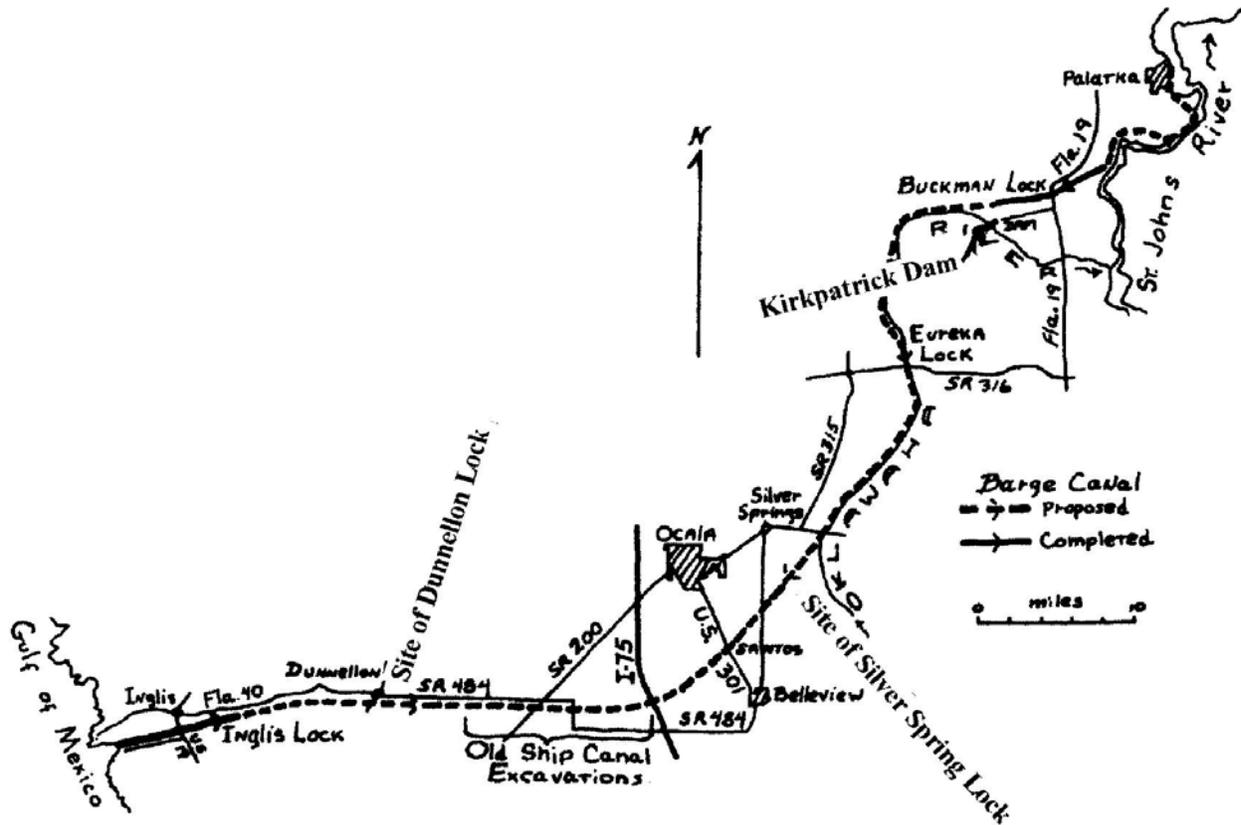


American Canal Society Canal Index

CANAL	STATUS			ACS		
				HAER		
STATE/PROVINCE	ENLARGEMENTS	DATES IN USE	CANAL	LENGTH SLACKWATER	TOTAL	LIFT LOCKS No./SIZE
COUNTIES:		1				
LOCATION (Endpoints of Canal):		2				
TOPOGRAPHIC MAPS:		3				
		4				
HISTORICAL SIGNIFICANCE:						
PHYSICAL DESCRIPTION:						
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:						
BIBLIOGRAPHICAL SUMMARY:						
UNPUBLISHED RECORDS, PHOTOS, DRAWINGS (CEHR, HAER, HABS. Local or Regional Historical Societies, Libraries, etc.):						
EXISTING OR RECOMMENDED LANDMARK STATUS (CEHR, National Register, ETC.):						
Investigation made by:					Date:	
Address:						

Use additional pages for added information



Route of the Cross-Florida Barge Canal

Original from THE AMERICAN CANAL GUIDE Part 2, pp. 9 (1975)

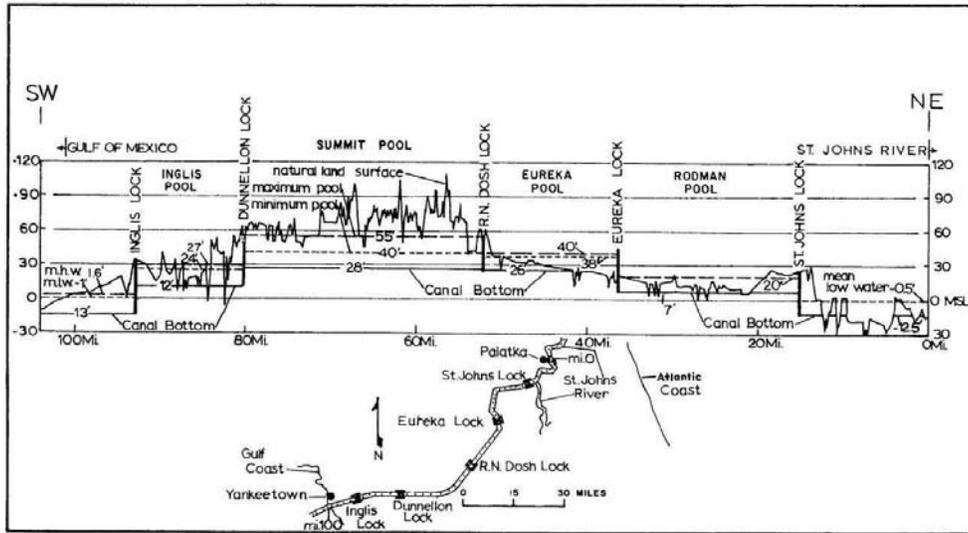
To follow the canal route from east to west, start at the BUCKMAN LOCK (84'x600', 1968), about 12 mi. SW of Palatka on SR 19 (watch for sign) with a visitors overlook and now closed visitors center. One .mi. S on SR 19 is a bridge offering a fine view of the canal. Turn right just beyond for 2.3 mi. to Rodman Dam (Kirkpatrick Dam), which forms the pond for this lock (Lake Ocklawaha or Rodman Lake) and is much used by fishermen.

Continue south on SR 19 then right on SR 316 toward Eureka, crossing over the Ocklawaha on a bridge with a view of EUREKA LOCK (84'x600') on the right (no public access). A navigable channel through the incomplete dam at the lock permits small craft to navigate the Ocklawaha. From the west end of the SR 316 bridge, the original road (NE 152nd St.) appears to lead off the north side and then back under the bridge in the planned navigation channel above the lock and between the fenders at the bridge. Continue west on SR 316 then south on SR 315 to SR 40 (there is a riverside park to the east at the SR 40 crossing over the Ocklawaha). Go west on SR 40 then south on US 301 in Ocala. Just south of Santos, the road splits around old bridge piers - "Roosevelt's Monument" - from the Ship Canal in the 1930's and never used. Turn right (west) on SR 484 in Belleview. After going under I-75 this road parallels at a distance the old excavations of the Ship Canal, which are clearly shown on the Dunnellon SE and Shady 7-1/2' topo maps, but are not easily found on the ground. SR 484 crosses the canal route 1 mi. after its right-angle turn to the north (5-1/2 mi. west of I-75) and SR 200 crosses it 0.8 mi. south of its junction with SR 484.

In Dunnellon, follow SR 40 west to INGLIS LOCK (84'x600', 1970). Watch for sign on left, 3 mi. south of Inglis. There is a visitors' area but it may be closed or only open on weekends. Inglis Dam across the Withlacoochee River, which forms the pond behind the lock, is about a mile to the south and hard to find. It had a lock for river traffic in the 1910' but it has been removed by later spillway construction.

Continue west on SR 40, then south (left) on US 19/98, crossing the river and then the canal, with a good view from the bridge. The end of the canal is to the west via the road on its south bank, or via SR 40, to the Gulf of Mexico.

I-75 is now crossed by a landscaped bridge in the Marjorie Harris Carr Cross Florida Greenway. The trail crossing this bridge should pass through the ship canal excavations west of I-75.



Profile along Cross-Florida Barge Canal from St. Johns River at Palatka to the Gulf of Mexico.

Structure	UTM coordinates	GPS coordinates
Buchman Lock	17.429400.3268500, Satsuma 7-1/2' quad	29E32'46.15"N 81E43'39.63"W
Kirkpatrick Dam		29E30'29.78"N 81E48'19.41"W
Eureka Lock and Dam	17.412600.3249800, Eureka Dam 7-1/2' quad	29E22'36.95"N 81E54'01.57"W
Approx. Site of Silver Spring Lock		29E09'42.58"N 82E02'10.46"W
Approx. Site of Dunnellon Lock		29E03'00.94"N 82E25'46.20"W
Inglis Lock	17.361500.3211300, Yankeetown 7-1/2' quad	29E01'27.42"N 82E36'59.95"W
Inglis Dam		29E00'32.79"N 82E36'59.97"W