

AMERICAN CANALS

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THE AMERICAN CANAL SOCIETY

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Dedicated to Historic Canal Research, Preservation, and Parks

Summer 2005

Historic Motor Vessel Saved from the Scrappers!

By Thomas X. Grasso
and Paul Bartczak

The following report was presented to the membership of the Canal Society of New York State in the Society's Winter 2004-2005 Newsletter. Immediately following this report is additional information which updates the status of this exciting project.

The Editor

An historic early 20th Century canal vessel still floats but remains motionless tied to her moor in Erie, Pennsylvania, a steel-plated, riveted,

icon from the early days of New York's Barge Canal System. She is a self-propelled "barge" in the European parlance, the Motorship *Day Peckinpaugh* and she is deserving of resurrection as a traveling museum because of her colorful and muscular history relative to Great Lakes and Barge Canal shipping.

However, the ship was headed to the scrap yard, but former CSNYS Director Craig Williams of the New York State Museum put together a joint venture of interested and concerned parties including the Canal Society of New York State, New York State Museum, New York State Canal Corporation, National Park Service, Erie Canalway

National Heritage Corridor Commission and New York State Office of Parks, Recreation, and Historic Preservation to save the vessel. Eventually we made arrangements for a meeting in Erie, PA with the owners' representatives for the first week in May to inspect the ship. On 3 May 2005, the Canal Society of New York State saved the vessel from morphing to a bunch of refrigerators and cars by making a purchase offer to the owners of the vessel—Oglebay Norton Shipping Company of Cleveland, Ohio for \$10,000. This has been accepted pending the completion of the necessary paperwork. We hope to

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Motorship *Day Peckinpaugh* tied up in Erie, Pennsylvania on April 24, 2005.

Photo by Tom Grasso

American Canals

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AMERICAN CANAL SOCIETY

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The objectives of the American Canal Society are to encourage the preservation, restoration, interpretation, and use of the historical navigational canals of the Americas; to save threatened canals; and to provide an exchange of canal information. Manuscripts and other correspondence consistent with these objectives are welcome.

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DEADLINE: Material for our next issue must be on the editor's desk no later than October 31, 2005. Send to Paul Bartczak, 9954 New Oregon Road, Eden, New York 14057; PJBartczak@earthlink.net

Material submitted to *AMERICAN CANALS* for publication should be double-spaced and on one side of the paper only; or material may be emailed in WORD format to:
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close on the purchase by the third week of June 2005. The Society was able to make the purchase offer due to the gracious and generous support of an anonymous donor. After purchase, the vessel must be towed as a "dead ship" to Buffalo or Tonawanda (an additional \$15,000 to \$30,000) where the New York State Canal Corporation has kindly offered to tow it through the Erie Canal to the Waterford drydock. Then the fun begins. If any members would like to donate to this glorious effort please contact me:

tgrassol@rochester.rr.com or (585) 387-0099. Perhaps John Callaghan, Director, Canal Policy Implementation and Planning for the New York State Canal Corporation, said it best when he told me "We are doing God's work."

Although the CSNYS is purchasing the vessel and paying for the tow, we are immediately surrendering title to the New York State Museum; essentially we are donating it to the NYS Museum. However, we will work with the Museum and other members of the consortium to determine and implement the interpretive program.

Background and History

The *Day Peckinpaugh* was originally built in 1921, along with 4 sister ships, at McDougall-Duluth Shipyard for Interwaterways Lines Inc. of New York City as ILI-101 which still stands out, nearly defiantly, through the numerous coats of paint on her bow. The ship is 259 feet long (originally 254 feet), 36 feet wide, with a depth of 14 feet 9 inches and in profile resembles a smaller version Great Lakes freighter. She has a forward wheel or pilothouse near the bow, which controls the twin rudders and two 6-110-diesel engines in the stern where the galley is also located. Originally she was steam turbine-driven, powered by oil, not coal. The vessel was built specifically for use on the Great Lakes and the Erie Canal and the company christened her the *Richard J. Barnes*. She was the first of a series of motor ships that were built later by Sonoco Oil Co., Ford Motor Company and others. At one time there were nearly a dozen such vessels plying the Oswego and Erie Barge Canals to Albany and New York

City but this canal "dinosaur" is the only one still in existence--a truly living fossil. Her maiden voyage was in 1921 when she was the first vessel ever to carry grain from Duluth, Minnesota to New York City without transferring her cargo of oats from a Lake Steamer to a canal barge at Buffalo, thereby realizing a sizeable savings in transfer costs at Buffalo.

The *Barnes* saw service in WWII, carrying coal along the east coast in the service of the Merchant Marine. With her shallow draft she was able to operate in near coastal waters out of harm's way from Nazi U-boat torpedoes. However, it is said that a U-boat commander mistakenly took her for a craft of much deeper draft and the torpedo passed harmlessly beneath her hull. After the War (1946) she was taken to the Todd Shipyard in Brooklyn where her hull, which had been severely damaged by off loading equipment, was replaced. The bow and stern sections were amputated from the main body and a new cargo hold, built as a double skinned hull section, was inserted in between. Then the bow and stern sections were welded back into place. In the process the *Barnes* grew 5 feet in length.

Erie Sand and Navigation Company of Erie, Pennsylvania purchased the vessel in 1958 and re-christened her the *Day Peckinpaugh* after a long-time freight forwarder in Buffalo who booked ships and cargoes in the Great Lakes region. Interestingly, Day Peckinpaugh's brother was a famous major league short stop who, at the tender age of 23, became the interim manager of the New York Yankees--the youngest manager in baseball history. Needless to say, this was well before the George Steinbrenner era. After the St. Lawrence Seaway opened in 1959, the "*Peck*" was converted to a self-unloading cement hauler in 1961. Her final years were spent carrying cement from Oswego, brought across Lake Ontario from Canada by Lake Freighter, to Rome (NY). She made her final voyage in early September 1994 then returned to Erie where she docked at one of Erie Sand and Navigation's docks. She has remained here ever since and water was never pumped out of her.

Erie Sand and Navigation was purchased by Oglebay Norton Shipping Company in late 2002 or early 2003.

The Canal Society of New York State first initiated talks of acquiring the "*Peck*" with Mr. Sandy Smith, President of Erie Sand and Navigation in February 2002. We verbally agreed that Erie Sand would donate the vessel to the Society and, in turn, we would revitalize the ship as a mobile floating museum, telling the story, not only of the Erie Canal and Barge Canal, but the Great Lakes as well. Her cavernous hold is ideally suited for museum exhibits plus a classroom. ***Not to be forgotten is the fact that the vessel, without exhibits in the hold, would be a museum piece all by itself, from the wheel house and the crew quarters to the galley and engine room.***

Before we could consummate the deal, Erie Sand and Navigation was bought out by Oglebay Norton and since early March 2003 we had been writing letters to the Oglebay Norton Company, hoping to resurrect the verbal agreement reached earlier with Erie Sand. No progress was made.

Then in late March and early April, Craig Williams discovered that the *Day Peckinpaugh* was to be sold for scrap in a few weeks. There was no time to lose. Craig put together the consortium mentioned above and we went to Erie to inspect the vessel on May 2nd and 3rd. Our inspection team consisted of John Callaghan of the Canal Corporation, Craig Williams of the New York State Museum, Duncan Hay of the National Park Service, and Tom Blanchard of Empire State Development in Buffalo, Tom Grasso, and other ship experts. The inspection revealed that the *Day Peckinpaugh* is still seaworthy. After the inspection, the CSNYS made a verbal offer to purchase the vessel for \$10,000. That offer was accepted by Oglebay Norton and all other offers and discussions from other groups were broken off. We saved the vessel.

The plan, once the vessel's conversion is complete, is to it from port to port as a floating museum all across the system from Buffalo to Watkins Glen and Ithaca, Syracuse to Oswego and Albany, and Whitehall to New York City where she ended her maiden

voyage and later was rebuilt. But beyond that, the idea is also to bring her to Cleveland, Detroit, Chicago, and Duluth to not only educate the public about canal, but to market the system as well.

The down side to all this is the cost of conversion and all the hard work that will be required to secure the necessary funding through grants, the legislative process, and donations to bring the project to fruition. Then there is the annual cost of manning, operating, and maintaining the vessel, although probably fully half of the Society's members would volunteer to serve aboard her.

Sources

Thanks to former Society Directors Bill Orzell and Craig Williams, and SCOW Director Thomas Prindle for facts relating to the vessel and its history. Other noteworthy items came from the August 1921 issue of *The National Marine* magazine supplied by Norm Brower, formerly of the South Street Seaport Museum in New York City.

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Project Update

Since Tom Grasso's report was prepared in the spring of 2005, the *Day Peckinpaugh* was towed from Erie, PA; initially to Tonawanda, NY, and on July 12, 2005 the vessel was towed to Lockport, NY. During the move from Tonawanda, the "Peck" sustained minor damage as she hit a navigation light on the Webster Street Bridge over the Barge Canal between Tonawanda and North Tonawanda.

After being tied up in Lockport, several volunteer work crews have scraped and painted the vessel, in order to prevent further rust damage and to improve its appearance.

New York Governor George E. Pataki confirmed, in a public announcement on August 22, the plan for the New York State Museum to renovate the vessel into a floating exhibit and classroom.

In late September, the "Peck" will be towed to historic Matton's Shipyard at Peebles Island State Park, north of Albany, for a complete overhaul. An application for the vessel's nomination to the State and National Register of Historic Places is pending.

Maiden Voyage of the *Delphi*

By Dan McCain

With a quiet start on Friday June 10th, a reconditioned pontoon boat was launched and christened the *Delphi* at Canal Park. To some people it looks a lot like a Canal Boat. The Wabash & Erie Canal Association's steady and capable volunteer construction crew had completed this makeover. The pontoon hull was received as a gift from Earl Fellingner last fall and was in dire need of refurbishing. Three other pontoon craft were also donated to the Canal late last year and await rehabilitation as well.

Saturday morning the watercraft inspector from the Department of Natural Resources certified the boat as worthy of hauling public passengers. By the end of that afternoon nearly 100 passengers enjoyed a jaunt on the *Delphi* through Canal Park. Kids and adults were treated to "free" boat rides as they were enjoying other activities in the park and trails. There is no set fee for rides, but just as the "no charge" for the Canal Interpretive Center's museum entry goes, donations are always welcome.

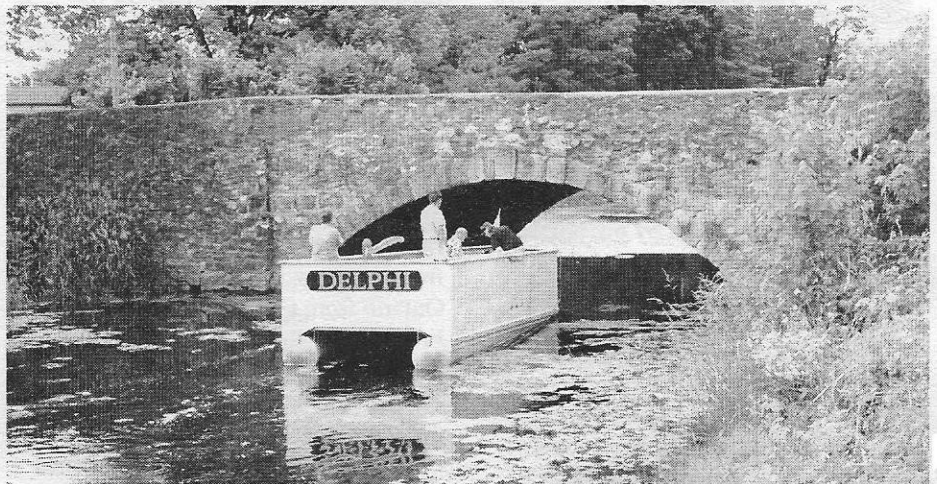
New co-captains were Andy Caugill and Zack Dickman who "learned the ropes" quickly and entertained the passengers on a half dozen circuit rides. The primary volunteers who modified the original pontoon boat were: Roy Patrick, Ron Dust, Ed Gruber and Bill Draper. Other volunteers helped from time to time, and a grant from the Canal Society of Indiana assisted with

the material expense. Canal Board President Dan McCain says "Thanks to such a dedicated group and the supporting community, we look like we have landed in the 1850s at our dock just outside of the Reed Case House."

The *Delphi* will be available for passengers on Saturdays at 10 AM and 2 PM and Sundays at 2 PM (weather permitting) throughout the summer. When there are too many to ride the 10-15 minute jaunts, some will wait at the dock -- the capacity is 15 people. Cruises will continue until all have had a chance to ride. The propulsion is a very capable 24-volt electric trolling motor. Experience with a full load has already shown that it will travel at about the same speed as the original horse-drawn canal boats in the mid-1800s.

"The *Delphi* will serve as a temporary prototype of the 'dream' that the Canal Association has had for years," McCain said. "A replica canal boat that might hold 35-45 passengers is currently being planned. Grant funding to build this more authentic packet boat, a warehouse storage building and bigger dock might come later this year; however, local matching 'donated' dollars will be necessary to make this a reality. That process of detailed planning and construction could take over two years to complete," he concluded.

Editor's Note: Please refer to page 8 of this newsletter for an article discussing the funding for the replica canal boat.



Delphi heading under the historic 1901 stone arch bridge.

Photo submitted by the author

Advantage West Midlands Approves £3 Million Funding for Droitwich Canals Restoration

Press Release dated 24 June 2005

The £11 million restoration of the Droitwich Barge and Junction Canals in Worcestershire is now secure following today's confirmation of £3 million funding from Advantage West Midlands. The funding was the last remaining major hurdle to overcome and will now allow British Waterways to get underway with the 7.5 mile canal restoration.

The restoration of the Droitwich Canals, which in the late 1700's served the area's salt trade, will play a key role in the regeneration of Droitwich Spa town centre and will generate an additional spend of £2.75m per year within the local economy.

Investment in the Droitwich Canals is the latest good news for Britain's canals which, following a period of dereliction and decline, are now a valued national leisure and tourism resource responsible for over £2bn of urban and rural regeneration in the last ten years.

Once restored, the Droitwich Canals will complete a 21 mile canal loop linking the Worcester & Birmingham Canal in the East to the navigable River Severn in the West. Officially closed in 1939, the 7.5 mile canal restoration will include the cutting of approximately 1,000 metres of new canal, four new locks, restoration and improvement to over 30 historically significant structures and environmental conservation works.

Mark Pearce, director for Worcestershire at Advantage West Midlands said: "This is fantastic news for Droitwich and the wider region. The development of the canal will bring visitors and new businesses to the area. It will also provide an exciting new opportunity for local people to learn bygone skills in canal building."

James Thompson, British Waterways' project manager comments: "This is brilliant news for everyone - volunteers, local communities and businesses - who have all worked hard to make the restoration of the Droitwich Canals a reality. We now

have an amazing £10m secured which will allow the project to begin and we're very positive that we will be able to find the remaining £1m match funding during the delivery of the project. This funding will ensure that these waterways can reach their full leisure, wildlife, heritage and economic potential, boosting the local economy and regenerating the surrounding areas. We expect the new cruising ring to attract over 320,000 new visits to the Canals and Droitwich Spa within five years, making it one of the most visited tourist attractions in Worcestershire and helping to place Droitwich Spa at the forefront of the region's growing tourism industry."

The Heritage Lottery Fund pledged £4.6m for the restoration in 2004. Regional manager for the West Midlands Anne Jenkins said: "Our industrial heritage is something we can all take pride in, not only in the West Midlands but across the UK. I'm delighted that together we can guarantee the preservation of this canal which is a prime example of our industrial legacy. The work will ensure that our children and our children's children can learn about the importance of the industrial revolution on our heritage."

Martin Jennings Leader of Wychavon District Council and Chairman of the Droitwich Canals Restoration Partnership said: "The grant of £3m from Advantage West Midlands is wonderful news for the Partnership. AWM's cash will now allow the project, which has been talked about for over 30 years, to finally happen. Wychavon District Council is grateful that AWM recognise the importance of this project in improving leisure and tourism facilities in the Droitwich area and also in creating new employment opportunities."

Councillor Alwyn Davies, Cabinet Member for Economic Development for Worcester County Council, said: "This whole project has been a great partnership between all the organizations involved. This will be an asset for Droitwich, Wychavon and Worcestershire and I'm delighted the AWM link of the chain is now in place.

"We can now get on with the scheme and the £1m we and Wychavon have put in can bear fruit."

Margaret Rowley, Chairman of Droitwich Canals Trust, said "This is tremendous news. Droitwich Canals Trust was set up by local canal enthusiasts in 1973 to work towards the restoration of the Droitwich Canals. Their early work in maintaining the line of the canals and promoting the idea of full restoration, which has been continued by many volunteers over the last 32 years, has kept the vision of the full restoration alive. We are all delighted that this vision will now become a reality and look forward to seeing the full benefits the restored canals will bring to the local area and the waterway network."

Peter Luff, Member of Parliament for Mid Worcestershire, said: "The professionalism of British Waterways has led both to the generous Heritage Lottery Fund grant and to today's marvellous news from AWM. It is right, though, that we should also thank the hard working members of the local community, especially in the Droitwich Canals Trust, for all they have done to turn the dream of re-opening the canals into reality. Bringing this fascinating part of Worcestershire's heritage back to life will bring benefits in terms of regeneration, access and recreation to large parts of the county, and we all owe a great debt to those who have worked so hard over many years to get to this point."

The AWM funding will be combined with the Heritage Lottery Fund (HLF) grant for £4.6m, pledged funding of £2m from Wychavon District Council and Worcestershire County Council and a number of smaller funders. The Waterways Trust is helping to raise the outstanding funds still required. To find out more about how you or your organisation can support the Droitwich Canals restoration project, contact The Waterways Trust on their Fundraising Hotline 0845 0700 710.

For further information:

Sarah Bridge, Advantage West Midlands on 0121 503 3367 or 07881 582 652

Jonathan Ludford, British Waterways on 01923 201 348 or 07747 897783

*This item was submitted by ACS
Director Roger Squires*

From the President

By David G. Barber

Recent flood damage to canals along the Delaware River brings to mind the subject of canal engineering. A problem that exists is that in converting historic canals to parks, we have lost the staff of experienced water managers, both in numbers and experience, and we have changed the use. But, we have not made appropriate changes to the waterways. In fact, inappropriate changes have been made, probably without professional engineering thought.

As examples, consider the Delaware Canal and the Delaware & Raritan Canal feeder. Both of these canals run along the Delaware River, the first on the west bank and the second on the east. While the first received extensive damage in the floods of last fall and in April, the second did not. Why? While I will concede that the D&R feeder only extends half way upstream towards Easton from Trenton, I don't think that is the entire reason.

I think the reason is that over the years of operation, the D&R Feeder was improved in design to take a flood, while the Delaware Canal was not. As you travel along the D&R Feeder, periodically there are, along the towpath edge, long concrete spill weirs that feed into collector channels and then through multiple culverts through the towpath. Normally, these are dry. But, when the canal water rises a little, a large volume of water can be discharged without human intervention and with reduced chance of the channel being clogged by flood debris. At Prallsville, there is a guard lock. At other points on the canal east of Trenton, there are long, stone paved, lowered spillway sections of towpath that allow flood waters to flow either direction without eroding the towpath bank. This relieves pressures at a predetermined location before the rest of the towpath is overflowed. None of these devices exist on the Delaware Canal.

Recently, on the Delaware Canal, Lock 11 in New Hope was rebuilt to operating condition. The rebuilding project had to endure both floods, and much debris was deposited in the lock by flows through it. Originally, Lock

11 had a large basin on its berm side. Water flowing down the canal was fed into the basin just above the lock and discharged from the basin just below. Today, the basin is filled in and used as a parking lot in this tourist town where parking is scarce. But, in rebuilding the lock, no provision was made for a bypass culvert around the lock to replace the original function of the basin. No provision was made at the aqueduct a little upstream, or before the canal enters town, for spillways to handle floods, and there are no guard gates. Thus floods have nowhere to go except through the lock or over the towpath. Similar problems exist elsewhere on the canal.

During the Delaware Canal's operating period, there were lock tenders whose job included reacting to flood waters to protect the canal. While floods still damaged the canal, I'm sure that many were mitigated by the operating personnel. Today, some of this function is done by volunteers who open the manual gates, but I suspect that thoughtful engineering could help. Now, the canal must be repaired from the floods and government is asking for assurances that the damage won't keep happening.

Failure and damage mitigation is part of engineering. Anyone who has an outboard engine knows about this. It is a fact of life that outboard propellers can get wrapped up with weed or rope or hit rock. These events could damage either the prop or the drive train, disabling the craft. However, probably due to bad experiences, the manufacturers put a shear pin between the prop and the final drive shaft. Thus, if something suddenly blocks the rotation of the prop, the shear pin fails, saving everything else. The boater then raises the lower unit from the water and replaces the shear pin (you do carry spares?) and everything is back in service.

Another example of how we have forgotten about this in canals is the Delaware & Hudson Canal feeder at Cuddebackville, NY. At the upstream end of the feeder is the dam with a control structure with vertical gates. The feeder then goes along a hillside to where it used to join into the canal at Lock 51. At the lower end, the original junction was altered at the beginning of

the 20th Century to a pool for a hydroelectric station. When the hydro plant was abandoned, the pool's dike was cut through, allowing water from the feeder to flow back into the river, and a short branch culvert was installed to connect the feeder to the summit level of the historic canal. The water level in the feeder was maintained by a pile of debris in the mouth of the feeder and by the historic spillway located about halfway along its length. This left a problem of having to cross the water flow at the end of the feeder if you wanted to walk up the feeder to its head.

Several years ago, the county park improved access up the feeder by replacing the debris pile at the feeder exit with a pipe culvert and fill. Water could thus flow down the feeder and walkers could cross the flow easily. The error in this became apparent a few years later when ice floes in the river destroyed the poorly maintained feeder gates and a large amount of water and debris flowed down the feeder. The flood debris clogged the spillway and then the culvert at the end, leaving the water nowhere to go. It therefore overflowed the bank and washed it out, leaving two long gaps. The gaps have been filled with new culvert sections, rather than an open canal, but the lack of a relief spillway remains. I hear that the recent Delaware River floods have resulted in further problems. Similar problems exist along the Chesapeake and Ohio Canal.

I'm all for the reuse of canals as parks. But careful attention needs to be given to protecting the results from flood damage with the greatly reduced staffs of today.

Terry Woods, author of last issue's article *The Canal Comes to Cleaveland*, reports that Canal Society of Ohio member Dave Meyer, who is a prolific researcher and writer on Ohio's Canals, has recently finished a research paper on Toll Collectors. Dave makes the interesting observation that toll collector's offices weren't always located on the canal. They were often in the collector's private residence or office and, sometimes, at some distance from the canal. Terry suggests that ACS members share their knowledge of toll collection on other canal systems. This information could provide the basis for one or more interesting articles.

BOOK CORNER

Black River Canal

By Edward P. Fynmore
and Harney J. Corwin

Reviewed by David G. Barber

This book is another title in the Arcadia Publishing Company, Images of America series and covers the Black River Canal in central New York State. As with all Arcadia titles, it has the essential history of the canal, but not in as much depth as prior books on this waterway. Instead, as an “images”

book, it tells the story with an extensive collection of well-captioned photographs of the canal and the surrounding area in its operating period.

I found the canal to be well covered throughout its length with most of the photos selected being new to print.

Copies of the Black River Canal are available at \$19.95 at area bookstores, independent retailers, on-line bookstores, or from Arcadia Publishing at www.arcadiapublishing.com or (888) 313-2665.

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Dead in the Water

Fish wash up along canal; DNR blames lack of oxygen

By David Holsted
SVN News Reporter

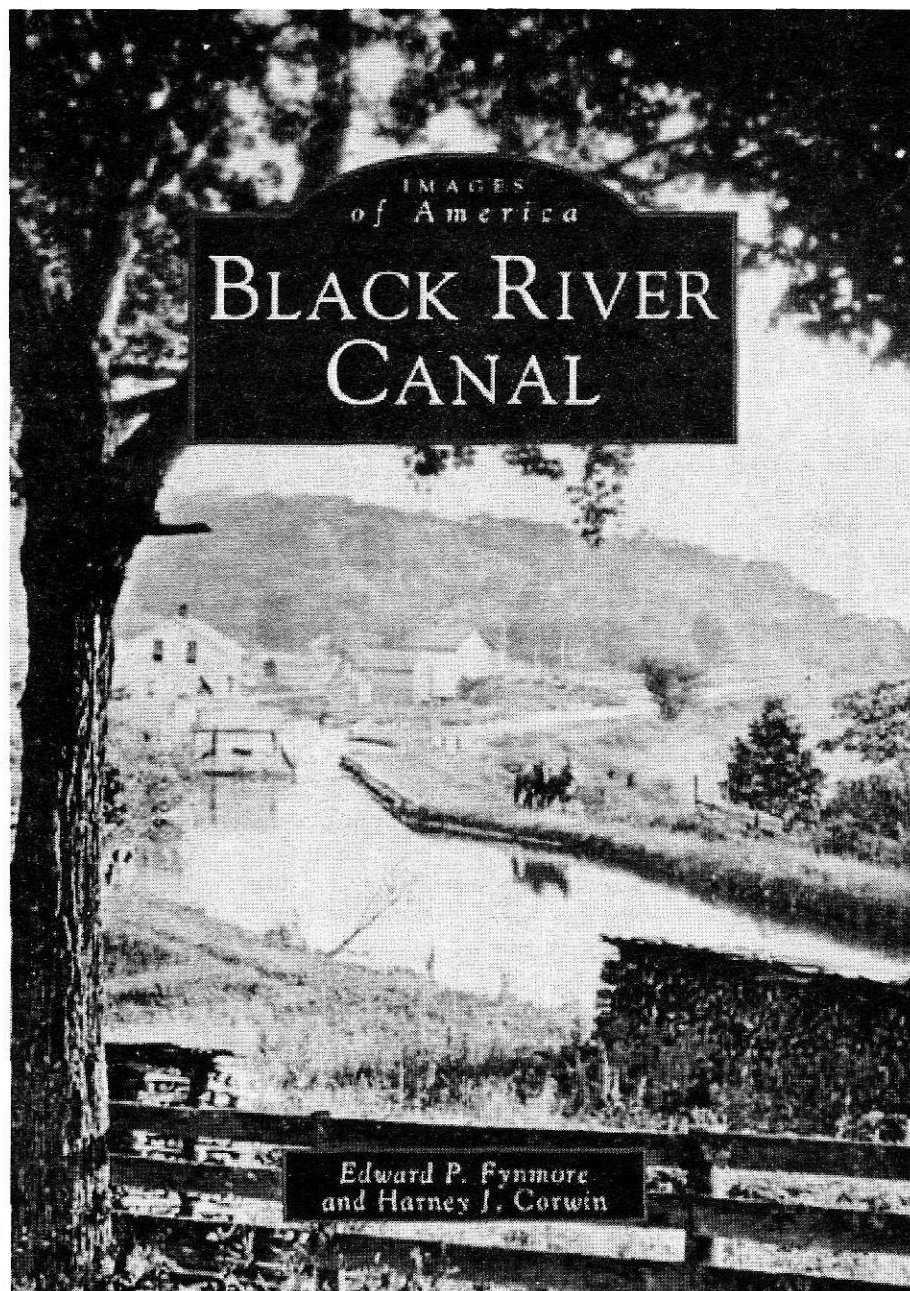
TAMPICO – Standing on the Fargo Road bridge overlooking the Hennepin Canal on a blazing summer afternoon, it would have been easy to mistake the white objects floating in the distance as cool and inviting chunks of ice.

Upon closer inspection – not to mention a close smell – the objects turned out to be dead fish. By the dozens, the scaly carcasses, some starting to bloat in the heat, floated slowly along with the canal’s current Tuesday. An occasional catfish could be seen drifting by, but for the most part, according to Illinois Department of Natural Resources fish biologist Joe Ferencak, the dead were sheepshead. Sometimes, three or four or even more of the bodies would become snarled in brush near the banks and the fishy flotilla would bob up and down in the water as foam appeared around it. A turtle sat motionless near one fleet of bodies.

Sue McGinn and her husband, Steve, were walking along the canal between Fargo and Hahnaman Roads at about 9 a.m. when they came upon the floating fish. Knowing that a lot of people fish along the canal and concerned about the health aspect, McGinn called the Hennepin Canal office in Sheffield.

Ferencak, who works out of the Sterling DNR office, was called by Hennepin Canal supervisor Steve Moser for a possible ichthyological crime scene investigation. Although some “fish kills,” as he called them are caused by pollutants in the water, Ferencak quickly determined that the Hennepin Canal disaster was a “natural fish kill.” The fish had died from lack of oxygen.

Ferencak and Moser stood on the banks of the canal at the Fargo Road crossing. North of the bridge, the floating fish were fewer in numbers. It was only south of the bridge, Moser said, that the dead fish were plentiful. He said he



had driven six miles south along the canal and the water was covered with floating fishes.

"That's classic lack of oxygen characteristics," Ferencak said as he gazed upon the canal.

Ferencak explained that a "perfect storm" type of effect had occurred in the water of the canal. The hot, dry weather had caused more bacteria to grow in the water, taxing the oxygen supply.

"When it's hot like this, the (water) becomes a bacterial soup," Ferencak said. "The fish are stressed by the heat anyway. Add a bacteria or a parasite and it pushes them over the edge."

Just as humans are more susceptible to disease when they are stressed, so too, Ferencak said, are fish more susceptible to bacterial or fungal infections.

According to Moser, a sheepshead kill occurred a few weeks ago about 29 miles down the Hennepin. It was due to bacterial infection, he said. A brief fish kill happened near Geneseo recently, killing bass and bluegill.

Moser said that low water levels had no part in the death of the fish. In fact, he said, they were running more water than usual through the canal.

Moser estimated the temperature of the water in the canal on Tuesday to be in the upper 80s. Ferencak said that the warmer the water, the less oxygen it holds.

There was still some life in the canal. Moser called Ferencak over and pointed to several dark, shadowy forms going south. Ferencak said that many species, like gar and carp, are more tolerant of water that has less oxygen.

As though on cue, there was a splash nearby.

A gar, Ferencak said, has a kind of supplemental air apparatus. The fish that just splashed was a gar coming to the surface to gulp some atmospheric oxygen.

In a corner of the canal near the bridge, Ferencak pointed out a school of minnows, another species of fish that can like with less oxygen. The tiny fish were near the surface of the water.

"They're gulping air," Ferencak said. "They're obviously stressed."

Finishing his investigation, Ferencak said he didn't even bother to send a fish to be tested, so sure was he that it was lack of oxygen that killed the fish. They would just have to let Mother Nature take her course, he said.

"We need rain or cooler temperatures," Moser said. "Rain would help tremendously."

According to Moser, rain would not only cool the water in the canal, but also recharge it with oxygen. Every time a raindrop hits the surface of the water, he said, it puts oxygen back in. It also increases the velocity of the water, helping to move the oxygen downstream.

"If we don't get rain," Ferencak said, "this is just the tip of the iceberg."

Both men were hesitant to say if the fish kill would affect the future population in the canal. They would have to come back in the spring and survey the situation. Restocking might be an option.

"Most species are pretty resilient," Ferencak said. "They can come back in a year or two and repopulate."

Though finding a live fish in that section of the canal might be a bit difficult, and enduring the stench even more difficult, Ferencak and Moser both assured fisherman [sic] that there was no danger of eating unsafe fish.

"If a fish can bite a hook, they're safe to eat," Moser said.

Soon after Ferencak and Moser left, Bill and Derek Cardwell of Rock Falls arrived at the bridge, fishing equipment in tow. Bill said the spot by the bridge was their usual fishing location, and that they tried to fish twice a week and on the weekends.

After viewing the sheepshead floating in the river [sic] and thinking that they weren't going to catch anything at their customary spot, the Cardwells decided to up the canal a ways [sic].

"There's a million sheepshead in here," Bill said. "If we get some rain, they'll be back."

This article was submitted by ACS member John McPherson.

The following item is reprinted from the Fall 2005 issue of Currents, the newsletter of Carroll Co. Wabash & Erie Canal Inc.

Canal Association Receives Grant to Build Long-Awaited Canal Boat

"People say 'Are you ever going to have a canal boat?' Well, now we can answer that question with a resounding 'Yes,'" Dan McCain, President of the Canal Association said after learning that major funding had been approved.

A historically accurate canal boat replica has been a long-held dream of the Canal Association. The board submitted a request, with City of Delphi sponsorship, to the Indiana Department of Transportation for a grant to fund the project. In July, INDOT announced that Delphi and Carroll County had received two grants totaling more than \$1 million: one for the canal boat project and another for restoration and other work at Burnett's Creek Arch. Both projects enhance the county's emphasis on the Wabash & Erie Canal as a tourist destination.

The funds are Transportation Enhancement Awards, with the City of Delphi receiving \$554,900 for the boat project and Carroll County receiving \$509,000 for the Burnett's Arch project. They are part of the \$17.5 million in TE awards for 29 different projects around the state for 2005.

Earlier this year Wabash & Erie Canal, Inc. received \$57,375 in Rural Development Grant funds from the state to fund research, marketing planning, environmental studies, conceptual design and drawings in preparation for building a replica canal boat. These funds also will be used to design a canal-era "warehouse" for storing the boat.

When completed, the boat will be the only one in operation on the Wabash & Erie Canal in Indiana and should prove to be a major attraction to bring visitors to the community.

Receiving funding "is a dream come true," Dan says, but he is quick to remind canal buffs, association members, and community and canal supporters that **the INDOT grant requires the Canal Association to provide a 20 percent fund match. That's almost \$111,000 that must be raised to claim the \$554,900!**

"We received excellent community and state-wide support for matching funds to build our outstanding Canal Conference and Interpretive Center. We will have to rely on that kind of support again if we are going to claim this funding 'prize'," Dan said.

Burnett's Creek Arch, which carried the Wabash & Erie Canal over the creek, is the oldest functioning bridge in the state. Carroll County is responsible for the Burnett's Creek Arch project.

Pennsylvania Canal Society Fall Field Trip

Planning for the fall field trip on the Susquehanna and Tidewater Canals is well underway. The date has been changed from October 14, 15, and 16 to October 21, 22, and 23. This was done to meet availability of both bus and motel rooms.

We intend to start at the Havre de Grace lock house, explore the remains of the canal below the Conowingo Dam, eat lunch at the dam, and hopefully, find some remains not covered by the dam's backwaters up to the connection with the Pennsylvania Canal system at Wrightsville. There are also some remains of the original Susquehanna Canal on the eastern side of the river that may be explored. The latter part of this itinerary is not firm because the routes and times have not yet been established.

For more information, contact Larry Wolle. E-mail larrywolle@juno.com or call at (410) 885-5824.

*Thanks. Larry Wolle, Pennsylvania Canal Society Trip coordinator.
165 Chestnut Springs Road
Chesapeake City, MD 21915*

*This article appeared in the August 25, 2005 edition of the **Sauk Valley (IL) Sunday news**. © 2005 Sauk Valley Newspapers All rights reserved. Reprinted with permission.*

Canals making a comeback

PIQUA, Ohio (AP)

Overgrown ditches that used to be canals carrying coal and other goods are being refilled and restored, drawing visitors who fish, jog, bike and take boat rides.

Many of them are day-trippers like Dave Yearsley and his family who head to a restored canal in Piqua to plop their fishing lines in whenever they visit relatives in the western Ohio town.

"He caught 11 of those bluegill last time we were here," Yearsley said, pointing to his 10-year old son, Ryan. "They've really improved this."

Communities report an increasing number of visitors to the restored portions of the country's 4,000 miles of canals, which were built largely in the 1800s to move coal, lumber, stone and produce around the country.

A 60-mile stretch of the Delaware Canal in southeastern Pennsylvania attracts 1 million visitors a year. That's four times the number it drew before docks, modern restrooms, and a path were added starting four years ago, said Susan Taylor, executive director of Friends of the Delaware Canal.

About 15,000 people visited the Miami and Erie Canal in Piqua last year, up from about 12,000 five years ago. On one section of the canal, now filled with about 4 feet of water, visitors can ride in a boat pulled by mules the way cargo boats made their way through the country's canal systems.

Wooden docks and footbridges span about a two-mile section of the Miami and Erie system that the city restored in 2002 as part of a \$400,000 project.

Walkers, bikers and joggers use a nearby asphalt path. The quiet is broken only by the hiss of a fountain, which ripples the canal's olive green surface with its arcs of water.

Railroads began putting canals out of business in the second half of the 1800s, and by the mid-1900s many had dried up, were overgrown with vegetation, filled in or paved over. In

recent years communities began to see the canals as an asset.

"People started to realize there was a whole new use for the canals, which was recreation," said David Barber, president of the American Canal Society. "It's a matter of imagination. There is a lot of potential."

For people interested in the canals' history, some locks that lowered or raised water levels for boats have been returned to working order, including the ones along the Pennsylvania canal. The site also has bird-watching and wild flower areas.

In LaSalle, Ill., a restoration of the Illinois and Michigan canal will include a 100-passenger replica of a canal boat, which will pass silhouettes of people who were connected to canal history along its two-mile tours.

This article was submitted by ACS member John McPherson.

ACS Director William Gerber has relayed the following observations and comments made by Thomas Raphael (Chairman of the Middlesex Canal Commission) in an e-mail dated July 5, 2005.

The laying of the new 36" Cummingsville Sewer along Sylvester Avenue in Winchester is being monitored by the Boston Affiliates, Inc. under contract with Mass Historic, and today I received a call from the on-site archaeologist that they have found a wall of stones in the approximate position of the Hollis (stone) Lock. I went down to look and would say that they are at the northern end of what is most likely beyond the upper gate of the lock. They are going deeper than for the previous parallel sewer 100 years ago and further to the east which may account for finding additional stones. They are taking photographs and measurements and will write a complete report of the findings. *Tom*

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**Centuries Later,
Still a Current Affair**
**Spirits flow as history buffs
celebrate 200th anniversary
of Middlesex Canal**

By Marie Donovan
Sun Correspondent

BILLERICA – When Paul Wiggin led revelers in singing “The 12 Days of Christmas,” he decided to start in the middle with day seven.

“That’s the only day that has water in it,” the folksinger-guitarist joked to a standing-room-only crowd of more than 100 jammed into the Middlesex Canal Museum Visitor Center yesterday.

So on the 200th anniversary of the day the waters of the Middlesex Canal officially opened for business, the group ran down the list from seven swans a-swimming to the final partridge in a pear tree.

In addition to singing holiday carols, attendees dressed in period garb, played a trivia game based on historical American figures and ate food of the sort popular in the early 1800s.

“We decided it would be a wonderful way to spend an afternoon,” said Marlene Johnston of Lowell.

The canal was officially completed at 2 a.m. on Jan. 1, 1804, Middlesex Canal Association Nolan Jones said, channeling waters from the Concord River. It was supposed to be finished by midnight that New Year’s Eve, Jones said, but a lock-gate problem had to be fixed, delaying the opening until the wee hours of the new year.

The canal was used for 50 years to transport goods from businesses throughout the region.

John and Shayne Reardon of Billerica were among the few dozen who dressed in period clothing to commemorate the event at the museum, housed in a building nearly as old as the canal itself.

Gerald Bigwood of Wilmington was dressed in corduroy knickers.

“This is my cross-country skiing stuff, really,” Bigwood said.

John Reardon, an officer with the Middlesex Canal Commission, sported a shiny red upholstery jacket with lots of silver buttons. His wife, Shayne, made the jacket and her own lavender calico print dress, also with lots of closely fitted buttons, and muslin apron.

“This one is an authentic reconstructed pattern, mostly by hand,” she said, pointing to her double-lined dress.

“It’s got to be awfully hot in the summertime with all these layers,” Reardon said.

The couple’s granddaughter, Amanda Reardon of Groton, helped make the early-American cuisine for the party.

“We made two apple pies, a gingerbread cake and some sausage rolls,” she said.

Harry Emmons was not dressed in period garb, but he did have a sticker on his shirt that read “Abigail Adams,” which he got from the historical trivia game.

When he signed up to participate, someone slapped the sticker on his back, Emmons said. Then they let him ask yes-or-no questions to figure out whose name he was wearing.

“When you guess, you put it on the front,” he explained,

The canal runs all the way from Lowell to Charlestown, passing through Chelmsford, Billerica, Wilmington, Woburn, Winchester, Medford and Somerville, Middlesex Canal Commissioner Tom Raphael said.

The canal association sponsors historical and educational activities and also maintains the archives at the museum, Raphael said. The canal commission preserves and secures funding to make repairs to the route, he said.

This article was submitted by ACS Director William Gerber in 2004. Your editor apologizes for not running it in a more timely fashion.

**Erie Canal Museum Awarded
\$100,000 NYS EPF Grant**
**Major History of the Erie Canal
Exhibition Planned**

From a Press Release
dated June 9, 2005

A major interpretive redesign of the Erie Canal Museum’s first floor exhibition gallery steps closer to realization thanks to a \$100,000 matching grant from the NYS Environmental Protection Fund (EPF). Governor George E. Pataki announced that the Erie Canal Museum is one of 19 grantees statewide to share the \$3.5 [million] available under the 2005 NYS EPF Heritage Areas Program.

New exhibits will take visitors on a comprehensive journey through the history of the Erie Canal from its inception in 1817 to the present NYS Barge Canal System. According to Nancy M. Hull, the Museum’s Executive Director, “Both Erie Canal scholarship and exhibit design technology have changed tremendously since our permanent exhibits were installed in 1992. This project will allow us to tell a much more complete story while making the visitor experience more dynamic and interactive.”

The Erie Canal Museum, also home to the Syracuse Heritage Area Visitor Center, is located at 318 Erie Boulevard East, in downtown Syracuse. The museum is open year-round, Tuesday through Saturday, 10am – 5pm and Sunday, 10am – 3pm. Also, Monday, by appointment, for Guided Group Tours. Free admission; donations appreciated. Reserve the Museum for business meetings, receptions, and special events. For more information, call (315) 471-0593, ext. 15, or visit www.eriecanalmuseum.org.

**National Science Foundation
awards \$199,801
supplemental grant**

*Enhanced program for National
Canal Museum revamping*

**Funds for additional exhibits,
educational materials
and program development**

EASTON, Pa., July 20, 2005 – The National Science Foundation (NSF) has awarded a \$199,801 supplemental grant to the National Canal Museum. The money will enhance the museum's new exhibits already funded by a \$1.4 million NSF grant by paying for additional traveling exhibit components, additional water exhibits, and educational materials and program development.

Supplemental funds from NSF will allow the museum to add two exciting hands-on exhibits centered on the scientific concepts of buoyancy and friction and how canal boats utilize these concepts to move heavy cargo. At the same time, supplemental funding will ensure that the exhibits are constructed at the same level of quality as the rest of the program.

Highlights of the supplemental funding include:

- o Additional water exhibit design, fabrication and installation by the Oregon Museum of Science and Industry
- o Additional traveling exhibit design, fabrication and installation by the Science Museum of Minnesota
- o Salary support for the museum's curator of education to coordinate and implement the development of educational support materials and programming
- o Production of a teacher's curriculum guide and traveling exhibit guide
- o Formative and summative evaluation services for the program
- o Formation of a teacher advisory committee
- o Formation of an advisory committee made up of local certified Act 48 providers to aid the museum in becoming a certified provider
- o Designing and launching an educational support website

As part of the original grant NSF is funding a 90-foot long canal model through which visitors will pilot a model canal boat. The NSF award also is funding a collection of five activity benches that explore the science and engineering behind the construction and operation of canals. These five exhibits are designed and built to withstand the rigors of travel and will be available to host institutions as early as 2007, allowing the museum to serve a national audience far beyond Easton, Pa.

The "Science and Technology of Canals and Inland Waterways" exhibits will be incorporated into three galleries, comprising 8,282 square-feet at the National Canal Museum. The new exhibits will open to the public in spring 2006.

The total project cost is \$2,130,005. This includes the NSF supplement and the National Canal Museum matching requirement of \$500,000.

**C&O Canal Deputy
Superintendent Named**

C&O Canal National Historical
Park News Release

Release Date: August 11, 2005
For Immediate Release
Kathy Sholl, Public Affairs Assistant,
(301) 745-5804

(See Photo on Page 12)

Hagerstown, Md. -- Robert H. Hartman, Jr., a 28-year veteran of the National Park Service has been named Deputy Superintendent of the Chesapeake & Ohio Canal National Historical Park. Hartman previously served as the C&O Canal's Chief of Maintenance for the past 11 years. As Deputy Superintendent, he will assume the responsibility for the day-to-day operations of the park. In announcing the selection, C&O Canal National Historical Park Superintendent Kevin Brandt commented, "Bob Hartman brings a wealth of knowledge and great depth of expertise to this assignment. He truly reflects the deep passion that our employees have for meeting the National Park Service's dual mission of serving visitors and protecting park resources. I have great confidence in Bob's ability to manage all phases of park operations."

In 1994, Hartman was selected as the C&O Canal's Chief of Maintenance where his responsibilities have included the recovery from three major floods and numerous small ones, as well as the rehabilitation of numerous significant park historic structures including the Monocacy Aqueduct, Great Falls Tavern, and the development of three visitor centers. In 1997 he received the National Capital Region's award for outstanding stewardship of natural resources through maintenance operations. He has served as Acting Deputy Superintendent and Acting Superintendent on numerous occasions.

Prior to Hartman's service at the C&O Canal, he served as Chief of Maintenance at National Capital Parks-East in Washington, D.C. and Facility Manager at Sandy Hook, a unit of Gateway National Recreational Area in New York. Hartman also served two long-term acting assignments as the Unit Manager of the Sandy Hook and Staten Island Units of Gateway National Recreation Area.

Hartman began his federal career in 1975 with the Public Works Department of the Department of the Navy, U.S. Naval Academy. This experience led to his selection into the National Park Service's Williamsport Preservation Training Center as a trainee Exhibit Specialist in restoration. This program transformed journeyman craftspeople into preservation specialists who could professionally care for historic structures.

Prior to his federal service and joining the National Park Service, Hartman served in the U.S. Army from 1966 until 1969 including 19 months in Vietnam with Combat Engineer Units. He served in the U.S. Army Reserve from 1969 until 1992 and was assigned to Signal, Infantry and Engineer units. He retired in 1992 at the rank of First Sergeant. After discharge from the U.S. Army, he completed an apprenticeship program with Bricklayer's Local #6 Washington, D.C., and supervised the masonry construction on numerous commercial, educational, religious, and federal buildings throughout the area.

Hartman is a native of Frederick County, Maryland, and graduated from Frederick High School. He later

attended community colleges and the University of Maryland. His son, Rob, and his granddaughter, Faith, reside in Aurora, Colorado. Daughter Julia and husband Sam reside in Russet, Maryland. His mother, Louise Williams, lives along the C&O Canal in southern Frederick County in the same house where Hartman grew up.

C&O Canal Begins Construction Project on Bollman Bridge in Williamsport

C&O Canal National Historical
Park News Release

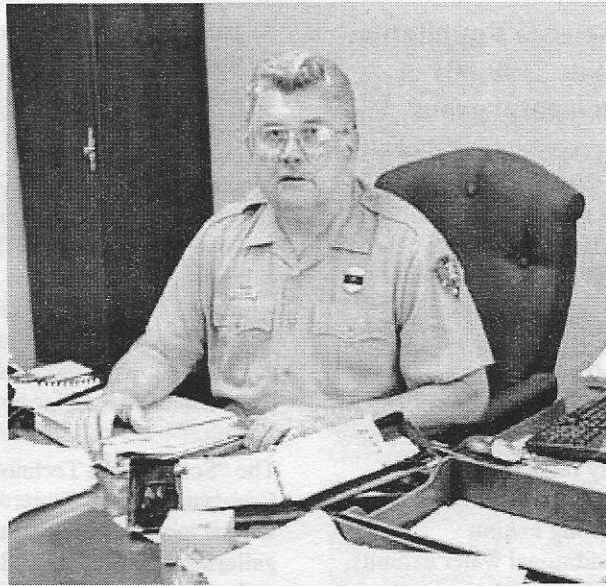
Release Date: August 25, 2005

For Immediate Release

Kathy Sholl, Public Affairs Assistant,
(301) 745-5804

Hagerstown, Md. – Chesapeake & Ohio Canal National Historical Park will begin a construction project on the Bollman Bridge in Williamsport, Md., (mile 99.65) beginning late September with completion approximately by April 30, depending on the weather. During construction, vehicular traffic will be routed to a temporary bridge. Visitors on the towpath are asked to obey all construction warning signs and barricades.

The major work to the Bollman Bridge will include the replacement of the existing timber beams with steel beams. The bridge will be cleaned and painted and the pedestrian bridge will be removed and replaced. The work is being performed under a contract administered for the park by the U.S. Department of Transportation, Federal Highway Administration, Eastern Federal Lands Highway Division. The contractor for this project is K. B. Contracting, LLC of Fairfax Station, Virginia.



Robert H. Hartman, Jr.
Deputy Superintendent
C&O Canal National Historical Park
Photo: National Park Service

Towpath Tidbits Summer 2005

New canal discovered – Our friends from the ACS – Australian Canal Society – have discovered Berry’s Canal at the mouth of the Shoalhaven River. The waterway was created by Alexander Berry, subject of a new booklet, “Unsung Hero.” For more information, please email Jan Roden at wroden@rodenprint.com.au or write to her at:

33 Carson Street,
Dundas, NSW 2117, Australia.

The society’s website is:
www.taff.it.uts.edu.au/~colville/acs/.
You are not seeing things. That is a hyphen, not a dot, after the www.

New towpath trails - Canal towpath trails are springing up throughout the state of Indiana! Carolyn Schmidt reports in The Hoosier Packet that the Whitewater Canal Trail is under construction, by volunteers, from Brookville to Metamora. The state will complete the path from Metamora to Laurel. In Indianapolis, one may hike along the Central Canal.

Evansville Greenways is building a trail along a portion of the (Central) Wabash & Erie. The city of Fort Wayne is beginning construction along the Wabash & Erie. Delphi’s canal trail is part of a seven-mile-long system. Peru, Indiana, also has a trail along the Wabash & Erie.

2005 Canal Calendar

September 30 - October 2 – These are the new dates for the Canal Society of Ohio fall tour of the Ohio & Erie Canal. The tour will cover the area from south of Newark to Buckeye Lake and beyond. For more information, contact President Mike Morthorst at: (513) 791-6481 or by e-mail at gongoozler@fuse.net.

October 21 - 23 - The Pennsylvania Canal Society’s Fall trip will explore the Susquehanna and Tidewater Canal from the exit lock at Havre de Grace, MD, upstream. There will be an evening orientation session on the Friday evening before and an optional “shortie event” on Sunday morning. For more information, contact Larry Wolle:

by e-mail at larrywolle@juno.com
or by phone (410) 885-5824.

October 28 - 30 – The Canal Society of New York State will explore the upper Genesee Valley Canal, from Rochester south to the south end of Letchworth Park. This meeting will be conducted jointly with the Canadian Canal Society. For more details contact CSNYS by e-mail at info@canalsnys.org or at the Society’s telephone number: (315) 730-4495.