

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Lehigh Valley Railroad Barge 79

other names/site number _____

2. Location

street & number 290 Conover Street

<input type="checkbox"/>
<input type="checkbox"/>

not for publication

city or town Brooklyn vicinity _____

state New York code NY county Kings code 047 zip code 11231

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

___ national ___ statewide X local

Richard A. Pupont DSHPO 4/10/15
Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government _____

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:) _____

Alexis Obermeyer 6/2/15
Signature of the Keeper Date of Action

Lehigh Valley Railroad Barge 79
Name of Property

Kings, New York
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

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

Number of contributing resources previously listed in the National Register

1 (listed in New Jersey; moved to New York)

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

TRANSPORTATION/water-related

RECREATION AND CULTURE/museum

COMMERCE

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

none

foundation: WOOD

walls: WOOD

roof: WOOD, ASPHALT

other: _____

Lehigh Valley Railroad Barge 79

Name of Property

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County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Lehigh Valley Railroad Barge 79 is a floating historic vessel, built in 1914 in Perth Amboy, New Jersey, as part of the lighter fleet operated by the railroad company to move cargoes around New York Harbor and along the lower Hudson River. The vessel is now moored on the Brooklyn waterfront and is open to the public as a maritime museum. It has a length on deck of 86 feet, beam of 30 feet, and draft of 2.75 feet. The unpowered barge is a flat-bottomed hull of southern yellow pine planking over yellow pine frames. The deck is planked with pine and fir, and the deckhouse superstructure is also pine with an asphalt roof. Among the notable features of the vessel are its boxy, utilitarian form and heavy construction (including robust framing, a longitudinal bulkhead running the length of the hull below the main deck, and three thick wales above the waterline), well-suited to moving freight around New York Harbor.

Narrative Description

Lehigh Valley Railroad Barge 79 was previously listed on the National Register in 1989 at a berth in New Jersey. The barge was automatically removed from the register after it was moved to New York without informing the National Park Service. This nomination is intended to relist the barge in its new location. It also provides updated information and describes the vessel's current location on the Brooklyn waterfront in New York. Much of the original research and writing for the first nomination, completed by maritime historian Norman Brouwer in 1987, is included in the description below.

The vessel is typical of wooden barge construction used from the 1860s to the early 1960s in the Hudson River and the Port of New York for the railroad lighterage system, where watercraft were used to convey cargoes between railroad terminals and warehouses on the mainland and New York islands. Aside from normal wear, weathering, and typical deterioration, Lehigh Valley Railroad Barge 79 survives today much as it was built in the Perth Amboy Dry Dock in 1914.

The covered barge is constructed of wood throughout, originally fastened with iron bolts and spikes. The hull is flat-bottomed, with wide horizontal planks over heavy timber frames, all of which are southern yellow (longleaf) pine. The sides of the boxy hull meet the bottom with a hard chine (roughly 90 degrees), and the ends are raked at an angle of approximately 45 degrees (the bow and stern share the same general design, with variations in planking). Most of the deck is covered by a one story deckhouse, with sides leaning slightly inward and a gently arched roof. Cargo was stored only inside this deckhouse, which provided protection from the weather and from theft, while the lower hull essentially served only as a buoyant platform with a complex structure that provided for longitudinal and transverse strength in order to support the weight of the cargo.

All of the lower hull frame and plank components were originally southern yellow pine. The bottom of the hull is composed of nine longitudinal members, of which the centermost is the largest (12 by 12 inches; others are 10 by 12 inches and 6 by 12 inches) and functions as a keelson, though none of these timbers project below the bottom planking (i.e., there is no keel). There are 14 pairs of upright side frames (10 by 12 inches) to which exterior planks are fastened. Transverse strength is provided by 14 floors (10 by 12 and 12 by 12 inches) that sit on top of the longitudinal members and also by a series of deck beams (10 by 12 and 12 by 12 inches). There is a pair of knees at every other floor, consisting of a hanging knee resting on top of a standard knee, spanning the space between the floor and deck beam above. This feature was apparently characteristic of Lehigh Valley Company watercraft, including canal boats built for its fleet on the Lehigh Canal.

Additional longitudinal strength is provided by two systems: a solid, planked timber bulkhead on the centerline running nearly the entire length of the hull and the stanchion system composed of two rows of timber posts that run the length of the hull one-quarter of the breadth in from either side. Crossed diagonal braces span the roughly 80 inch spaces between the posts and also between the posts and the center bulkhead. The bottom exterior was originally sheathed with 3 inch thick planks, and the sides were generally 5 inch planks. The hull ends consist of 4 inch planks over 6 by 12, 10 by 12, and 12 by 12 inch frames. Additional protection from bumps and collisions for the outer hull was provided by an extra layer of oak sheathing on the ends and by three thick wales along the sides.

The total depth of the hull is 10 feet. There are four ventilating trunks built into each corner of the deckhouse for interior airflow, with wooden louvered vents in the forward and aft bulkheads. These ventilators had vertical sides in contemporary

Lehigh Valley Railroad Barge 79

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County and State

barges built by other railroad companies, but in Lehigh Valley barges they tapered from the deck to a point on the forward or aft bulkhead. The only other original openings in the hull are small hatches on the centerline both forward and aft of the deckhouse. These hatches are large enough to provide access to the hull for inspection and were also fitted with wooden lattice gratings to provide further ventilation in good weather. Cast iron, lever-operated diaphragm bilge pumps are located outside the deckhouse at either end of the barge, with iron pipes extending down to the lowest point in the hull. Cast iron bits and cleats are fitted on the deck forward and aft for mooring the barge to a wharf or a towing vessel.

The deckhouse covers the main deck with exception of 8 foot open decks at each end and a 15 inch ledge at either side. The main deck is 2 inch thick pine and fir planks. The total height of the deckhouse is 11 feet 7 inches at the center and 11 feet 1 inch at the sides. The walls of the deckhouse are of relatively light construction, with 5 inch wide, $\frac{3}{4}$ inch tongue and groove pine shiplap laid horizontally over 4 by 4 inch studs. Horizontal cargo battens (10 inches wide) laid across the inner surfaces of the studs kept the cargo isolated from the outer planking. Next to each opening in the side of the deckhouse, similar battens laid across vertical posts kept the cargo from blocking the sliding doors. A series of heavy posts along the centerline gave additional support to the asphalt covered roof. Each of the four side doors in the deckhouse has a corresponding hatch in the roof to accommodate loading of cargo from above. The hatch covers lift off as a single piece, except for a separate strongback at the roof edge.

The cabin provided as living quarters for the barge captain and possibly his family is located immediately inside the aft end of the deckhouse. Furnishings inside the cabin believed to be original are a table and stool, a closet, a berth with mattress stenciled "L.V.R.R. 79," and a shelf. The cabin is entered from inside the deckhouse on the port side. There are two small windows in the aft bulkhead, opening to the outside, and one in the forward bulkhead, opening into the cargo area. The inside of the cabin is finished in 3 inch wide tongue and groove planks laid horizontally. There are light beams spanning the ceiling. Metal sheathing on the center of the forward bulkhead and a fitting for a smokestack in the ceiling above indicate the location of a stove, which is the only major furnishing now missing. There is evidence in the form of two post holes that the barge was originally outfitted with a superstructure atop the deckhouse as seen in construction plans and historic photographs of other Lehigh Valley barges, but it was likely removed to accommodate loading cargo from above.

The exterior paint is the red hue used by the Lehigh Valley Company for all its vessels. The white letters "L.V.R.R. 79" are still located on the bow and stern deckhouse, while remains of "LEHIGH VALLEY RR 79" are faintly discernable on the port and starboard sides of the deckhouse. On interior bulkheads, cargo battens, and roof supports, "NO SMOKING" and "THINK SAFETY FIRST" are stenciled in white letters.

Alterations after original National Register listing

Like most floating historic vessels, Lehigh Valley Railroad Barge 79 has witnessed several maintenance and repair episodes over its century-long career. A thorough conditions survey was last made while the vessel was in dry dock in 2002 (Short 2003), when a visual inspection was made of the entire hull structure to identify areas of defect (including decay, deterioration, and worm damage). The yellow pine deckhouse structure is substantially original. However, although the general condition of the hull structure was determined to be good during the 2002 survey, the underwater portion of the hull that was not protected by anti-fouling paint or sheathing had sustained significant damage from marine borers and complete replacement of the bottom was warranted. In addition, the survey found that some framing members at the deck and sides were rotted. The following repairs were made: all of the bottom planks were removed, and the lower hull framing was assessed and repairs or replacement with like materials was done as needed. The bottom exterior was replanked with like materials and fastened with galvanized steel spikes. The ends were replanked below the waterline, and roughly 100 feet of side planking was also replaced. All underwater plank seams were recaulked with two strands of oakum made up hard and payed with seam compound and tar. Side planking that was not replaced was refastened with galvanized carriage bolts and recaulked. The entire underwater portion of the hull was sheathed with 1/8 inch high impact chemical resistant plastic (Kydex) bedded in tar and fastened with ring shank nails. This sheathing and other repairs made below the waterline are not visible when the vessel is in the water and ensure that the hull is watertight and protected from future worm damage.

Despite repairs made to keep the vessel afloat, Lehigh Valley Railroad Barge 79 retains integrity of its original location (built and solely operated in New York Harbor), design and materials (there have been no changes to the hull form and deckhouse, and like materials have been used to repair original fabric where possible), setting (maintained in the water), feeling, and association with the New York waterfront. Lehigh Valley Railroad Barge 79 appears to be the best remaining example of its type surviving today, unaltered and in largely sound condition.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

MARTIME HISTORY

TRANSPORTATION

Period of Significance

1914 to circa 1960

Significant Dates

1914

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Lehigh Valley Railroad

Period of Significance (justification)

The period of significance encompasses the dates of use during the historic period.

Criteria Considerations (explanation, if necessary)

Lehigh Valley Railroad Barge 79

Name of Property

Kings, New York

County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Lehigh Valley Railroad Barge 79, built in 1914, is locally significant under Criterion A for its association with waterborne commerce during the period in which New York Harbor was the largest and most economically important seaport in the world. The vessel is a covered barge, a key component of the railroad lighterage system, where cargoes were moved via barge between waterfront railroad terminals and warehouses, and was a critical link in the maritime infrastructure that made the port so successful for much of the twentieth century. It was continuously from its construction through the last era of the railroad lighterage system. It is also significant under Criterion C as a rare surviving example of a covered railroad barge with a wood hull. In 1987, maritime historian Norman Brouwer estimated that less than a dozen examples of this type were extant, with most having been altered for other uses (e.g., boat club storage, marina breakwaters). Lehigh Valley Railroad Barge 79 is an excellent representative example that possesses the distinctive characteristics of this specialized vessel type in terms of design and construction.

Developmental history/additional historic context information (Provide at least **one** paragraph for each area of significance.)

During the era of railroad lighterage in New York Harbor (circa 1860-1960), all of the major companies connecting into the port had tugboat and barge operations, including the Baltimore and Ohio (B&O), Pennsylvania, New York Central, Erie, Delaware, Lackawanna and Western (DL&W), New Haven, Jersey Central, and Lehigh Valley railroads. The Lehigh Valley company, founded in 1855 to export coal from eastern Pennsylvania, established a line to New York Harbor via Perth Amboy, New Jersey, in 1875.

The importance of the railroad lighterage system to the successful operation of the port during this period cannot be overemphasized (Brouwer 1987). Because of the lack of railroad tunnels and bridges, goods to be consumed in New York City and cargo to be loaded upon vessels for shipment overseas first had to be transported by water. The lighterage system employed float bridges, car floats (open-decked barges that carried one or more train cars across water from rail to rail), tugboats, ferries, and covered barges like Lehigh Valley Railroad Barge 79 (which typically carried "less than carload" freight consignments). Some of the railroad fleets numbered over five hundred vessels. According to the 1918 annual company report, the Lehigh Valley Railroad's floating equipment inventory included 20 tugs, 31 car floats, and 241 barges. That year, company revenues from coal freight totaled more than \$24.1 million, other merchandise freight more than \$29.1 million, and passenger ticket sales more than \$6.2 million (Lehigh Valley Railroad Company 1919).

The total number of craft working in New York Harbor when lighterage was at its peak is difficult to estimate, since vessels that worked only within designated limits of the harbor did not have to be documented by the federal government. However, the Bureau of the Census of the United States Department of Commerce in 1916 (two years into Lehigh Valley Railroad Barge 79's career) provided the figure of 5,433 unrigged craft operating in New York Harbor. This number represents over one-fourth of such vessels in the country at the time. A small fraction of these unrigged vessels were car floats, which carried loaded railway freight cars across the harbor, but the great majority were barges like Lehigh Valley Railroad Barge 79, which carried less than carload lots (Brouwer 1987).

Perishable cargoes often were carried on covered barges, as such goods that would be sheltered within the permanent deckhouse. Typically, goods were brought onboard by stevedores using hand-trucks through doors on the sides and tightly stowed in tiers. Often cargo was discharged on the other side of the harbor in the same manner. However, if it had to be hoisted up the side of a ship, hatches were provided for this purpose in the roof of the deckhouse directly above the sliding cargo doors.

Interior furnishings on covered barges like Lehigh Valley Railroad Barge 79 were provided to accommodate a wide range of cargoes. If the goods had to be kept dry while they were on the barge, a stove was fitted in the center of the deckhouse, isolated from the cargo by iron bars. If the goods had to be kept cool, blocks of ice were stowed in the large chests located at the fore and aft ends of the deckhouse.

Lehigh Valley Railroad Barge 79

Name of Property

Kings, New York

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Covered barges in use by the railroads during the twentieth century evolved from a number of barge types first developed in New York Harbor between 1820 and 1850, which, among other tasks, carried passengers wary of the frequent steamboat boiler explosions. Other early barge types included excursion barges, immigrant barges to transport people between incoming ships and Ellis Island, produce barges and ice barges from upriver farms and lakes, and livestock barges connecting the stockyards in Jersey City with markets on the west side of Manhattan.

Each railroad barge was the responsibility of a barge captain, who was expected to live aboard. The captain's duties included handling lines when the barge was being moved around and responsibility for its general upkeep. He also had to tally the cargo as it was being loaded and discharged, and he served as a watchman to prevent any of the cargo from being stolen. The Department of Labor survey of 208 barges made in 1918 found 89 barges with families onboard, 71 with a captain and wife, and only 48 with just a captain (Squires 1918). Companies encouraged family boats because married captains were believed to be more responsible and the boats tended to be better maintained. Insurers required a captain aboard a loaded boat at all times. This was easier if there were family members to handle shopping and errands. This very large floating population is an almost forgotten chapter in the social history of New York Harbor, yet it existed recently enough that there are people living today who were raised as children on these barges.

Barge operation was particularly appealing to young immigrant families (Woodward 1978). There was no rent to pay, and the railroad provided coal for the stove and kerosene for the lamps. Cargo that spilled, such as rice, coffee, sugar, flour and spices, could be salvaged by the captains and bartered with other barges. Though not spacious, the living quarters were bigger and more airy than those of canal boats of the period. Lehigh Valley Railroad Barge 79 has a large single room within the deckhouse that still retains its furnishings, except for the stove. Other barges had two or three rooms, although their overall area was usually not much greater than this single room. As of December 2014, just one individual has been associated with operations aboard Lehigh Valley Railroad Barge 79: "Chris the Swede," about whom graffiti is written in caulk on the deckhouse walls. According to a museum visitor, Chris was a stevedore with the Wm. Spencer and Son Corporation (in business from at least 1910 until 1979) who was responsible for shape up in the morning (David Sharps, personal communication, 2014).

Wooden covered barges like Lehigh Valley Railroad Barge 79 were standard equipment of the railroads from the 1860s well into the twentieth century. Based on an examination of the Lehigh Valley Railroad's annual reports, the railroad acquired no new barges after 1928 and through the Depression. After this period, any barges it acquired most likely would have been made of steel construction, because good longleaf yellow pine had become prohibitively expensive, a trend that began in the 1920s.

The 1960s and 1970s saw the demise of the lighterage system in New York Harbor. Paved highways, along with tunnels and bridges, facilitated the delivery of goods from manufacturers to consumers without transfer costs. Competition from the trucking industry led to the decline of the railroads' freight services, and the shipping industry's adoption of containerization after 1960 was the final blow. Today cargoes are shipped in standard containers, which are readily transferred from one mode of transportation to another and serve all the protective functions of a freight car, warehouse, and covered barge. The last documented use of a steel covered barge in New York Harbor involved the transfer of bagged coffee from Brooklyn to the Maxwell House Coffee Plant in Hoboken in 1984. This final trip marked the retirement of the covered barge.

Wooden barges were abandoned in the 1960s and 1970s along the New Jersey side of the Hudson River in the convenient mudflats and abandoned railroad properties. Their wooden construction made them worthless as scrap, and also led them to deteriorate quickly once abandoned. A few covered barges were converted to clubhouses and storage for boating clubs and small marinas. In the case of Lehigh Valley Railroad Barge 79, the vessel was part of the railroad fleet until around 1960. In the mid-1960s it was sold at auction and used for storage by a pile driver. As this purpose utilized only the interior of the deckhouse without conversion, the historic configuration remained unchanged.

Lehigh Valley Railroad Barge 79 was purchased by David Sharps (now president of The Waterfront Museum) in 1985; at that time, the hull was resting in a mudflat in Edgewater, New Jersey. Once refloated, the vessel operated from several ports in the Greater New York metropolitan area, including Liberty State Park and Hoboken in New Jersey and Piermont and South Street Seaport in New York City.

Lehigh Valley Railroad Barge 79
Name of Property

Kings, New York
County and State

Lehigh Valley Railroad Barge 79 found a permanent mooring in 1994, operating as The Waterfront Museum at the Conover Street Pier (Pier 44) in Red Hook, Brooklyn. This site is historically appropriate, as it is near the former New York Dock Company Atlantic Terminal (in operation from 1901 to 1983), a major warehouse and rail facility that accepted the "less than car load" freight consignments carried by covered barges like Lehigh Valley Railroad Barge 79.

9. Major Bibliographical References

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

Brower, Norman J. "Moving Goods within the Port." *Seaport Magazine* (Spring 1987).

Lehigh Valley Railroad Company. "Sixty-Fifth Report of the Board of Directors of the Lehigh Valley Railroad Company to the Stockholders, Year Ended December 31, 1918." Philadelphia, Pennsylvania [1919].

Short, David D. (North Atlantic Shipbuilding and Repair LLC, Waterford, New York). "Survey Report: Lehigh Valley Barge #79," May 2003.

Squires, Benjamin. "New York Harbor Employees." *Monthly Labor Review* (July 1918).

Woodward, Ruth. "Home Sweet Home on the Hudson." 1978. Available online at <http://waterfrontmuseum.org/home-hudson> (accessed December 19, 2014).

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre.
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 18 582965 4503169
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Lehigh Valley Railroad Barge 79
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Verbal Boundary Description (Describe the boundaries of the property.)

Lehigh Valley Railroad Barge 79, currently operating as The Waterfront Museum, is moored at the Conover Street Pier (Pier 44) in Red Hook, Kings County, New York.

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

Boundary Justification (Explain why the boundaries were selected.) The nominated area encompasses only the vessel itself.

11. Form Prepared By

name/title Daria Merwin, Historic Preservation Program Analyst
organization NYS Office of Parks, Recreation and Historic Preservation date December 22, 2014
street & number Peebles Island State Park telephone 518-237-8643
city or town Waterford state NY zip code 12188
e-mail daria.merwin@parks.ny.gov

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Lehigh Valley Railroad Barge 79
City or Vicinity: Brooklyn
County: Kings State: NY
Photographer: Steve McGill
Date Photographed: 2012
Description of Photograph(s) and number: (NY_KingsCounty_LVRR79_0001)
Starboard side of Lehigh Valley Railroad Barge 79 docked in Red Hook, Brooklyn; camera facing west-southwest.
1 of 5.

Name of Property: Lehigh Valley Railroad Barge 79
City or Vicinity: Brooklyn
County: Kings State: NY
Photographer: Theodore Scull

Lehigh Valley Railroad Barge 79
Name of Property

Kings, New York
County and State

Date Photographed: June 2012
Description of Photograph(s) and number: (NY_KingsCounty_LVRR79_0002)
View of port side of Lehigh Valley Railroad Barge 79 with tug *Susan Miller* at the North River Historic Ship Festival; camera facing southwest.
2 of 5.

Name of Property: Lehigh Valley Railroad Barge 79
City or Vicinity: Brooklyn
County: Kings State: NY
Photographer: William D. King
Date Photographed: 2014
Description of Photograph(s) and number: (NY_KingsCounty_LVRR79_0003)
Looking at the bow of Lehigh Valley Railroad Barge 79 near dock in Red Hook; camera facing southwest.
3 of 5.

Name of Property: Lehigh Valley Railroad Barge 79
City or Vicinity: Brooklyn
County: Kings State: NY
Photographer: Stephen Mallon
Date Photographed: October 2014
Description of Photograph(s) and number: (NY_KingsCounty_LVRR79_0004)
View of the deckhouse interior, looking toward the bow; camera facing north.
4 of 5.

Name of Property: Lehigh Valley Railroad Barge 79
City or Vicinity: Brooklyn
County: Kings State: NY
Photographer: Kim Burgess
Date Photographed: 2014
Description of Photograph(s) and number: (NY_KingsCounty_LVRR79_0005)
Captain's Quarters within the deckhouse of Lehigh Valley Railroad Barge 79, looking toward the stern; camera facing south.
5 of 5.

Property Owner:
(Complete this item at the request of the SHPO or FPO.)

name David Sharps, President, Waterfront Museum
street & number 290 Conover Street telephone 718-624-4719 ext.11
city or town Brooklyn state NY zip code 11231

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

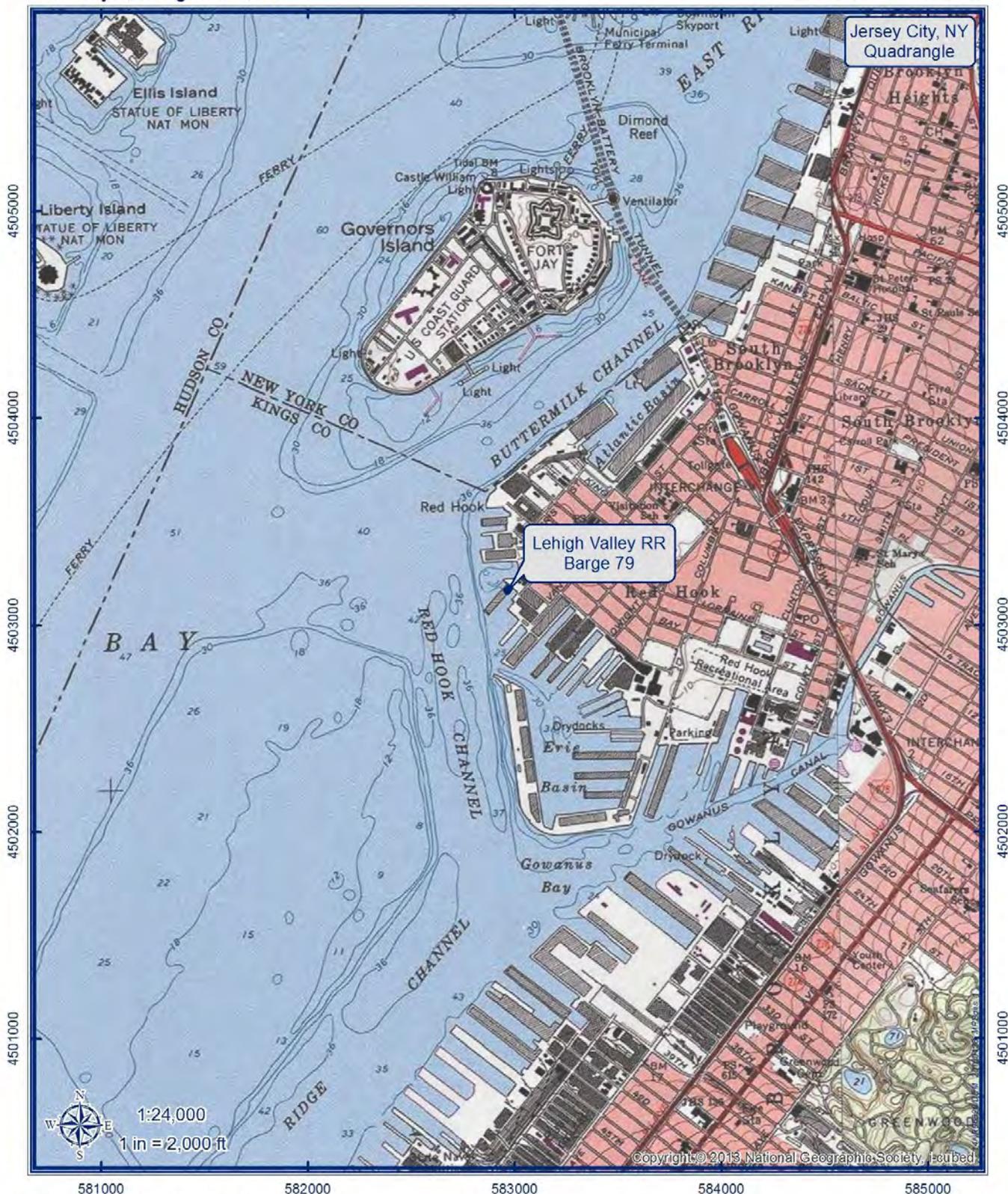
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Lehigh Valley Railroad Barge 79
Name of Property

Kings, New York
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Lehigh Valley Railroad Barge 79
Brooklyn, Kings Co., NY

Pier 44, Red Hook
Brooklyn, NY 11231



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter
Tax Parcel Data: gis.nyc.gov/dolt

0 600 1,200 2,400 Feet

 Barge # 79



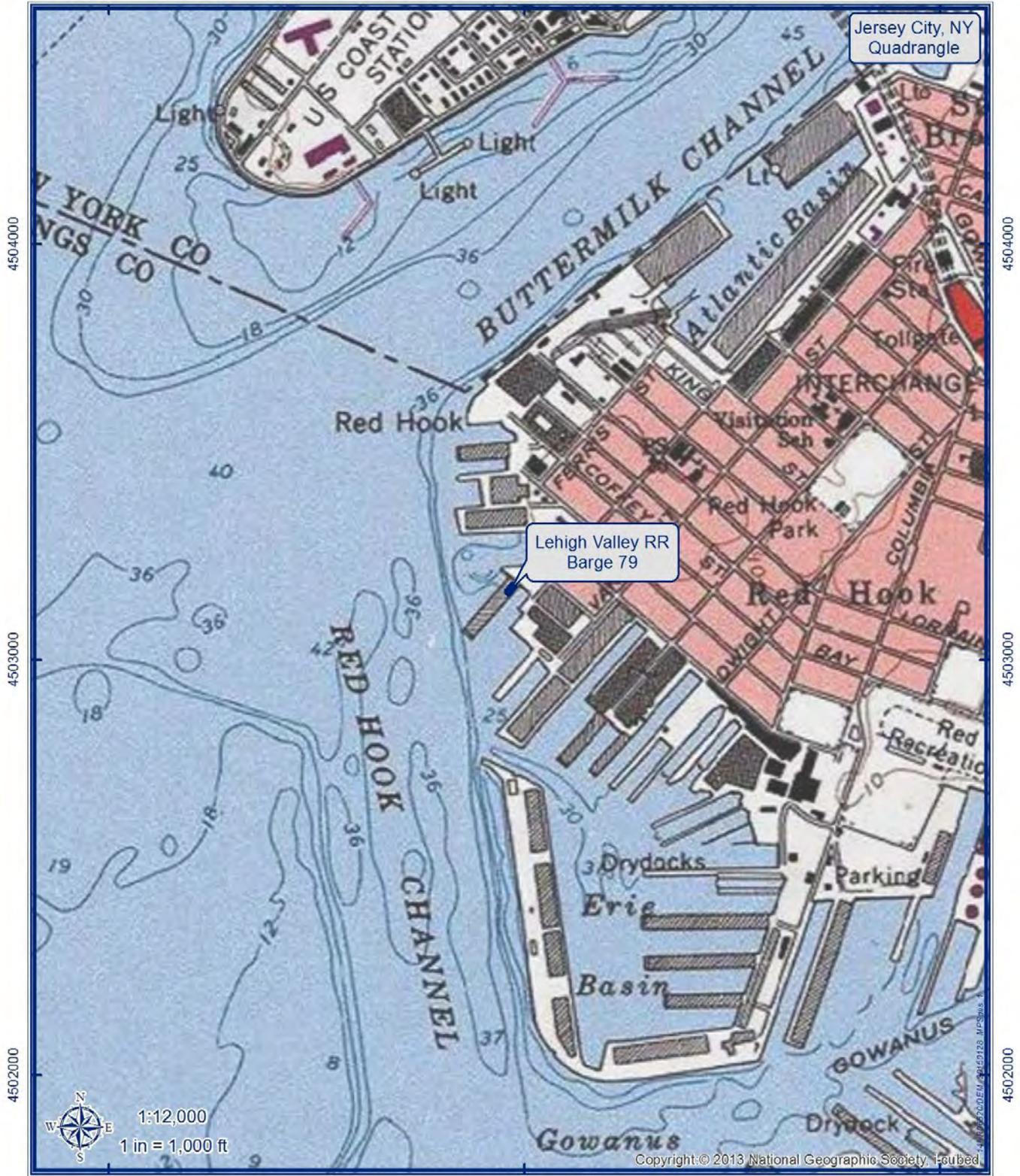
Parks, Recreation
and Historic Preservation

Lehigh Valley Railroad Barge 79
Name of Property

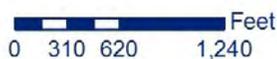
Kings, New York
County and State

Lehigh Valley Railroad Barge 79
Brooklyn, Kings Co., NY

Pier 44, Red Hook
Brooklyn, NY 11231



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter
Tax Parcel Data: gis.nyc.gov/dolt



 Barge # 79



**Parks, Recreation
and Historic Preservation**

Lehigh Valley Railroad Barge 79
Name of Property

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County and State

Lehigh Valley Railroad Barge 79
Brooklyn, Kings Co., NY

Pier 44, Red Hook
Brooklyn, NY 11231



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter
Tax Parcel Data: gis.nyc.gov/dolt

0 100 200 400 Feet

 Barge # 79

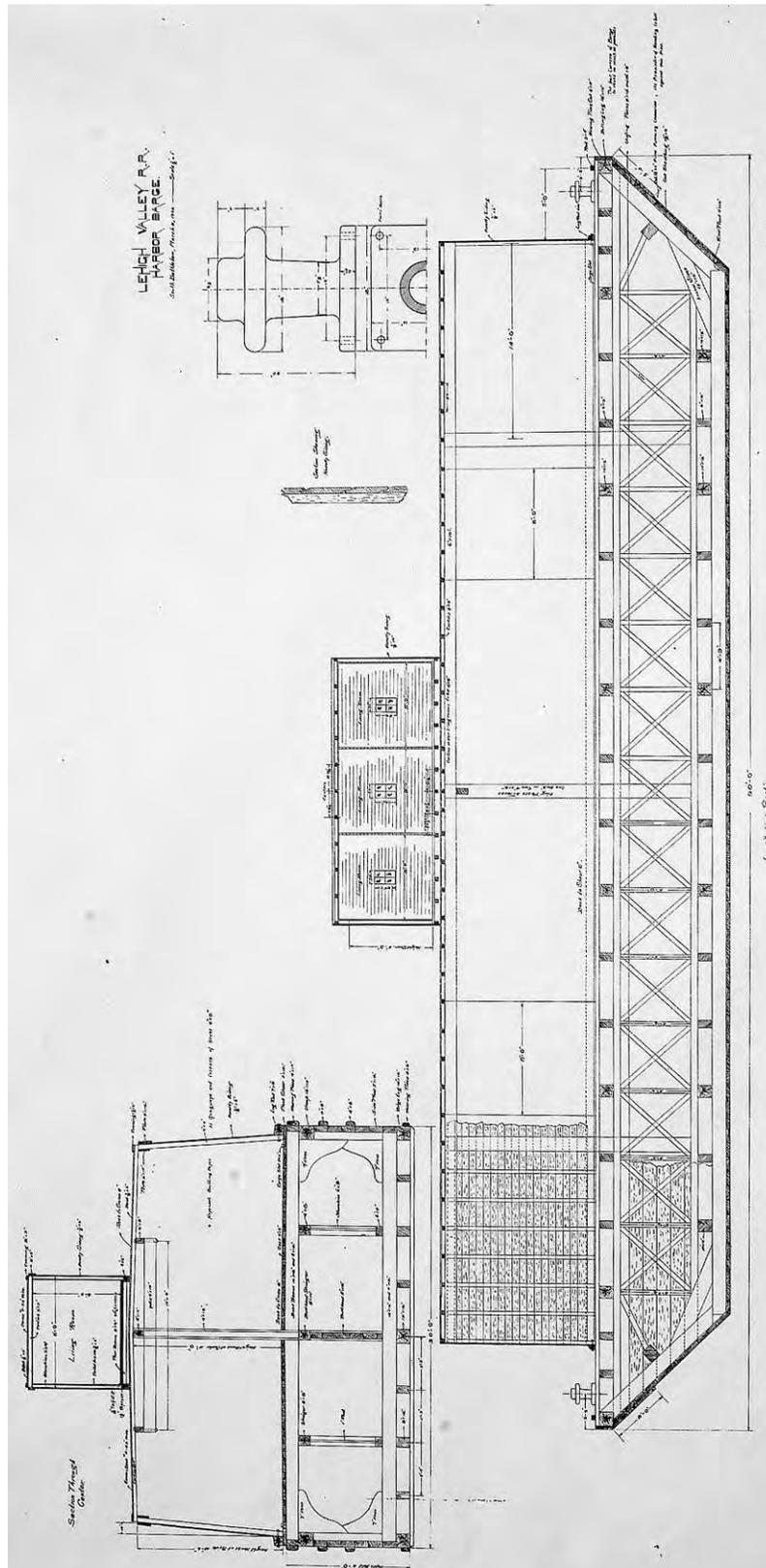


Parks, Recreation
and Historic Preservation

Lehigh Valley Railroad Barge 79
Name of Property

Kings, New York
County and State

1903 construction plans for Lehigh Valley Railroad Barges 78-83 (Archives of the Anthracite Railroads Historical Society).



Lehigh Valley Railroad Barge 79
Name of Property

Kings, New York
County and State

Historic photograph of Lehigh Valley Railroad Barge 79 (at far right). David Sharps personal collection.



Image from 1989 National Register nomination, showing hull prior to restoration. Photo credit: Virginia Parrot.



Lehigh Valley Railroad Barge 79
Name of Property

Kings, New York
County and State

Image from 1989 National Register nomination, deck cabin interior looking aft. Photo credit: Virginia Parrot.



Image from 1989 National Register nomination, lower hull construction detail looking aft. Photo credit: Virginia Parrot.





79

LEHIGH VALLEY

79



79

LEHIGH VALLEY

79

LEHIGH VALLEY 79
NEW YORK, NY



TUE
TUE

WATERFRONT

MUSEUM

79

79

LEHIGH VALLEY No 79

N 79

NO SMOKING

MORNING #130

NEW YORK CENTRAL #26

SALUTATION

ROCKLAND COUNTY





CONTRA
WITH JAY LINGER &
ASSOCIATES
HERE 8-10
TONIGHT

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Lehigh Valley Railroad Barge 79

MULTIPLE NAME:

STATE & COUNTY: NEW YORK, Kings

DATE RECEIVED: 4/17/15 DATE OF PENDING LIST: 5/08/15
DATE OF 16TH DAY: 5/26/15 DATE OF 45TH DAY: 6/02/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000309

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 6/2/15 DATE

ABSTRACT/SUMMARY COMMENTS:

Barge has been moved from NJ.

RECOM./CRITERIA _____

REVIEWER *Alvin* DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation
P.O. Box 189, Waterford, New York 12188-0189
518-237-8643



Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

13 April 2015

Alexis Abernathy
National Park Service
National Register of Historic Places
1201 Eye St. NW, 8th Floor
Washington, D.C. 20005

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to submit the following three nominations, all on disc, to be considered for listing by the Keeper of the National Register:

Clinton-Columbia Historic District, Chemung County
Arvine Heights Historic District,, Monroe County
Lehigh Valley Railroad Barge 79, Kings County

Regarding the Lehigh Valley Railroad Barge, the vessel was originally listed on the National Register in New Jersey in 1989; however, it was removed from the register automatically when it was moved to New York without informing the National Park Service. This nomination proposes listing it in its New York location, which is now its permanent home. The nomination explains why this is an appropriate location. Please feel free to call me at 518.268.2165 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office