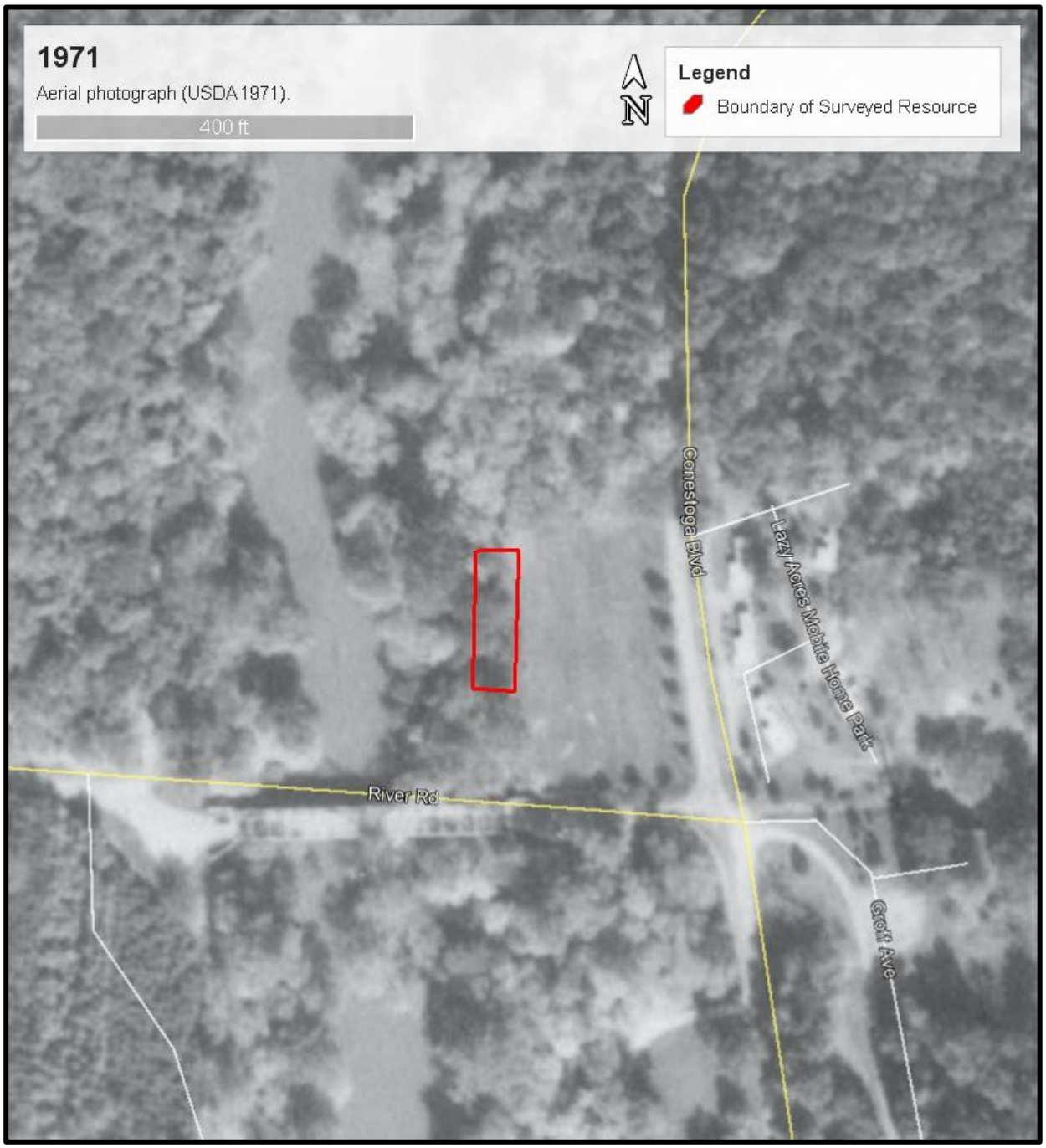


Image 11: October 1971 aerial photograph depicting the location of the historic resource (red line) (USDA 1971).

Physical Description and Integrity (Item 38)

Preparer's Note: The objective of this Pennsylvania Historic Resource Survey Form (HRSF) is to update and expand the existing documentation for Key #101539: Conestoga Canal Lock. The Conestoga Canal Lock is alternatively known as Lock No. 6 of the Conestoga Navigation. From ca. 1825 to ca. 1833, the resource was identified as Lock No. 8 of the Conestoga Navigation. Throughout the nineteenth century, both the river and the Navigation were identified concurrently and interchangeably as the Conestogo, the Conestogoe, and the Conestoga. According to Navigation historian Benton Webber, this non-standardized spelling was common prior to the Civil War (Webber 2019). This HRSF will utilize the contemporary, standardized spelling of Conestoga throughout, except where alternate spellings appear as direct quotations.

Physical Description

Lock No. 6 was originally built as Lock No. 8 of the Conestoga Navigation. Lock No. 8 was completed in late 1828 (LIJ 1828:2). Historical accounts profiling composition, construction, and siting indicate the likelihood of the lock's rebuilding during a near-total reconstruction of the Navigation by Edward Coleman between 1833 and 1840. Due to the elimination of two locks and dams during the reconstruction, Lock No. 8 became Lock No. 6.

Lock No. 6 of the Conestoga Navigation is a structure located in the unincorporated community of Safe Harbor, Conestoga Township, Lancaster County, Pennsylvania. The resource is sited to the northwest of the intersection of River Road and Conestoga Boulevard, approximately 105 feet north of the bridge carrying River Road over the Conestoga River (UTM 18S 381508.78E, 4421973.46N) (Photos 2 and 3). The parcel ID for the property containing the resource is 120-85518-0-0000. The parcel is bounded by River Road to the south, Conestoga Boulevard to the east, parcel 120-16753-0-0000 to the northeast, and the Conestoga River to the west. The resource is sited within a park. It is surrounded by chain-link security fencing (Photo 1).

The Conestoga Navigation was a slackwater navigation linking the City of Lancaster, Pennsylvania to the Susquehanna River. In a pre-railroad era, the goal of building the Conestoga Navigation was to make the Conestoga River commercially navigable, thereby linking the City of Lancaster with the Chesapeake and Delaware Canal via the Susquehanna River and the Chesapeake Bay. Regionally, the Conestoga Navigation is sometimes identified as a canal; however, the Conestoga Navigation was an example of a slackwater navigation system. In contrast to a canal, a slackwater navigation is created by the damming of a waterway at several points along its length. This diminishes water current and creates a series of ponds (sometimes called pools); these ponds are linked by locks. A canal, however, typically consists of a manmade channel that runs parallel to and independent from an otherwise unimproved waterway.

As originally constructed, the Conestoga Navigation possessed nine locks and dams. Each lock was numbered sequentially, starting at Lancaster and ending at the mouth of the Conestoga River. The Navigation spanned a total distance of "…17 miles; 71 chains [4,686 feet]; the whole fall about 64 feet…"

(CNC 1824-1827b:118). Lock No. 6 (then known as Lock No. 8) was constructed one mile above the mouth of the Conestoga River. In the Conestoga Managers Report of February 1827, a detailed account of the Navigation's construction is given:

> *The dams are built of timber, and are what are called crib dams, and filled in with stone. The locks are also of timber, the walls filled in with stone, and planked, and are what may be properly termed Immersed Locks, being built above the breast of the dams, and sunk in water till within two feet of the coping of the walls… The locks are 100 feet long, in the chamber, by 22 wide, calculated to pass arks, rafts, and craft suitable to the Chesapeake and Delaware canal. The ponds have an average breadth of 200 feet, and are never less than four feet deep in the channel* (LIJ 1827b:2).

This description of the Navigation's lock and dam construction differs considerably from the resource that presently exists at the site of Lock No. 6. In November 1839, public notice was published touting the completion of the recently "re-modelled and re-constructed" and "revised and corrected" Conestoga Slack-Water Navigation (LIJ 1839:2). This notice states:

> *All the defects of the old arrangement have been apparently remedied; the miserably constructed and illy-placed locks of the old Navigation having given way to locks built of massive stone, fashioned after approved models, and placed in more safe and eligible situations…[T]here is no small stone used, except to fill out the crevices…The walls of the locks, composed of this excellent material, are very heavy, and may be said to form a perfect barrier against water and ice (LIJ 1839:2).*

In consideration of this notice, and given the extant physical composition of the resource, Lock No. 6 likely dates to 1839 as opposed to the Navigation's initial ca. 1825 to ca. 1829 period of construction. The notice goes on to identify "admirable locks, (six or seven in number)," indicating that at least two locks of the original nine had been eliminated (LIJ 1839:2).

From remaining evidence and written accounts, Lock No. 6 appears to have been a typical example of a pound lock. It possessed two gates, one at either end of the chamber, that controlled water level and permitted the passage of water craft. Lock No. 6 measures 109 feet by 18-1/2 feet (Boyle 1984b). The chamber of the lock is lined with coursed rubble sandstone. Iron straps are embedded within the stone walls of the chamber. These straps are reported to have anchored wooden bulkheads (Boyle 1984b). No sluices are observable. As such, it is likely that the water within the chamber was raised and lowered using gate paddles. This inference is bolstered by photographic evidence of Lock No. 5 (Image 3). When in use, the lock was capable of a total lift of six feet (Barnes 1935:53).

Many of the associated features of Lock No. 6 have been lost. The associated dam spanning the Conestoga River has been demolished. The slackwater pond is no longer extant. Lock No. 6 exists in a state of ruin; however, in considering the Conestoga Navigation in its entirety, Lock No. 6 is one of the most intact, surviving features along its length (Photos 4 and 5).

Integrity

Lock No. 6 of the Conestoga Navigation was evaluated considering the seven aspects of integrity as defined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (U.S. Department of the Interior [DOI] 1994). Individually, Lock No. 6 retains *low integrity.*

Location: The lock retains high integrity of location as it remains in its original location along the Conestoga River, approximately one mile north of the river's confluence with the Susquehanna River.

Design: The lock retains moderately-low integrity of design. Its coursed rubble stone chamber walls—a predominant, character-defining design feature—are extant. Although the walls have deteriorated, they are relatively intact as compared to other existing elements of the Conestoga Navigation (Photos 6-9). This bolsters overall integrity. However, a majority of the resource's individual historic design elements have been lost. An integral dam spanning the Conestoga River has been demolished and the resource's associated slackwater pond no longer exists. Additionally, no mechanical or functional design features (e.g. gates, bulkheads, cribbing) survive. As such, the lock is unable to adequately convey its role as an integral, contributing, purposefully-designed element of a nineteenth-century slackwater navigation system. In evaluating the resource's integrity of design further (as a component of a linear resource or potential district) the integrity of the Conestoga Navigation as a whole is similarly insufficient to convey integrity of design.

Setting: The lock retains low integrity of setting. Within the resource's immediate vicinity, the setting has been significantly altered. As mentioned previously, the lock's integral dam and associated slackwater pond do not survive. The absence of these elements significantly and deleteriously impacts integrity of setting. The lock is now visually divorced from the Conestoga River by an embankment lined with modern rip rap. To the immediate south of the lock, a modern vehicular bridge has been constructed, crossing the Conestoga River. Historic maps and written accounts indicate that a bridge has existed at this location since the mid-nineteenth century. But the size and design of the modern bridge is incompatible with the lock's historical setting and serves to further diminish overall integrity. In examining the lock's larger setting, the village of Safe Harbor, Pennsylvania, as it existed during the resource's period of significance, has not survived to the present. Safe Harbor once boasted a population of approximately 1000 inhabitants with over 70 residential dwellings, commercial enterprises, community institutions, and the Safe Harbor Iron Works. The settlement was destroyed in the late-nineteenth and early-twentieth centuries by flooding, freshets, ice jams, loss of industry, and loss of population. Although Safe Harbor is still a census-designated place, much of the land once comprising the village has been cleared and is now used as park land.

Materials and Workmanship: The lock retains low integrity of materials and workmanship. An appreciable majority of the lock and its character defining features, inclusive of materials, have been lost. Whereas the coursed rubble stone walls of the lock chamber survive, too little of the lock remains to sufficiently convey integrity of materials or workmanship.

Feeling: The lock's overall low to moderately-low integrity of design, setting, materials, and workmanship contribute to its failure to retain integrity of feeling. The lock no longer possesses the ability to sufficiently convey the associative qualities of its particular place in time.

Association: The lock retains low integrity of association. It is no longer a functioning component of an active commercial slackwater navigation system. It exists as an isolated ruin.

History and Significance (Item 39)

Historical Overview

Improvements in Transportation and Early Attempts to Make the Conestoga River Navigable

Prior to the completion of the Pennsylvania Canal system and the advent of the railroad, commerce and trade in Pennsylvania were largely curtailed by lack of access to improved roads and navigable waterways. In the late eighteenth century, the General Assembly of Pennsylvania recognized this impediment and began acting to improve the situation of trade, commerce, and transportation.

On March 9, 1771, the General Assembly passed *An Act declaring the river Susquehanna, and other streams therein mentioned, public highways, for improving the navigation of the said river and streams, and preserving the fish in the same* (Bioren 1803:516). The General Assembly understood that rendering the Susquehanna and its tributaries commercially navigable was imperative to the economic growth and success of the Province of Pennsylvania. Per the act, improvements would "…conduce to the benefit of the inhabitants residing on and near the said rivers, and the province in general, by increasing the trade of the said province…" (Bioren 1803:517).

The Conestoga River was one of nine waterways identified in the act as needing improvement (Bioren 1803:516). Shortly after the act's passage, the appointed commissioners concluded that the scope of the undertaking was too large. The project was abandoned, and allotted funds were reallocated to other projects. However, despite the failure of the larger scheme, "…during the next few decades, the State of Pennsylvania spent several hundred thousand dollars constructing canals along the Susquehanna river" (Barnes 1935:49). Whereas this work on the Susquehanna may not have translated into the immediate improvement of the Conestoga River, it bolstered interest in making the Conestoga commercially navigable.

On March 17, 1806, the General Assembly directed specific attention to the Conestoga River with the passage of *An Act authorizing the Governor to incorporate a Company, for making the River Conestogo navigable from its confluence with the River Susquehanna to Abraham Hostetter's mill* (Thompson 1806:463-478). William Webb was one of the leaders of the push to improve the Conestoga. Webb "…was a member of the Assembly and was largely instrumental in having this act passed…Webb had visited the Conewago canal and had seen the value of dams and lift-locks" (Barnes 1935:50). George Moore, Jacob Krug, Casper Shaffner, Jr., William Bausman, Henry Dehuff, and John Funk were appointed as commissioners to secure funding and guide the project (Thompson 1806:463-478). The act stipulated

that work to improve the Conestoga River must be started within three years of the legislation's passage. Additionally, the act stipulated that work, once initiated, needed to be complete within ten years (Thompson 1806:463). The Legislature would "…resume all and singular the rights, liberties and privileges, herby granted to the said company" as the penalty for failing to initiate or complete the work (Thompson 1806:478). After three years of inactivity, the company became inoperative and its rights reverted to the Legislature (Barnes 1935:50).

The next effort to improve the Conestoga materialized in 1820. On "March 28th, 1820, James Hopkins…obtained a charter from the State of Pennsylvania giving him, his heirs, and assigns, the right to build a canal, with dams, locks, and towpath, between the Susquehanna river and the Philadelphia and Lancaster turnpike, at Lancaster" (Barnes 1935:50). Hopkins named his enterprise the Conestoga Slack-Water Navigation Company. However, like his predecessor, Hopkins failed to exercise his rights. They were subsequently forfeited to the Legislature.

The Conestoga Navigation Company

On May 15, 1824, a citizen's committee was formed in Lancaster with the express purpose of making the Conestoga River navigable (Barnes 1935:50). The committee resolved to petition the Legislature for the right to improve the waterway. In November 1824, engineer Ephraim Beach was tasked with preparing a map and profile of the Conestoga River (Beach 1824). Beach's proposal for improvement was a system of three independent canals, parallel with the Conestoga River, combined with a slackwater navigation system (Beach 1824). Although Beach's plan would not be realized as designed, his work would inform the final design of the navigation. The Conestoga Navigation Bill had reached the Pennsylvania House of Representatives by February 5, 1825 (LIJ 1825:2). On "March 3rd, 1825, 'an act authorizing the governor to incorporate the Conestoga Navigation Company,' was approved by the Senate, the House of Representatives, and Governor John Andrew Shulze" (Barnes 1935:50). However, likely citing the numerous past failures, before issuing a charter to the Conestoga Navigation Company, the company was required to certify that "…eight hundred shares of stock have been subscribed…" (Barnes 1935:51). The commissioners immediately began the process of procuring subscriptions at $50.00 per share. The earliest known public notice for the subscription to the capital stock of the Conestoga Navigation Company appeared in the *Lancaster Intelligencer and Journal* on March 15, 1825 (LIJ 1825d:3). On June 4, 1825, upon duly demonstrating a subscription to 811 shares of capital stock, the company was issued a charter (Barnes 1935:51).

Work to secure a contractor, canal operator, and engineer began almost immediately. On December 7, 1825, Caleb Hamill of New York was officially designated as the contractor for the project (CNC 1824-1824:39; Barnes 1935:53). Hamill had been "…recommended by Governor Clinton, C. White, and Judge Wright, all distinguished canal gentlemen of [New York] state" (LIJ 1832:4). The *Lancaster Intelligencer and Journal* reported that Hamill would construct "…a steam-boat navigation from the city of Lancaster to the Susquehanna river, a distance of 18 miles, for $53,240" (LIJ 1825d:3).

As for the project engineer, Ephraim Beach, who was familiar with the project due to his 1824 survey of the river, was the preferred candidate. Beach also had experience from his involvement in the building

of the Delaware and Raritan Canal in New Jersey (Barnes 1935:52). But "…because 'of his bad health and other engagements,' he could not accept the appointment as engineer…" (Barnes 1935:52). Despite his decision to decline the role of engineer, Beach was consulted on the design of the nine dams for the Navigation (CNC 1824-1827:39-40). Simeon Guilford was consulted on the design of the nine locks (CNC 1824-1827:40). However, "Edward F. Gay, a pupil of Canvass White, was appointed the Engineer of the company, to superintend and execute the work" (LIJ 1832:4). According to Webber, Gay was selected at the behest of the contractor, Caleb Hamill (Webber 2019).

Slackwater Navigation Versus Canal

In lieu of Ephraim Beach's proposed combination canal and slackwater navigation plan of 1824, the Conestoga Navigation Company opted to construct a completely slackwater navigation system. As discussed, in contrast with a canal, a slackwater navigation is created by damming a waterway at several points along its length. This diminishes water current and creates a series of ponds. These ponds are then linked by locks. In contrast, a canal typically consists of a manmade channel that runs parallel to and independent from an otherwise unimproved waterway.

Per the Conestoga Navigation Company, the reasoning behind the selection of a strictly slackwater navigation system was that "[t]he greater expanse of water permits crafts of larger burden to be employed than on canals; and it has been demonstrated that vessels of the same dimensions are drawn with less expense of power and with more celerity than on canals" (CNC 1824-1827b:118; Barnes 1935:59). According to Webber, the cost associated with the building of a canal, coupled with a desire for expedience in construction, were also motivating factors in the selection of a slackwater navigation system (Webber 2019).

In comparison to the slackwater navigation system, the canal typology appears to have been employed far more frequently in Pennsylvania. A cursory survey of contemporaneous canal projects demonstrates that most were built with either an independent, dedicated canal channel or possessed a combination canal and slackwater navigation design. However, the Monongahela Navigation (completed 1844) and the Youghiogheny Navigation (completed ca. 1850) appear to have been potential analogs of the Conestoga Navigation.

Construction of the Conestoga Navigation: 1826-1829

In early 1826, before the completion of the first lock and dam, financial difficulties emerged that would ultimately delay the completion of the Conestoga Navigation. The company began to call $5.00 installments on the capital stock as expenses came due. A considerable number of the installments went unpaid; a total amounting to $4,185.00 after the eighth installment was called (Barnes 1835:55). However, despite financial difficulties, the first lock and dam of the Conestoga Navigation was completed on Monday, July 31, 1826 (LIJ 1826:3). In commemoration of the event, "…the Board of Managers of the Conestogo Navigation Company, on the invitation of Mr. Hamill, the contractor, embarked on board his beautiful boat 'The Edward Coleman,' at the new Bridge, and drawn by one horse, proceeded at the rate of from 4 to 6 miles the hour, to the Lock, having an excellent Band of Music on board playing national

airs" (LIJ 1826a:3). It is in this report that an account of the lock and dam design, composition, and construction is given:

> *The dam is 270 feet in length, and 11 feet in heighth [sic]. The chamber of the lock is 22 feet wide and 100 feet long. The lock is built with white pine logs—its walls are 7 feet in thickness, filled in with stone. The lock, contrary to the usual practise [sic], is located in the dam, and so far as we are enabled to judge, will answer for all the purposes of navigation quite as well as if below it. The great advantage this location has over that below the dam is, that all the timber, except the top logs of the lock, are immersed in water, and prevented from decaying. The gates and inside planking of the lock, which can be renewed at any time, being the old parts exposed to the action of both air & water (LIJ 1826a:3).*

This published account is corroborated by a description of the lock and dam system appearing in the minute book of the Conestoga Navigation Company (CNC 1824-1827:40).

By mid-December 1826, the second lock and dam had been completed and the third lock and dam were in progress (LIJ 1826b:3; 1826c:2). But financing continued to serve as a major impediment to the completion of the project. In 1827, the company obtained a loan in the amount of $6,000, and by September 1827, the Navigation property had been mortgaged for a loan of $20,000 (Barnes 1835:56). By October 1827, the company's total cash-on-hand amounted to $36.73 (Barnes 1835:56). In December 1827, the company petitioned the Legislature to permit the mortgage of profits and tolls to secure additional monies (Barnes 1935:57). Several late 1827 floods and freshets significantly damaged the completed portions of the Navigation and necessitated the procurement of additional funds for repair. The Legislature was further petitioned to invest in the project with a subscription of $20,000, making the total capital of the company $80,000 (Barnes 1935:57).

After numerous setbacks, newspaper accounts indicate that the Navigation was operational but not yet complete in December 1828, stating, "[t]he works on the Conestogo are now so far completed, as to admit of the passage of Boats, Arks, Rafts, &c; and though the season is now so far advanced as to afford little or scarce any prospect of business, yet the effect has been such as to excite the astonishment of many…" (LIJ 1828:2). It was not until April 1829 that the Navigation was reported to be "…in full operation" (LIJ 1829:3). According to Webber, there was no one specific resource or product that was conveyed on the navigation. Instead, conveyances ranged from agricultural produce, to iron ore, to anthracite coal, to travelers (Webber 2019).

By 1832, a committee to "…examine and report the precise state of the Navigation…" was appointed by the company's stockholders (LIJ 1832:4). In its report, the committee acknowledged "[w]hen the committee was selected, the affairs of the company and the hopes of its existence were certainly not flattering" (LIJ 1832:4). The success of the Conestoga Navigation Company was to be short-lived, but not for lack of need or use. Since its opening, the Navigation was plagued by annual flooding and ice jams, which resulted in costly closures and repairs. The project engineers had designed the various components

of the Navigation to withstand cyclical flooding and freezing (CNC 1824-1824:40). But the design ultimately proved to be ineffective. In the committee's report, these consistent setbacks are profiled:

> *A flood came, in May, 1829, and the ninth lock, at the Susquehanna was materially injured; all the rest of the locks and dams, however, sustaining but little damage by the freshet. This unforeseen and adverse event stopped the trade of the Conestogo for that season. The lower lock was repaired, and the Navigation again opened in the spring of 1830 and '31, winning its way into the favor and confidence of the people…The ice flood of last winter, so destructive to our public works every where, laid prostrate (and it was feared forever) the Conestogo Navigation (LIJ 1832:4).*

On March 1, 1833, a notice of the Sheriff Sale of the Conestoga Navigation was published in the *Lancaster Intelligencer and Journal* (LIJ 1833a:3). This notice profiled the extensive landholdings of the Conestoga Navigation Company. In addition to the Navigation and its physical plant, the sale included: a grist mill with an associated three dwelling houses, stable, and approximately five acres of land; a recently completed toll house located at Lock No. 4; and a stone mill located at the mouth of the Little Conestoga with an associated dwelling house, stable, and approximately eight acres of land (LIJ 1833a:3). The sale was slated to occur in June 1833 (LIJ 1833a:3). In August 1833, an editorial was published in the *Lancaster Intelligencer and Journal* stating that "[t]he Navigation has recently passed into the hands of two enterprising and wealthy gentlemen…" (LIJ 1833b:2). "The Sheriff deed recites that on June 1 he…sold [the Navigation] to William and Edward Coleman for $17,500" (Clark 1908:319). William Coleman sold his interest in the Navigation to Edward shortly thereafter (Clark 1908:319). Edward Coleman, a former Pennsylvania State Representative and Senator, had most recently served as president of the failed Conestoga Navigation Company (LIJ 1827a:3).

Rebuilding, Reconfiguring, and Competition

Throughout the mid-1830s, the Conestoga Navigation was rebuilt and reconfigured, correcting and improving faults in the original design (LIJ 1837:2). According to Webber, one of the greatest faults of the original design was a failure to accommodate increased water runoff from the recent improvement of surrounding farmland (Webber 2019). With the clearing of previously wooded areas for cultivation, the Conestoga River had necessarily to drain this new farm land. The locks and dams, as designed and built, were ultimately deemed inadequate to this end. The rehabilitation was reported complete in January 1840 (LE 1840:2-3). An account of the new Navigation details:

> *The old plan of slack-water remains; but the dams and locks are reduced in number from nine to seven; the tow-path altered and improved; all the locks re-built of stone below, and not as formerly, in the dams, most of which are reconstructed: and all done in so careful and expensive a manner, that the whole work is, in truth, almost entirely new, and very substantial (LE 1840:2-3).*

Further improving upon the original design of the Conestoga Navigation, it was during the process of rebuilding that the potential for harnessing the Conestoga's water power was considered. Joshua Scott, Esquire, was endeavored by Edward Coleman to calculate the potential output of each dam (LE 1840:3).

Results demonstrated that "…lock No. 1 yields 53.71 horses-power; No. 2, 68.32 horses-power, No. 3, 183.65; No. 4, 154.35; No. 5, 107.11; & No 6. 229.00 horses-power—whole supply, 716.12 horses-power…sufficient to drive 143 Mills…a quantity greater probably than that at Manyank on the Schuylkill" (LE 1840:3). The ability to produce substantial water power would ultimately prove to be one of the Navigation's most enduring assets.

On May 6, 1840, Edward Coleman conveyed his interest in the Conestoga Navigation to the Lancaster, Susquehanna and Slackwater Navigation Company (Clark 1908:321). Coleman died June 6, 1841 (LE 1841:2). The Lancaster, Susquehanna and Slackwater Navigation Company immediately invested in its new acquisition, buying, "…additional rights and lands for the purpose of towpaths, etc., and for the flooding of lands, which was necessary by reason of the high dams" (Clark 1908:322). Whereas the Navigation successfully operated under the auspices of the Lancaster, Susquehanna and Slackwater Navigation Company for another two decades, continued flooding, advancements in technology, and the diversification of available modes of transportation ultimately impacted its viability.

One of the Conestoga Navigation's characteristic achievements was creating a commercially viable link between the City of Lancaster and the east coast mercantile ports of Baltimore and Philadelphia. However, on March 24, 1828, less than one year before the Conestoga Navigation's completion, "…in an Act approved by the Governor…[t]he [Pennsylvania] Canal Commission was directed 'to locate a railroad across the Allegheny Mountains' and a 'railroad from Philadelphia through the City of Lancaster to Columbia and thence to York'" (Burgess 1949:10). This was a direct response to the competition of New York's Erie Canal. Work on the 40-mile rail segment between Philadelphia and Columbia was authorized to begin immediately. The line was under contract by the end of 1828 and work was underway by February 1829 (Burgess 1849:10,17). It "…formally opened for operation on October 7, 1834, although disconnected portions had been in use since 1832, and one through track since April, 1834" (Burgess 1949:17). Two trains serviced Lancaster daily. Faced with competition, mounting debts, and an ever-increasing need for maintenance and repair, the Conestoga Navigation was again placed at Sheriff Sale in January 1866.

Changes in Ownership, Decline, and the Legacy of the Conestoga Navigation

Newspaper accounts state that the property initially failed to sell; there were no bidders (DEE 1866:2). But in April 1866, the Navigation was again offered for Sheriff Sale. Samuel J. Reeves of Reeves, Abbot & Company purchased all "…rights to the Navigation Company…" for a total consideration of $10,000 (LIJ 1928:9; Clark 1908:323). (Numerous sources claim 1846 as the date of this transfer. However, Clark cites the deed reference for this transfer as Book A, Volume 10, page 296 of the Lancaster County Record of Deeds, dated April 16, 1866 (Clark 1908:322).)

Samuel J. Reeves was a partner in Reeves, Abbott & Company, a Philadelphia-based iron manufacturer. Reeves, Abbott & Company had established the Safe Harbor Iron Works at Safe Harbor, Pennsylvania ca. 1846-1847. The company was initially drawn to Safe Harbor by "…extensive banks of Iron Ore, of superior quality…found convenient to the slackwater navigation…" (LE 1843:1; Schuleen 1981:90). Additionally, "[a]nthracite coal could be shipped to Lancaster County via the canals at low freight rates…," further

enticing industrial development. After purchasing the rights to the Navigation in 1866, Reeves sold his interest in the Navigation to Jacob G. Peters and George Levan in 1872 (LEH 1873:3). Peter and Levan later resold the dams for use by mills (LIJ 1928:9; Clark 1908:323). "[The dams] were valuable to the millers of the county as water power…was the chief motive of power and most of the dams were of large size" (LIJ 1928:9).

By 1886, the Conestoga Navigation had ceased all operation and existed only in the form of a ruin. A published account reads:

> *The ruins of the locks and dams built by the Conestoga Navigation company are now almost complete. Except where grist mills are now in operation and use the reconstructed dams, but few short pieces of decayed timber half buried in mud remain to mark the places of their location. Several of the heaviest square stones that composed the walls of the locks are still intact, which show what was the length and width, if not the height of them. Like some other artificial waterways it was struggle after struggle to establish and soon found to be impossible to maintain (LIJ 1886:5).*

Whereas select features of the Conestoga Navigation survived into the twentieth century, converted for use in other applications, Lock No. 6 is now one of the only readily identifiable features to remain.

Lock No. 6 and the Village of Safe Harbor, Pennsylvania

In order to accurately assess the integrity and significance of Lock No. 6, the resource must be examined in the context of its historical setting. Although Safe Harbor, Pennsylvania was surveyed and established prior to the construction of the Conestoga Navigation, the history and development of both are closely interrelated.

The history of Safe Harbor, Pennsylvania is directly associated with the river industries of transportation and fishing. Safe Harbor was established in the early-nineteenth century at the confluence of the Conestoga and Susquehanna Rivers. "Prior to the construction of the canal systems in the Susquehanna basin, the agricultural, mineral and manufactured products from central Pennsylvania were transported by river on rafts, arks, and keel boats" (Schuleen 1981:83). Historically, navigation on the Susquehanna River occurred predominantly during daylight hours. This necessitated that operators find suitable places along the shore to moor their crafts at nightfall (Schuleen 1981:83). Safe Harbor afforded a convenient location to overnight. As a result, multiple taverns and hotels were established, catering to river tradesmen in addition to "…those men who, after their one-way ride downriver, had to walk back along the famous Raftsman's Path on the east side of the [Susquehanna] river" (Schuleen 1981:83). Among the earliest lodging and entertainment establishments at Safe Harbor was a tavern built ca. 1807 by Jacob Menart (Schuleen 1981:87). By 1811, three additional taverns had been established near the mouth of the Conestoga River (Schuleen 1981:87). These taverns and hotels also catered to fishermen who were attracted by the rivers' natural abundance of shad.

The village of Safe Harbor proper was surveyed and laid-out by Jacob Miller prior to his death in 1810. Initially, Miller divided the land into 16 town lots, calling the community Millerport (Schuleen 1981:88). But Safe Harbor appears to have already been the established, accepted name of this locality prior to

Miller's real estate development. The name Safe Harbor appears in print as early as 1808 (Schuleen 1981:88). Ultimately, Millerport was rejected as the village name and the Safe Harbor name was retained.

In 1829, the Conestoga Navigation was completed and formally opened. Lock and Dam No. 6 (historically No. 8) and Lock and Dam No. 7 (historically No. 9) were located at Safe Harbor, making it the only settlement along the Navigation to possess two locks and dams. This, compounded by its location at the mouth of the Conestoga, made the village a desirable location for commerce and industry. After the Conestoga Navigation was sold at Sheriff Sale in 1833, the locks and dams at Safe Harbor were among those rebuilt or otherwise improved by Edward Coleman. Investment in the Navigation, including increased capacity and quality of construction, likely contributed to the appeal of Safe Harbor. The discovery of "…extensive banks of Iron Ore, of superior quality…convenient to the slackwater navigation…," enticed Philadelphia-based iron manufacturer Reeves, Abbott & Company to establish an iron works at Safe Harbor ca. 1846-1847 (LE 1843:1; 1854:2; Schuleen 1981:90) (Image 4). Proximity to the Navigation allowed the Safe Harbor Iron Works to easily procure vital raw materials, including coal, iron ore, and "limestone flux…obtained from Conestoga creek…" (LE 1954:2). As indispensable as the Conestoga Navigation and the Susquehanna Rivers are to the history of Safe Harbor, the Safe Harbor Iron Works was equally as important.

Once established, the Safe Harbor Iron Works became an eminent manufacturer of railroad rails. With no rail lines yet servicing Safe Harbor, the Iron Works was reliant upon the Navigation for the transportation of materials and its final product. Initially, the works produced rail for the double tracking of the Commonwealth-owned Philadelphia & Columbia Railroad (Schuleen 1981:93). But on April 13, 1846, a charter for the Pennsylvania Railroad was issued (Burgess 1949:39). For the construction of a rail line west of Harrisburg, the Safe Harbor Iron Works was among the most practical, high-quality sources of rail (Schuleen 1981:93). The Pennsylvania Railroad was willing to purchase considerably more rail than the Safe Harbor Iron Works had capacity to produce. As such, Reeves, Abbott & Company undertook a campaign for expansion in the early 1850s. Between 1850 and 1854, production increased from "…140 rails per day, or 150 tons per week, or 7800 tons per annum" to "…280 tons [per week]; of these 1000 tons per month go[ing] to the Pennsylvania railroad and the remainder to the railroad of the Commonwealth" (GC 1850:1; LE 1854:2). In 1854, the *Lancaster Examiner* reported that capacity was being further increased. "Twelve additional puddling furnaces of improved construction are being erected, and two additional heating furnaces, which will increase capacity of the works fifty per cent" (LE 1854:2). This rate of production required substantial manpower. In 1850, the Safe Harbor Iron Works employed approximately 500 people (GC 1850:1). With an influx of workers, "…many moving from a considerable distance, some direct from Ireland, and others coming from already established homes nearby," the Reeves, Abbott & Company constructed "…about 70 frame two-story double houses of uniform style…" for its employees (Schuleen 1981:92). This company housing comprised a vast majority of the village of Safe Harbor.

Further demonstrating the symbiotic link between the Navigation and Safe Harbor, both the Conestoga Navigation and the Safe Harbor Iron Works were closed by a flood in March 1865 (Schuleen 1981:94). The closure of the Iron Works was intended to be temporary, but damage to the Navigation forced an

extended closure. The Conestoga Navigation was sold at Sheriff Sale in 1866. Samuel J. Reeves, proprietor of the Safe Harbor Iron Works purchased the Navigation. It is not clear if or in what capacity the Navigation operated during Reeves's ownership. However, according to Webber, records exist to indicate that the last lock fees were collected in 1872 (Webber 2019). In 1872, Reeves sold the Conestoga Navigation to Jacob G. Peters and George Levan, who in turn sold its various components piecemeal (LEH 1873:3). The expansion and ubiquity of the railroad had all but rendered the Conestoga Navigation obsolete as a means of transportation. By 1886, newspaper reports indicate that most of the remaining features of the Conestoga Navigation existed only as ruins (LIJ 1886:5).

The village of Safe Harbor subsisted, however. In 1894, Adolph Segal of Philadelphia acquired the Safe Harbor Iron Works, which had gone idle for a second time (Schuleen 1981:103). Segal converted the Iron Works to the Safe Harbor Match Factory. The operation was short-lived, closing in 1899 (Schuleen 1981:104).

Safe Harbor eventually succumbed to the same forces that ended the Conestoga Navigation, specifically flooding and ice freshets. The community was dealt a definitive blow in March 1904 when most of the settlement was demolished by a substantial ice jam. By the 1910s, aside from Lock No. 6 of the Conestoga Navigation, little remained of Safe Harbor to suggest that it had once been a site of substantial commercial and industrial activity.

Significance

Lock No. 6 of the Conestoga Navigation was evaluated considering the four criteria for evaluation as defined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (U.S. Department of the Interior [DOI] 1994).

It is recommended that the resource's period of significance be amended to 1828-1865. Key #101539: Conestoga Canal Lock currently identifies the resource's period of significance as 1825-1849. Although the charter of the Conestoga Navigation Company dates to 1825, the Navigation was not completed until ca. 1828 and not fully operational until 1829. Lock No. 6 remained in service until ca. 1865 when a substantial flood damaged the lower extents of the Navigation. It is possible that the Navigation remained in operation after 1865, but insufficient documentation exists to definitively state this. In 1866, the Navigation in its entirety was sold at Sheriff Sale to Samuel J. Reeves, proprietor of the nearby Safe Harbor Iron Works, a division of Reeves, Abbott & Company. It is unclear if the Navigation was operational (and if so, to what extent) between 1866 and 1872. In 1872, Reeves sold the Navigation, including Lock No. 6, to Jacob G. Peters and George Levan who then disposed of the property piecemeal.

Lock No. 6 of the Conestoga Navigation possesses Criterion A significance in the area of Transportation. The resource is associated with events that have made a significant contribution to the broad patterns of our history. Lock No. 6 of the Conestoga Navigation is regionally significant as one of the only surviving components of an early-nineteenth-century, privately-funded, publicly-sanctioned, pre-railroad, water transportation system. Although it is likely that Lock No. 6 was built during the Conestoga Navigation's late-1830s period of reconstruction, it is understood that exceptionally little, if anything, of the

Navigation's original configuration survives to the present. The Conestoga Navigation was a significant and substantial work of engineering that successfully connected the City of Lancaster, Pennsylvania to the Susquehanna River and, consequently, to the eastern port cities of Baltimore and Philadelphia. It was also a rare example of an entirely slackwater navigation system, an attribute that is widely believed to be central to its failure as a commercially viable transportation system. Lock No. 6, and to a greater extent the Conestoga Navigation, serve to illustrate the larger theme of pre-railroad transportation technology and its application in early-nineteenth-century Pennsylvania as a means of stimulating economic development, diversification, and expansion.

Lock No. 6 of the Conestoga Navigation was evaluated for Criterion D significance based on its potential to yield information. In order for a resource to be considered eligible under Criterion D, there are two requirements that must both be met: 1) the resource must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important (DOI 1994:21). The resource exists in a state of advanced ruin. Whereas Lock No. 6 could potentially yield information about the construction and operation of locks in early-nineteenth-century slackwater navigation systems, sources indicate that the resource was a relatively typical example of pound lock design and functionality. As such, information gleaned from the resource is not likely to be considered important, nor is it likely to contribute substantially to the body of knowledge that has already been compiled. Therefore, the resource does not possess Criterion D significance.

Despite the resource having significance under *Criterion A: Transportation*, Lock No. 6 of the Conestoga Navigation is recommended **not eligible** for listing in the National Register of Historic Places (NRHP). Per National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, "[a] property that is significant for is historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event [or] historical pattern…" (DOI 1994:48). Lock No. 6 of the Conestoga Navigation ultimately fails to retain sufficient integrity to convey its historical significance, either individually or when considered as a component of a potential linear historic district.

Michael Baker
INTERNATIONAL

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September 13, 2019

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Pennsylvania Historical and Museum Commission
Commonwealth Keystone Building
400 North Street, Floor 2
Harrisburg, PA 17120

RE: ER 2018-8233-071-B;
SR 3017, Section 026 (MPMS 101074) Lancaster County,
Safe Harbor Road over Conestoga River in Conestoga Township,
Conestoga Navigation Lock No 6 HRSF

Dear Mr. McLearen:

This letter is submitted in response to a request for additional information by Tyra Guyton (PHMC Transportation Special Initiatives), dated September 5, 2019. This letter contains an expanded discussion of the integrity of ***Conestoga Navigation Lock No. 6 (Lock No. 8) (Key No. 101539)****, including a more comprehensive evaluation of the resource as a contributing feature to a potential non-contiguous historic district.*

Background and Methodology

In the August 2019 Historic Resource Survey Form (HRSF) submittal, **Conestoga Navigation Lock No. 6 (Lock No. 8) (Key No. 101539)** was individually evaluated considering the seven aspects of integrity as defined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (U.S. Department of the Interior (DOI) 1997). The resource was determined to retain low integrity, insufficient to individually convey historic significance. Whereas the resource retains high integrity of location, it retains low to moderately-low integrity of design, setting, materials, workmanship, feeling, and association.

Lacking sufficient individual integrity, researchers evaluated the resource for its potential to contribute to either 1) a larger linear resource, or 2) a non-contiguous historic district. Researchers compared the Conestoga Navigation with contemporaneous water transportation systems in order to determine the most appropriate method of classification. This analysis revealed that it was most prudent and appropriate to classify and evaluate the extant features of the Conestoga Navigation as a potential non-contiguous historic district.

Historically, the Conestoga Navigation lacked the unifying, character-defining features necessary for consideration as a linear resource. The Conestoga Navigation was an example of a slackwater navigation

system. A slackwater navigation system is created by the damming of an existing, natural waterway at several points along its length, thus creating a series of ponds linked by locks. In contrast, a canal possesses locks and dams linked by an artificial, manmade channel that often runs parallel to—and independent from—an otherwise unimproved waterway. The Conestoga Navigation is understood to have possessed a towpath at one time. This towpath would have served as a common, linear link between its otherwise non-contiguous features. However, existing reports of the Conestoga Navigation's reconstruction in the late 1830s and early 1840s fail to mention a towpath. Additionally, numerous reports of steamboat usage exist. These reports are further bolstered by the ca. 1840 linkage of the Conestoga Navigation with the Susquehanna Canal (which required the crossing of the Susquehanna River and would likely not have been possible without the aid of steam power). Without strong, irrefutable evidence for a unifying, linear feature, researchers concluded that it was most appropriate to evaluate the Conestoga Navigation as a potential non-contiguous historic district.

Survey of Extant Features of the Conestoga Navigation

In an effort to accurately gauge the overall integrity of the Conestoga Navigation, and thereby evaluate Conestoga Navigation Lock No. 6 (Lock No. 8) (Key No. 101539) as a contributing feature, researchers performed a reconnaissance-level survey of known, extant features on April 19, 2019. An exhaustive, intensive-level survey of all known, extant features of the Conestoga Navigation was beyond the scope of this project. Documentation of each feature included, where appropriate, the completion of field notes and digital photography.

The following features and conditions were observed (Appendix B, Map 1):

- **Lock and Dam No. 1 (UTM 18T 388791.33E 4429681.39N):**
  The feature has been substantially altered (Appendix A, Photographs 15 and 16). The historic dam is no longer extant. Ruins of Lock No. 1 are understood to exist in a state of advanced ruin on the east embankment of the Conestoga River (Weber 2019). This feature was inaccessible and unobservable at the time of survey

- **Lock and Dam No. 2 (UTM 18T 387911.00E 4428983.45N):**
  The feature is understood to be partially extant in a state of advanced ruin (Weber 2019). The historic dam is no longer extant. The feature was inaccessible at the time of survey. It is located on private property.

- **Lock and Dam No. 3 (UTM 18T 386634.68E 4428613.48N):**
  No extant features were observed.

- **Lock and Dam No. 4 (UTM 18S 384162.92E 4426860.61N):**
  The historic dam is no longer extant. Research indicates that the dam was heavily altered and adapted for alternative uses in the twentieth century. An associated sluiceway is observable (Appendix A, Photographs 13 and 14). Research indicates that the sluiceway is attributable to the Conestoga Navigation's late 1830s, early 1840s reconstruction. A rubble stone wall, believed to be the remains of Lock No. 4, is observable at the southern end of the sluiceway (Appendix A, Photographs 11 and 12).

- **Lock and Dam No. 5 (UTM 18S 383409.36E 4424521.09N):**
  The dam is no longer extant. Research indicates that the lock was partially demolished and that the remaining section was heavily altered for use in hydroelectric power generation during the twentieth century. A majority of extant features at the site are modern (Appendix A, Photographs 7-10).

- **Lock and Dam No. 6 (UTM 18S 383121.68E 4423171.79N):**
  Research indicates that the lock and dam were removed as part of the late 1830s, early 1840s reconstruction. No extant features were observed.

- **Lock and Dam No. 7 (Approximate UTM 18S 381965.38E 4422523.60N):**
  Research indicates that the lock and dam were removed as part of the late 1830s, early 1840s reconstruction. No extant features were observed.

- **Lock and Dam No. 6 (Re-numbered, originally Lock and Dam No. 8) (UTM 18S 381508.78E 4421973.46N):**
  See HRSF Conestoga Navigation Lock No. 6 (Lock No. 8) (Key No. 101539) (Appendix A, Photographs 1-6).

- **Lock and Dam No. 7 (Re-numbered, originally Lock and Dam No. 9) (UTM 18S 381725.07E 4420757.88N):**
  No extant features were observed.

Evaluation of Integrity, Conestoga Navigation

The integrity of the Conestoga Navigation was evaluated as a non-contiguous historic district considering the seven aspects of integrity as defined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (DOI 1997).

- **Location:** The known, extant features of the Conestoga Navigation retain high integrity of location as they largely exist in their historic location along the Conestoga River.

- **Design:** The known, extant features of the Conestoga Navigation retain low integrity of design. Since its mid-to-late nineteenth century demise, a majority of the Navigation's design elements have been either lost or substantially altered. Following the sale of the Navigation in 1872, its various individual elements were sold piecemeal, after which they were either 1) permitted to deteriorate, or 2) altered to fulfill alternative purposes. As a result, many extant features are no longer identifiable as being associated with an early-nineteenth-century water transportation system. Perhaps most illustrative of this lack of design integrity is the loss of all slackwater dams and ponds. In considering the substantial deterioration and alteration of known, extant features in addition to the loss of key character defining features, the Conestoga Navigation is unable to convey integrity of design.

- **Setting:** The known, extant features of the Conestoga Navigation retain moderately-low integrity of setting. The Conestoga Navigation's slackwater dams and ponds do not survive. The absence of these elements significantly and deleteriously impacts integrity of setting. Because the slackwater ponds do not survive, the water level within the Conestoga has been lowered substantially. As a result, many of the known, extant features of the Navigation have been divorced from the river and, in the case of Conestoga Navigation Lock No. 6 (Lock No. 8), are separated from the Conestoga River by a substantial stretch of land. Generally, however, much of the land adjacent to the Navigation has remained rural in character, which bolsters integrity of setting. As such, the Conestoga Navigation retains a very limited ability to convey integrity of setting.

- **Materials and Workmanship:** The known, extant features of the Conestoga Navigation retain low integrity of materials and workmanship. An appreciable majority of the Conestoga Navigation and its character-defining features (e.g. dams, locks, gates, bulkheads, cribbing), inclusive of materials, have been lost. This has resulted in an overall loss of the Conestoga Navigation's ability to convey the quality and caliber of its materials and workmanship.

- **Feeling:** The known, extant features of the Conestoga Navigation exhibit low to moderately-low integrity of design, setting, materials, and workmanship overall. This contributes to its failure to retain integrity of feeling. The Conestoga Navigation no longer possesses the ability to sufficiently convey the associative qualities of its particular place in time.

- **Association:** The known, extant features of the Conestoga Navigation retain low integrity of association. The Conestoga Navigation is no longer a functioning water transportation system. Many of the features, where observable, exist as isolated ruins.

Evaluation of Conestoga Navigation Lock No. 6 (Lock No. 8) as Contributing Feature

Lacking sufficient integrity to individually convey significance, Conestoga Navigation Lock No. 6 (Lock No. 8) was evaluated as a contributor to a potential non-contiguous historic district. Ultimately, neither the individual Conestoga Navigation Lock No. 6 (Lock No. 8), nor the Conestoga Navigation retain sufficient integrity to convey significance. A district, as defined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, "…derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties…" (DOI 1994:5). The bulletin goes on to state, "A district must be significant, as well as being an identifiable entity" (DOI 1997:5). Whereas ruins and fragments of the Conestoga Navigation survive to the present, and the resource does possess Criterion A significance, as discussed in HRSF Conestoga Navigation Lock No. 6 (Lock No. 8) (Key No. 101539), it ultimately fails to meet the threshold requirement of being a unified, identifiable entity.

Conestoga Navigation Lock No. 6 (Lock No. 8) is recommended **not eligible for individual listing** in the National Register of Historic Places (NRHP). Further, Conestoga Navigation Lock No. 6 (Lock No. 8) is

recommended **not eligible for listing in the NRHP as a contributing feature** of a larger non-contiguous historic district.

In compliance with Section 106 of the National Historic Preservation Act of 1966, we ask that you review the above-described efforts to identify historic properties and the recommendations of NRHP eligibility contained herein as part of the investigation for the proposed undertaking.

Sincerely,

Justin P. Greenawalt
Architectural Historian, Historic Preservation Services
MICHAEL BAKER INTERNATIONAL, INC.

Bibliography

United States Department of the Interior (DOI)

1997 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* United States Department of the Interior, Washington, D.C.

United States Geological Survey (USGS)

2016a Columbia East, PA, 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

2016b Conestoga, PA, 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

2016c Lancaster, PA, 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

2016d Safe Harbor, PA, 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Webber, Benton

2019 Telephone interview. Unpublished personal. July 23

Appendix A
Photos

Photograph 1: Overview, Conestoga Navigation Lock No. 6 (Lock No. 8) showing ruins of lock and relationship to Conestoga River. Note river embankment reinforced with rip rap. View from River Road (SR 3017) Bridge, facing northeast.

Photograph 2: Detail, east embankment of Conestoga River, showing rip rap, west of Lock No. 6 (Lock No. 8), facing northwest.

Photograph 3: Detail, Lock No. 6 (Lock No. 8), facing southwest.

Photograph 4: Detail, west wall of Lock No. 6 (Lock No. 8), facing northwest.

Photograph 5: Detail, west wall of Lock No. 6 (Lock No. 8), facing northwest.

Photograph 6: Detail, Lock No. 6 (Lock No. 8), showing lock chamber, facing north.

Photograph 7: Overview, Lock No. 5, showing altered west wall of lock (middle), twentieth century sluice gates (right), and remnant of demolished, twentieth century hydroelectric dam (left), facing northwest.

Photograph 8: Detail, Lock No. 5 showing west wall of lock, altered and reincorporated into twentieth century hydroelectric dam (demolished) and sluice gates, facing northwest.

Photograph 9: Detail, Lock No. 5, twentieth century sluice gates (foreground) and altered west wall of lock (background), facing southwest.

Photograph 10: Detail, Lock No. 5, showing ripples in Conestoga River, location of twentieth century hydroelectric dam (demolished), facing northwest.

Photograph 11: Overview, ruin of Lock No. 4, west wall of lock (center), facing northwest.

Photograph 12: Detail, ruin of Lock No. 4, west wall of lock, facing northwest.

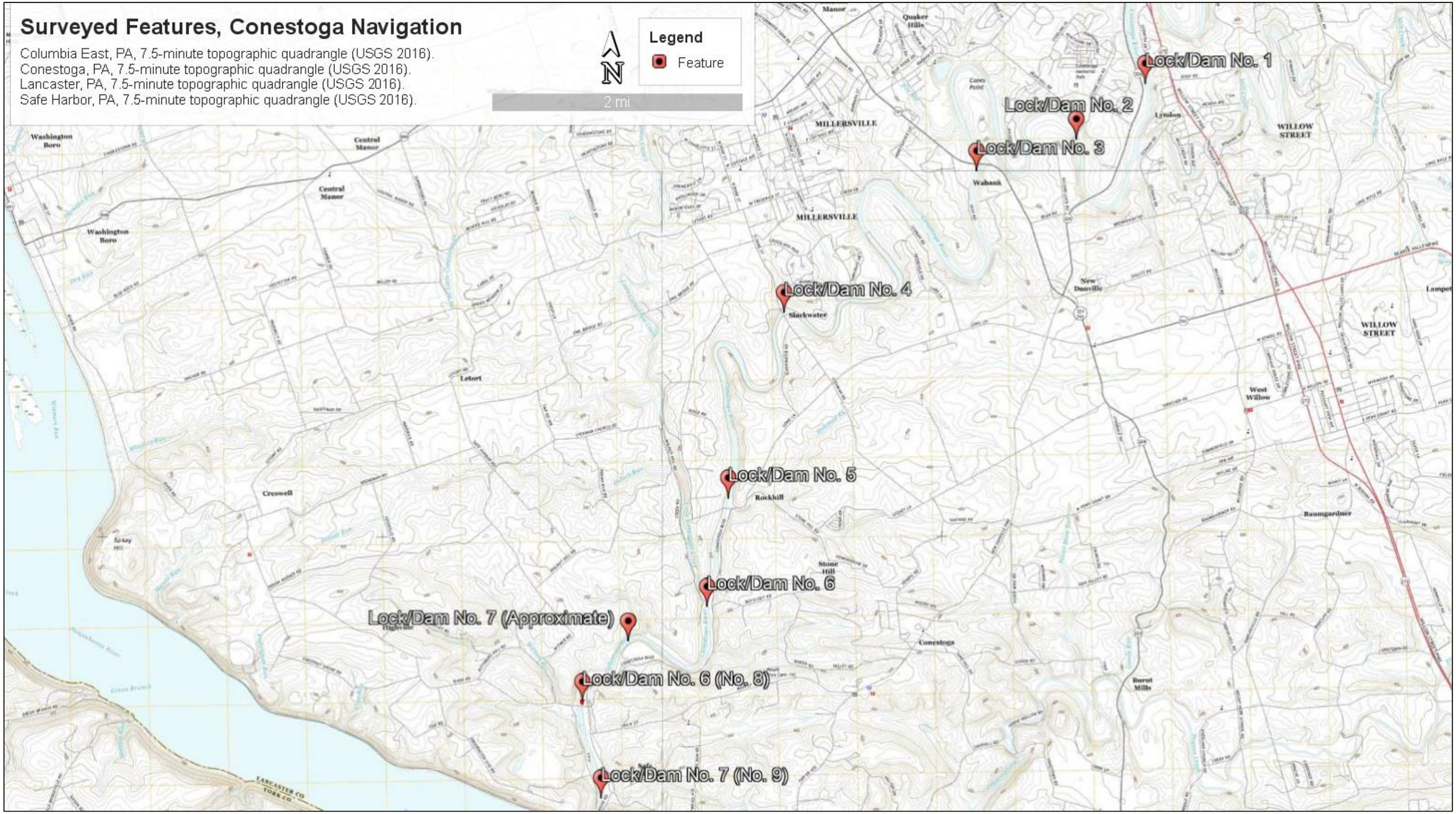
Photograph 13: Detail, Lock No. 4 sluiceway, facing northwest. Age and association of wooden features (middle) are unknown.

Photograph 14: Detail, Lock No. 4 sluiceway, facing north. Age and association of wooden features (middle) are unknown.

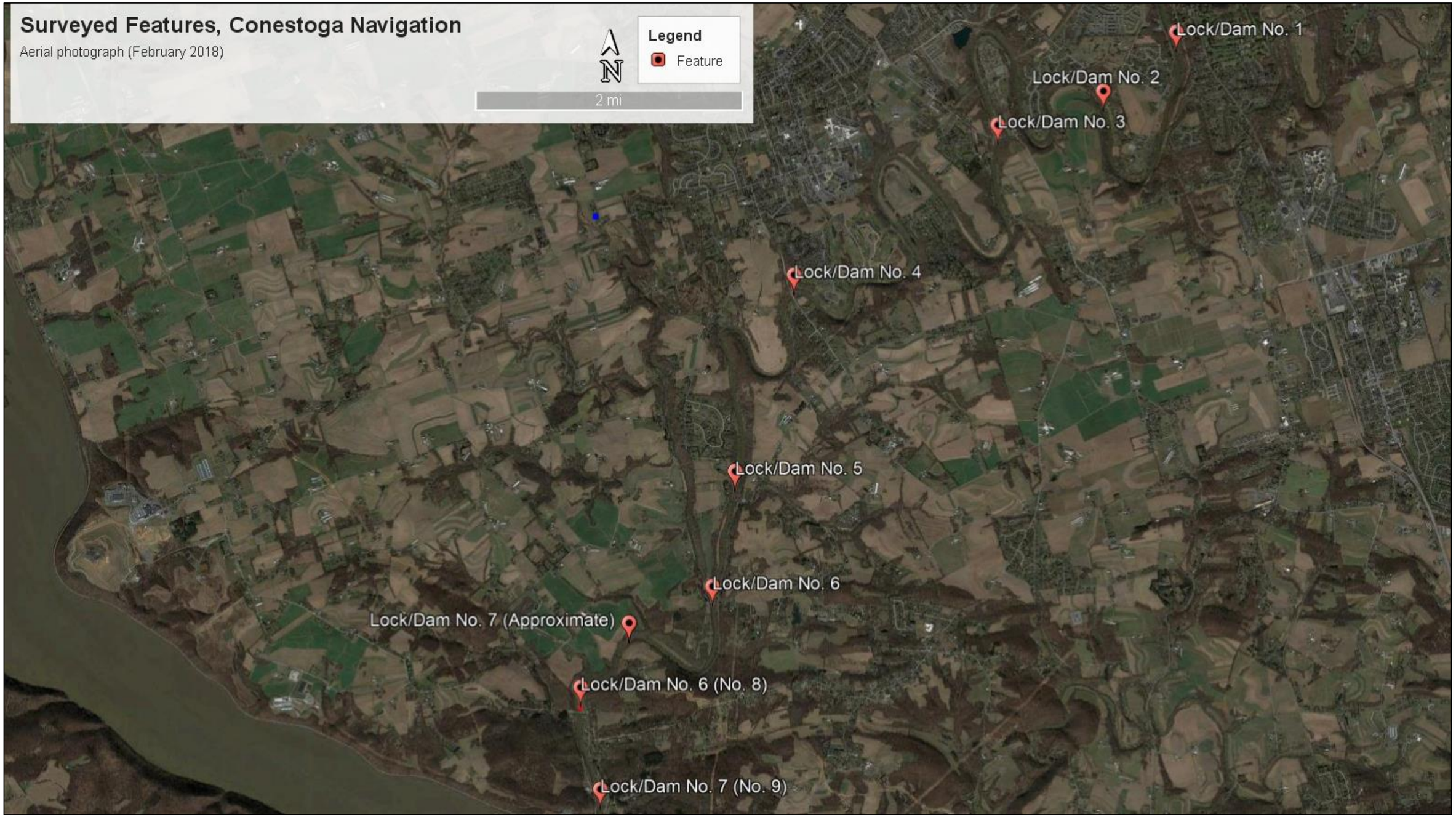
Photograph 15: Overview, Lock No. 1, showing twentieth century dam (demolished) from west embankment of Conestoga River, facing east.

Photograph 16: Overview, Lock No. 1, showing twentieth century dam (demolished) from west embankment of Conestoga River, facing southeast.

Appendix B
Mapping



Map 1: Topographic quadrangle depicting the location of non-contiguous features of the Conestoga Navigation (USGS 2016a, 2016b, 2016c, 2016d).



Map 2: Aerial photograph depicting the location of non-contiguous features of the Conestoga Navigation (Google Earth 2018).

PennDOT

Project Early Notification/ Scoping Results Form

MPMS: 101074 **Structure (Bridge) #[1]:** 21629

County: Lancaster **SR:** 3017 **Section:** 026

Project Name: Safe Harbor Road over Conestoga River

Municipality: Manor and Conestoga Township **Funding:** State
Lead Agency: PennDOT

Project Description (from CE scoping form or MPMS):

The Pennsylvania Department of Transportation is proposing to rehabilitate the existing four-span, pre-stressed concrete box-beam bridge, which carries Safe Habor Road over Conestoga River. To enable construction access to the structure, PennDOT may require temporary construction easements and rock construction entrance to the Conestoga River.

A USGS location map is attached.

Cultural Resource Scoping Date: 06/21/18

Other CR Scoping Dates:

CRP Participants: Kevin Mock/Jeremy Ammerman

SFV Date: 06/21/2018 Project Let Date: TBD NEPA Clearance Date: TBD

Likely 106 Process:

☒ Findings of No Effect or No Adverse Effect
☐ Finding of consulted No Adverse Effect or Adverse Effect

Check if Additional studies needed: Archaeology: ☒ Above Ground Historic Structures: ☒

List known historic resources in APE:

1. Conestoga Canal Lock, undetermined, Key # 101539
2.
3.
4.

(If additional space is required, please use the Other Comments section at the end of this form.)

[1] Structure number is not theA01 number in BMS (14 digits coding county, SR, Segment, and Offset), but a unique identifier found in the BRKEY field in BMS that does not change.

List known archaeologic resources in APE:

1. None
2.
3.
4.

(If additional space is required, please use the Other Comments section at the end of this form.)

Results and Recommendations from Scoping Field View (attach, if needed):

Historic Structures:

BMS # 363017018200000, BR Key # 21629 is a 295-foot long bridge that was constructed in 1986. The bridge is categorically excluded from review and is considered not eligible because of its standard design. A canal lock, located in the southeast quadrant, was previously surveyed but its National Register eligibility is undetermined. No other standing structures are in any of the quadrants. A full PHRS form will need to be completed on the canal lock.

Archaeology:

The area surrounding the bridge has a high potential for pre-contact and historic period archaeological resources. Although no pre-contact sites are adjacent the bridge, there are two previously recorded sites within one-half mile of the bridge. An archaeological survey, completed in 2007 in three of four quadrants around the bridge, found no intact soil horizons. This is reasonable considering the existing bridge is a replacement structure on a shifted alignment from a previous structure. An early- to mid-19th century canal lock exists in the northeast quadrant. Remains of the canal system may lie buried within the bridge project area.

Recommended Level of CR Public Involvement:	
NEPA only:	☐
Seek consulting parties:	☒
Other (add to Other comments):	☐

(To be completed by CRP only)

ER Number Requested:
☒ Yes
☐ No

Other comments:

Mock, Kevin W

From: Erin Thompson <ethompson@astribe.com>
Sent: Wednesday, August 01, 2018 11:00 AM
To: Mock, Kevin W
Subject: RE: PennDOT Initial Tribal Notification - Safe Harbor Rd Bridge PM

Please see below.

Erin Thompson
Tribal Historic Preservation Officer
Absentee Shawnee Tribe of Oklahoma
2025 Gordon Cooper Drive
Shawnee, OK 74801
(P) 405.275.4030 Ext. 6340
ethompson@astribe.com

From: kmock@state.pa.us [mailto:kmock@state.pa.us]
Sent: Wednesday, July 18, 2018 9:08 AM
To: Erin Thompson
Cc: kmock@state.pa.us
Subject: PennDOT Initial Tribal Notification - Safe Harbor Rd Bridge PM

THE PROJECT UNDER DISCUSSION

Safe Harbor Rd Bridge PM
Lancaster County

WHAT THIS IS ABOUT
PennDOT has reason to believe the project may have historic properties of religious or cultural significance. If y ou are interested please reply by 08/17/2018

PennDOT has posted information on the Project PATH website for this project.
PennDOT is proposing a Phase I archaeological investigation for the proposed bridge rehabilitation due to the hi gh potential for encountering both pre-
contact and historic period archaeological resources. A canal lock also exists adjacent the bridge. PennDOT will complete a historic resources survey form for it.
To find this information, go to:
https://link.zixcentral.com/u/e6b2c803/Wv-sBZSK6BGFu3wsh3soMg?u=https%3A%2F%2Fsearch.paprojectpath.org%2FPostingDetails.aspx%3FProjectID%3D49649%26PostingID%3D26736

Sensitive archaeological documentation is available at the secure FTP server. The URL website address, userna me and password were previously provided to the Tribal Contact. Please contact Ira Beckerman at ibeckerman @pa.gov with questions.

WHO TO CONTACT AT PENNDOT

ProjectPATH Admin(pathadmin@pa.gov)

FURTHER PROJECT DETAILS
MUNICIPALITY: MANOR TWP (Lancaster)
Pennsylvania SR: 3017
SECTION: 026
MPMS: 101074
ER NUMBER:
PROJECT DESCRIPTION: State Route 3017 (Safe Harbor Road) over Conestoga River in Conestoga Townshi
p
SECTION 106 Stage: Project Initiation
SECTION 106 Effect:

PART II - TRIBAL RESPONSE
Please check the information below, as we are currently using it for communicating with you.
Tribal contact for this project :
Tribe: Absentee-Shawnee Tribe of Oklahoma
Name: Ms. Erin Thompson
Address: 2025 S. Gordon Cooper Drive
City, State, Zip: Shawnee, OK 74801
Telephone: (405) 275-4030
Fax:
Paper Copies to:

Note: If any of the information to the left is incorrect, please provide those changes to the Department contact a
bove, or, to:
Ira Beckerman
Cultural Resources Section Chief
PENNDOT Bureau of Design
P.O. Box 3790
Harrisburg, PA 7105-3790
ibeckerman@pa.gov

To reply to this notification, please print and mail your response or click “reply” and enter your responses in the spaces provided below.

Do you wish to be a consulting party on this project?
___Yes ____No _X___Not Sure
If you do not wish to be a consulting party, do you wish to continue to be involved in the development of the pr
oject?
__X_Yes ____No ____Not Sure
Note: If your answer is "Not Sure," PENNDOT will continue to provide information.
Do you wish to inform PENNDOT of any traditional religious and culturally important places in or near the proj
ect area? [Information to be kept confidential]
___Yes __X_No

If yes, please inform PENNDOT how to proceed to address the tribe's concerns:
Comment here:

Name of person completing this form, if different from above:

The PennDOT contact is Kevin Mock and can be reached at kmock@state.pa.us.

TO LEARN MORE ABOUT PROJECT PATH
visit: http://www.paprojectpath.org

TO UNSUBSCRIBE

Mock, Kevin W

From: Tonya Tipton <thpo@shawnee-tribe.com>
Sent: Wednesday, August 22, 2018 5:55 PM
To: Mock, Kevin W
Subject: RE: PennDOT Initial Tribal Notification - Safe Harbor Rd Bridge PM

This letter is in response to the above referenced project.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project.

We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at tonya@shawnee-tribe.com

Thank you for giving us the opportunity to comment on this project.

Sincerely,

Tonya Tipton
Shawnee Tribe

From: kmock@state.pa.us <kmock@state.pa.us>
Sent: Wednesday, July 18, 2018 9:08 AM
To: THPO@shawnee-tribe.com
Cc: kmock@state.pa.us
Subject: PennDOT Initial Tribal Notification - Safe Harbor Rd Bridge PM

THE PROJECT UNDER DISCUSSION

Safe Harbor Rd Bridge PM
Lancaster County

WHAT THIS IS ABOUT
PennDOT has reason to believe the project may have historic properties of religious or cultural significance. If you are int erested please reply by 08/17/2018

PennDOT has posted information on the Project PATH website for this project.

PennDOT is proposing a Phase I archaeological investigation for the proposed bridge rehabilitation due to the high poten tial for encountering both pre-
contact and historic period archaeological resources. A canal lock also exists adjacent the bridge. PennDOT will complete a historic resources survey form for it.
To find this information, go to:
https://search.paprojectpath.org/PostingDetails.aspx?ProjectID=49649&PostingID=26736

Sensitive archaeological documentation is available at the secure FTP server. The URL website address, username and pa ssword were previously provided to the Tribal Contact. Please contact Ira Beckerman at ibeckerman@pa.gov with questi ons.

WHO TO CONTACT AT PENNDOT
ProjectPATH Admin(pathadmin@pa.gov)

FURTHER PROJECT DETAILS
MUNICIPALITY: MANOR TWP (Lancaster)
Pennsylvania SR: 3017
SECTION: 026
MPMS: 101074
ER NUMBER:
PROJECT DESCRIPTION: State Route 3017 (Safe Harbor Road) over Conestoga River in Conestoga Township
SECTION 106 Stage: Project Initiation
SECTION 106 Effect:

PART II - TRIBAL RESPONSE
Please check the information below, as we are currently using it for communicating with you.
Tribal contact for this project :
Tribe: Shawnee Tribe
Name: Ms. Tonya Tipton
Address: 29 South 69a Highway
City, State, Zip: Miami, OK 72354
Telephone: (918) 542-2441
Fax:
Paper Copies to:

Note: If any of the information to the left is incorrect, please provide those changes to the Department contact above, or , to:
Ira Beckerman
Cultural Resources Section Chief
PENNDOT Bureau of Design
P.O. Box 3790
Harrisburg, PA 7105-3790
ibeckerman@pa.gov

To reply to this notification, please print and mail your response or click “reply” and enter your responses in the spaces p rovided below.

Do you wish to be a consulting party on this project?
___Yes ____No ____Not Sure
If you do not wish to be a consulting party, do you wish to continue to be involved in the development of the project?
___Yes ____No ____Not Sure
Note: If your answer is "Not Sure," PENNDOT will continue to provide information.

Do you wish to inform PENNDOT of any traditional religious and culturally important places in or near the project area? [Information to be kept confidential]
___Yes ___No

If yes, please inform PENNDOT how to proceed to address the tribe's concerns:
Comment here:

Name of person completing this form, if different from above:

The PennDOT contact is Kevin Mock and can be reached at kmock@state.pa.us.

TO LEARN MORE ABOUT PROJECT PATH
visit: http://www.paprojectpath.org

TO UNSUBSCRIBE
If you would like to stop receiving these notifications, please click the link below, or copy and paste it into your browser.
https://search.paprojectpath.org/Unsubscribe.aspx?U=ZTRBbG9OWjdyNFdLd2ZSeElZcUsxZFlOQ24wMEdxamY1

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

September 5, 2019

Brian Thompson, Director
Bureau of Project Delivery
Attn: Jeremy Ammerman, District 9-0
PA Department of Transportation
P.O. Box 2966
Harrisburg, PA 17105

RE: ER 2018-8233-071-B; SR 3017, Section 026 (MPMS 101074) Lancaster County, Safe Harbor Road over Conestoga River in Conestoga Township, Conestoga Navigation Lock No 6 HRSF

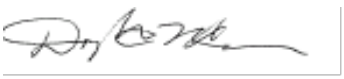
Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Based on the information received and available within our files, we request more information to complete our review of the **Conestoga Navigation Lock No. 6 (Key No. 101539)**. The lock appears to contain sufficient integrity to contribute to a larger canal system. Please evaluate the National Register eligibility of the Conestoga Navigation.

If you have questions concerning this review, please contact Tyra Guyton at 717-346-0617 or tyguyton@pa.gov.

Sincerely,



Douglas C. McLearen, Chief
Division of Environmental Review

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 7, 2019

Brian Thompson, Director
Bureau of Project Delivery
Attn: Jeremy Ammerman, District 9-0
PA Department of Transportation
P.O. Box 2966
Harrisburg, PA 17105

RE: ER 2018-8233-071-C; SR 3017, Section 026 (MPMS 101074) Lancaster County, Safe Harbor Road over Conestoga River in Conestoga Township, Conestoga Navigation Lock No 6 More Info

Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Based on the information received and available within our files, we concur with the finding of the federal agency that the **Conestoga Navigation Lock No. 6 (Key No. 101539)** is not eligible for listing in the National Register of Historic Places under Criteria A, B, or C due to a lack of integrity. This resource has not been evaluated for archaeological potential.

If you have questions concerning this review, please contact Tyra Guyton at 717-346-0617 or tyguyton@pa.gov.

Sincerely,

Douglas C. McLearen, Chief
Division of Environmental Review