

# AMERICAN CANALS

BULLETIN OF  
THE AMERICAN CANAL SOCIETY

Vol. XXXVI, No. 1

Dedicated to Historic Canal Research, Preservation, and Parks

Winter 2007

## From the President

by David G. Barber

Recently, the mail brought me a real surprise. As a result of my annual support of the Waterways Recovery Group, the association of voluntary canal restorers in England, I received a DVD containing all 218 back issues of their publication, *Navvies*. I have been saving my issues over the several years that I have supported WRG, but now I can read all of the issues back to the first in October, 1966. If you would like to read the back issues, the plan is to put them on the internet at [www.navvies.org.uk](http://www.navvies.org.uk).

I mention this because those of us who have traveled outside the United States and visited the waterways elsewhere know that waterways tourism is a big and growing business. In other countries, waterways are being preserved and restored because it makes economic sense. I plan to visit England this coming summer and actually cruise for two weeks on preserved and recently restored waterways. While travel to England is very interesting, I hate the fact that I have to buy air tickets before I can spend cruising time on a historic towpath canal.

In the United States, however, we have closed most of our small waterways and are under funding our remaining major waterways. It is a fact that our railways and highways cannot carry the continually

increasing volume of commerce. Yet, we as a nation are not spending the capital funds necessary to maintain and upgrade the Midwest waterways. If they close, there is nowhere for their freight to go.

Meanwhile, almost all of our historic towpath canal system is ignored or only being developed for the towpath trail as a hiking/biking route. The two notable exceptions are both "steamboat navigations," not towpath canals. The first example is the Muskingum River in Ohio, which the state has been restoring for some years. On summer weekends, it is now navigable from the Ohio River to the uppermost lock at Ellis. The lock and dam at Ellis

is currently under restoration. When that project is completed, the entire waterway will be open to its historic upper end at Dresden.

The other waterway under restoration is the lower Fox River in Wisconsin, which is being restored between Lake Winnebago and Green Bay. In 2007, four restored locks will be added to the three operational ones. The entire route is expected to be reopened in 2009.

These states are to be congratulated on these projects. They are rebuilding these routes because they expect boaters to use them. But, why aren't we working on the many other possibilities?



Robert Aplington, of the Friends of the I&M Canal, introduces Rep. Jerry Weller at the press conference announcing the awarding of the contract to construct the 1848 replica of the canal boat *Volunteer*. (See page four) Photo by Gerald Hulslander

# American Canals

BULLETIN OF THE  
AMERICAN CANAL SOCIETY

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The objectives of the American Canal  
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tion, 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  
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## THE CANAL BOAT IS COMING—tra-la-la-la!!

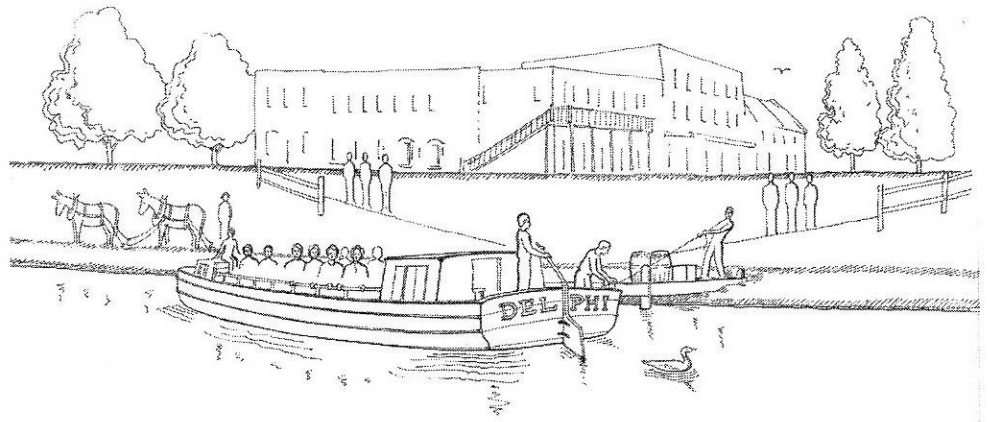
"Delphi's rewatered section of the Wabash & Erie Canal will have a circa 1850s boat, a replica warehouse built over the water, and a functioning dock when the current planning phase is finished and construction is completed," reports Dan McCain, president of the Carroll County Wabash & Erie Canal Association.

This has been a dream of the association's directors for many years. Costs for the complete project are estimated at about \$750,000. Significant grants and donated money have been received and the project is now in the design stage. This unique mode of transportation will bring many visitors to this Indiana community.

"We don't see problems with getting the boat constructed now that the Department of Transportation will allow an offsite vendor to supply the boat itself through a general contractor who successfully bids the whole project. On-site construction work for the dock and warehouse will require several seasons to complete," McCain added.

Construction of the replica boat cannot be a product of the many volunteers normally busy with projects in and around Canal Park. The source of grant money will preclude building it with donated labor; however, many of the supporting interpretive elements currently being planned will certainly be undertaken by our volunteers."

The whole enterprise should be completed by the spring of 2009. "The boat will be fashioned after one of the many popular boats that plied the waters of the canal in its heyday of the 1850s. It will pro-



Plan for the canalboat at Delphi Canal Park, Delphi, Indiana

vide rides for up to 35 people at a time. An on-board crew will provide the realism of canal era travel.

The boat's amenities will include an onboard restroom and a retractable canopy to protect from direct sun and rain. The craft will be 9 ft. wide by 54 ft. long, and wheelchair accessible. The boating experience can be enhanced with special offerings like catered meals, 'wine and cheese' cruises, or even weddings.

### 26TH ANNUAL CANAL HISTORY AND TECHNOLOGY SYMPOSIUM

The 26th annual Canal History and Technology Symposium will be held at the William Simon Center at Lafayette College on Saturday, March 17. Sponsored by the National Canal Museum and Lafayette College, this event features the presentation of research papers on topics of transportation and industrial history.

Among the topics to be presented this year are:

"Locks and Canals of the Merimack River," by William E. Gerber

"Canals at Cohoes: Waterpower and Navigation," by Thomas X. Grasso

"The Shenandoah River Navigation and the New Shenandoah Company: 1790-1890," by Robert J. Kapsch

"Adoption of European Engineering Innovations to Create a Modern American Commercial Inland Navigation System," by Emory Kemp

"Design Evolution: Reconstructed Timber Swing Bridges on the Rideau Canal and Reconstructing Timber Bridges at Parks Canada," by Robert W. Passfield

"Coping with the Elements and Chicago on the Illinois & Michigan Canal, 1848-1943," by John Thompson, and much more.

Registration, with continental breakfast, buffet lunch, open house at the NCM, and a copy of the *Proceedings* is \$60 (\$54 for members of HMHP&M). (The *Proceedings* offers the complete text of selected papers.) Registrations will be accepted until March 9th. Those received later will incur a \$5 late fee. Copies of the *Proceedings* can be purchased after the symposium for \$19.50 (plus tax and shipping). To receive a registration form, please contact the National Canal Museum at 610-559-6616 or [membership@canals.org](mailto:membership@canals.org).

## CANAL BOAT REPLICA FUNDED IN ILLINOIS

La Salle (IL) city officials joined U.S. Rep. Jerry Weller on January 8 to celebrate the city's financing of an 1848 canal boat replica.

"This is a project that definitely should work for the city of La Salle in attracting more visitors, more jobs," Mayor Art Washkowiak said. The vessel, the *Volunteer*, is expected to bring 70,000 tourists a year and \$3.8 million in economic benefits, according to a study by Economic Research Associates. The *LaSalle News Tribune* reported that the boat will have a wooden superstructure and an aluminum hull. The hull will be manufactured in Bellevue, Iowa. A local company has been awarded the bid for the rest of the project.

## BY CANAL BOAT, CABLE TRAM, AND STEAM TRAIN THROUGH ENGLAND AND NORTHERN WALES

(Part 1 of a series)

by Bruce J. Russell

From August 25 until September 12 of 2005, I participated, along with 20 other people, in a fascinating journey through western England and northern Wales. The trip was organized and run by the Canal Society of New Jersey, one of the largest and most active canal groups in the nation, having been founded in 1969. The mission of CSNJ is to make people aware that New Jersey once had two important canals, and that these played a major role in transporting people and goods until eclipsed by the railroads that

ultimately owned them. The group, based in Morris County, consists of many members who have traveled extensively throughout the nation and the world on canals, and who have written books and articles about their experiences. One of these published authors is Captain William McKelvey, and it was he who did the advance work and planning for this overseas journey. In previous years, going back to the 1980s, Captain McKelvey, whose title is honorary, has run several other CSNJ trips to foreign countries including Britain, Ireland, the Netherlands, and France. This writer previously went with him to Britain in 1987 and to France in 1993, and had a marvelous time.

On this trip, the itinerary included not only travel by canal boat along selected portions of British inland waterways, but also considerable visiting of and riding on railways, primarily steam-powered and of narrow track gauge. Most of these lines I had never ridden, so the CSNJ trip was a natural for me, since I like both canals and trains. Furthermore, many of the participants were old friends of mine, from CSNJ, various railway enthusiasts' clubs, and prior canal sojourns. Hence, when the trip was announced in November 2004, I immediately forwarded my deposit. The cost of the tour was moderate, considering the hammering the US dollar has taken overseas since the start of the Bush presidency. Nevertheless, I was still unprepared to discover just how costly things such as restaurant meals would turn out to be.

There was an advance section

of the tour which departed one week prior to the main two weeks, but I did not participate. Some of the things the "early birders" did had previously done, and other activities didn't particularly interest me. Hence, I will only report on the fortnight during which I was present. For the record, five people including Captain Bill participated in the optional first week.

The main group assembled at Newark Airport on August 25 and flew directly to Manchester, rather than to London, because it was much closer to the places we would be visiting. Upon arrival on the following morning, we were met by Captain Bill and the "early birds" at Manchester Airport, and immediately boarded a bus for a two-hour trip to Llandudno in northern Wales.

We finally reached Llandudno, a resort town situated on the north coast of Wales. Our reason for coming to this old dowager resort, most of whose buildings date from Victorian times, was to ride on the Great Orme Tramway. This mile-long railway ascends a rocky peninsula which juts out into the Irish Sea and is known as the Great Orme. (I don't know the origin of this particular term.) [Ed. note: a Viking name, one meaning of which is 'serpent' as the headland may have reminded early sailors of giant sea serpents.]

The single, and in places double, track, 3-foot 6-inch gauge, one-mile-long line climbs 680 feet from its lower level at Victoria Station to its highest point at Summit Complex, where a hotel, restaurant, and gift shop are situated.

Our group all fit into one of the blue and white trams, and we were soon ascending the grade. The tracks of the lower funicular are

set in the street like a normal tramway, and look as if they have recently been relaid and reset in concrete. Going higher and higher, I could now look out the rear of the vehicle and see Llandudno becoming smaller and smaller, with the harbor and Irish Sea clearly visible. Upon arrival at Halfway Station, we all walked forward to board the second vehicle. Inside Halfway House one could clearly see the winding mechanism, a triumph of Victorian Era technical expertise.

The upper funicular consisted of track on private right-of-way, single with a passing siding. The cables were totally in the open and visible, rather than in a slot as on the lower section.

After a visit to the Snowdon Mountain and Ffestiniog railways, our group traveled for several hours before reaching Wrenbury Mill, a town in England just over the border from Wales. Four English counties—Chester, Hereford, Shropshire, and Gloucester—adjoin Wales. In fact, the entire area is referred to as the “Borders.” While in Wales all signs were in English and Welsh, but back in England it was just English. Wrenbury Mill was the base where we would board our four canal boats, but first we stopped at a supermarket to load up on provisions. It was decided that a so-called “food kitty” should be established for each boat, and that each person should contribute. There were five on our vessel, the *Swift*, but only four joined the kitty. For various reasons, one elected to remain independent and buy his own food and drink. The supermarket was similar to ours and was run by a giant chain called Tesco. Seeing it, I wondered how long the small privately owned shops in the villages and small towns would last. Will England’s Main Streets be-



This Tesco supermarket along the Huddersfield Narrow Canal is an example of how easy it can be to resupply your boat.  
Photo by Bruce Russell

come like those in America with the quaint little shops all abandoned and with vacant store fronts? I hope not, but how will they be able to compete with big guys like Tesco?

Following provisioning, we drove to the hire base at Wrenbury Mill, on the Llangollen Branch of the Shropshire Union Canal. At this base, canal boats are rented out for varying periods, and serviced, fueled, and restocked with clean bedding, towels, etc. There are hire bases scattered throughout Britain, all located on canals and navigable rivers. Some bases have twenty boats, others more, some less. Our company, Alvechurch Boat Rentals, used to be known as English Country Cruises. Most of the boats used on the British canals are just under 7 feet wide, as the smallest lock chambers are seven feet across, and up to 70 feet in length. Our four vessels were 65 feet long. The hulls are of welded metal construction, and the interiors contain beds, a kitchen, a shower, and toilet. Power was provided, at least on our boat, by a Lister marine diesel. The water used to cool the

engine becomes very hot and heats the shower. After taking control of our vessels, we were given instructions on boat handling, safety, and other matters. Each boat had its own captain, normally a veteran of other CSNJ canal cruises. Our boat, the *Swift*, was captained by Fred Heide. For purposes of maritime rank, I was a “mate” and my assigned tasks were working the locks and kitchen cleanup. Cooperation among the four or five people living on a canal boat with its small, cramped quarters is most essential.

In order to get the most out of a canal cruise, having a map showing all of the canals of Britain is essential. This shows which ones are navigable, which are under restoration, and which remain abandoned. Without such a map, it’s hard to pinpoint your exact location.

After receiving instructions on handling and safety, our flotilla of four canal boats began its journey on the inland waterways of England and Wales. Our first destination was Chester, one of England’s most interesting and his-

toric cities. Getting there from the Wrenbury Mill hire base involved travel on two different canals: the Llangollen and the Shropshire Union, sometimes referred to as the "Shroppie" by old canal hands. The Llangollen Canal extends from Llangollen, a small town in North Wales, to Hurleston Junction in England. Here it joins the Shropshire Union, a much longer, wider, and more important waterway that terminates at Ellesmere Port on the Mersey River opposite Liverpool. In the other direction it extends south to Birmingham in the industrial Midlands. Originally, the Llangollen Canal was built only to bring water from the River Dee at Llangollen in Wales to Hurleston in England, where it fed the Shropshire Union.

Construction began in the late 1790s. In the 1820s, however, it was decided to convert the Llangollen into a navigable waterway by the addition of locks and by widening and deepening it. Thus it became part of Britain's operable canal network. A principle reason for making it usable by boats was so gravel and stone could be transported from quarries in Wales to other destinations throughout England. It was rebuilt as a typical narrow canal with seven-foot-wide locks and a depth of four- to five feet.

The Shropshire Union Canal, which later acquired the Llangollen, was begun in 1795 and from the beginning was built as a wide canal with lock chambers of fourteen-foot width. These can handle either one large vessel or two narrow boats side by side. The Shropshire Union Canal, being longer and wider, was more profitable than most of its contemporaries, at least until the rise of the railways

in the 1840s.

Our boat, the *Swift*, proceeded north toward Hurleston Junction at a speed of about four miles per hour. The Llangollen Canal was in much better physical condition than I remember it being in 1987 during my trip on the Cheshire Ring. Its banks are now enclosed by a continuous metal wall composed of individual vertical panels connected to one another. This meant that the old problem of bank erosion had, to a greater or lesser degree, been minimized.

As we traveled along, we passed through many locks. On English canals, most locks are manually operated. Thus, as the *Swift* approached one, two crew members disembarked and opened the gates. This was done by applying pressure to balance beams. Often locks were arranged one after another in a flight or staircase arrangement.

On the Llangollen, every lock was only seven feet wide, which meant that if there were several vessels waiting to lock, they had to form a line. Two could not be locked through together, as they could with fourteen-foot wide chambers.

The locks on all of the British canals are very ancient, going back, in many cases, two hundred or more years. They are made of brick, with stone blocks forming their upper portion. Originally the gates and balance beams were made of wood, but many are now metal. Adjacent to all locks, regardless of the canal, are lock tenders houses. Because canalling today is recreational, there are few if any actual lock tenders. Those running the boats open and close the locks themselves by applying a modest

amount of exertion. This, of course, is one of the enjoyable aspects of a waterways vacation. Often, the homes formerly occupied by lock tenders, who were employees of the canal companies, are occupied by regular tenants or owners. When the canals handled commercial traffic, the lock tenders did the opening and closing. In days of regular freight haulage during the mid to late 1800s, boats frequently passed through the locks every few minutes and thus a tender was justified. But no more.

On many American canals, such as the Chesapeake & Ohio, there were lock tenders houses, and many survive.

The scenery along the Llangollen Canal was primarily rural, with many dairy farms and herds of white cattle. Sometimes they could be seen drinking from the canal. Unlike the United States, there is little suburban sprawl in Britain, and once outside of cities, you're back in farmland. In fact, in Britain and most of Europe there are cities, towns, and villages, but fewer sprawling, low density suburbs than in the United States. If Britain were permitted to grow along American lines, most of its valuable farmland would be gone or in the process of vanishing as in Sussex, Warren, and Hunterdon counties in New Jersey.

We passed many other canal boats as we cruised along. Most were crewed by Brits, but we did encounter Americans, Canadians, Aussies, and people from other European countries. A look at the current map of the British waterways network, which also includes rivers suitable for travel by canal boats, reveals that it now extends over much of the



Alvechurch Hireboats at Wrenbury Mill. Note the hand-cranked lift bridge through which a canalboat is passing.  
Photo by Bruce Russell

nation. With each passing year the waterways network gets larger as additional, formerly abandoned, waterways are being revived. It is possible to travel for hundreds of miles through England and Wales on canal boats. Many retirees with plenty of time do just this, crisscrossing the country and stopping at whatever places suit their fancy. The number of possible routings is inexhaustible. There is a separate but disconnected Scottish canal network, and Ireland also has navigable canals. After finding our position on the map, I realized that we were in just one small part of England, close to the Welsh border. Our entire journey would cover approximately 1% of the British canal system.

The United States once possessed many towpath canals, the most famous being the Erie, the Pennsylvania Main Line, the Delaware & Hudson, the James River & Kanawha, the Chesapeake & Ohio, the Delaware & Raritan, the Morris, the Lehigh, and various others. But unlike Britain's, they were never a connected network. Instead, they ex-

isted in isolation in different parts of the nation. Likewise, the canal era began later here than in Britain, and ended earlier. Sadly, only a few United States canals remain intact and navigable: the Erie, Oswego, and Champlain in New York State are the best examples. In many instances, short segments of selected inland waterways have been brought back to life with horse or mule drawn excursion boats. Sometimes, one can experience passage through one or two locks, but that's it. (In Canada, the Rideau Canal and the Trent-Severn Waterway are fully intact and lengthy voyages can be made in southern Ontario.)

But in England and Wales, it's possible to hire a narrow boat and travel over a multitude of canals, all connected at various points with one another. One-way journeys are possible, but also circular trips, such as the Cheshire Ring, which I did in 1987. One reason canals, long after most of their business was captured by railroads, remained intact in Britain is because once

outside of cities, the land has remained primarily rural. In America, suburban development meant that many old canals, with or without water in them, simply were filled in or bulldozed over. Few realize that prior to the building of the Garden State Parkway in New Jersey there were miles of abandoned Morris Canal. Unfortunately much of the prism was obliterated when the multi-lane highway was constructed in the early 1950s. What a loss to future generations. Why couldn't the road have been rerouted away from these old locks so they could be preserved?

## TO BE CONTINUED

(A more in-depth version of Part I of Bruce Russell's story, with much more detail of the railways, can be found on the ACS website.)

## ENGINEERING DESIGN, MAINTENANCE & OPERATIONS COMMITTEE

The ACS Engineering Design Committee was initiated in May of 1987 by then ACS President William Trout III. Terry Woods was named chairman and other members were Stanley Schmidt, Bev Morant, Gibson Hobbs, and Zip Zimmerman. The purpose of the committee was to "collect, interpret and disseminate, to those interested parties, accurate historical data of American canal engineering." Members of this committee have since gathered together a bibliography of historical American canal engineering texts. This listing has been printed in a past issue of *American Canals*.

(continued on page eight)

**ENGINEERING DESIGN,  
MAINTENANCE &  
OPERATIONS COMMITTEE**

(continued from page seven)

Over the years, committee members have authored a number of articles concerning various aspects of American canal engineering (gleaned from the texts in their bibliography) for the pages of *American Canals*.

Chairman Terry Woods became ACS president in October 1997, and John Lamb took over as committee chairman. At that time Charles Derr rolled his Canal Maintenance and Operations Committee into the Engineering Design Committee. Gibson Hobbs, Stanley Schmidt, and Bev Morant were lost to the ravages of time, but Robert Schmidt became a member in 1999. Recently John Lamb has stepped down as chairman and Terry Woods is presently acting chairman.

The committee plans to continue searching for engineering works to add to its bibliography and to pass along the information in those works through the pages of *American Canals*. There has been some discussion concerning the possibility of writing an American canal engineering textbook.

The committee is about to begin a project of writing a series of engineering standards for American canal engineering structures. These standards will then be offered to groups or organizations wishing to preserve and/or restore such structures.

Additional ideas for committee projects are welcome, as are additional members with active ideas. Anyone interested should contact Terry Woods at

[woodscanalone@aol.com](mailto:woodscanalone@aol.com).

**A TRIBUTE TO WILLIAM H. SHANK, PE  
MAY 15, 1915—JANUARY 7, 2007**

William H. (Bill) Shank, one of the pillars of the canal community passed through the outlet lock of life on January 7, 2007 in York, Pennsylvania. Born in Pittsburgh on May 15, 1915, his accomplishments were many.

He was one of the founders of the Pennsylvania Canal Society in 1966 and ran the PCS's first field trip in 1967 to the Susquehanna & Tidewater Canal. The template of that first field trip is still used for every field trip run since then. Bill served as PCS treasurer from 1966 to 1969 and as secretary from 1968 to 1970, vice president from 1973 to 1974, and as editor of the "Canal Currents" from 1968 to 1973.

In 1972, along with Bill Trout and Tom Hahn, he co-founded the American Canal Society. He was publisher of *American Canals* from its inception in 1973 until 1997, served as the second editor from 1985–1991, and served as the second president of the American Canal Society from 1979–1985.

After attending school in Erie, Philadelphia and Harrisburg, Bill graduated from Camp Hill High School in 1932 and then attended Mercersburg Academy for one year. He obtained his B.S. in Mechanical Engineering in 1937 from Lehigh University, did some post graduate work at the State University of Iowa as part of the Army ASTP Program, and received his Professional Engineer (P.E.) status in 1956.

Much of his career focused on advertising, sales promotion, public relations, editing and managing technical publications. By 1964 he had begun writing technical papers and historical treatises about Pennsylvania's transportation history. Within four years he was a free-lance advertising and public relations consultant for engineering and industrial firms throughout central Pennsylvania. In 1973 he co-founded the American Canal & Transportation Center, a publishing company for distribution of his and other transportation history books, which remains a family-run business.

Bill may best be remembered for his book *Amazing Pennsylvania Canals*, illustrated by Philip J. Hoffman, P.E., which remains the Bible of canal enthusiasts in Pennsylvania. His other titles include *Vanderbilt's Folly*, *A History of the Pennsylvania Turnpike*; *Three Hundred Years with the Pennsylvania Traveler*; *Historic Bridges of Pennsylvania*; *Great Floods of Pennsylvania*; *Indian Trails to Superhighways*; *History of the York-Pullman Automobile*; and *York County Historic Sites and Tour Guide*. *Towpaths to Tugboats, a History of Canal Engineering*, was co-authored with Mayo, Hahn and Hobbs. His writing allowed him to share his vast knowledge and his fascination with the history and mechanics of the canals, roads, and bridges with the public at large.

Bill proudly shared his family's association with the Pennsylvania canal system through five generations, starting with Michael F. Shank (the original family name was Schenk), a German immigrant ship's carpenter who settled in Liverpool, Pennsylvania in 1820; he built some of the first canal boats to navigate the Susquehanna Division Canal. John Shank (Michael's son) remained in Liverpool and operated a hotel for

canal travelers there. Wilson Webster Shank (John's son) worked for the Pennsylvania Railroad in Williamsport, when that company still operated many sections of the the canals. As a young engineer, Wilson's son, Clyde Updegraff Shank (William H. Shank's father), surveyed portions of the Bald Eagle and Spring Creek Canal. William H. Shank's publications brought the history of the canals to life for many canal enthusiasts. He may have trained as an engineer, but he was a natural teacher.

During World War II Bill served in the U.S. Army from December 1942 until January 1946 as a Technician Third Grade for the Army Corps of Engineers assigned to the Manhattan Project in Oak Ridge, Tennessee.

Bill was also active with his local Lehigh alumni group, a barber-shop quartet, his church, and various professional engineering organizations.

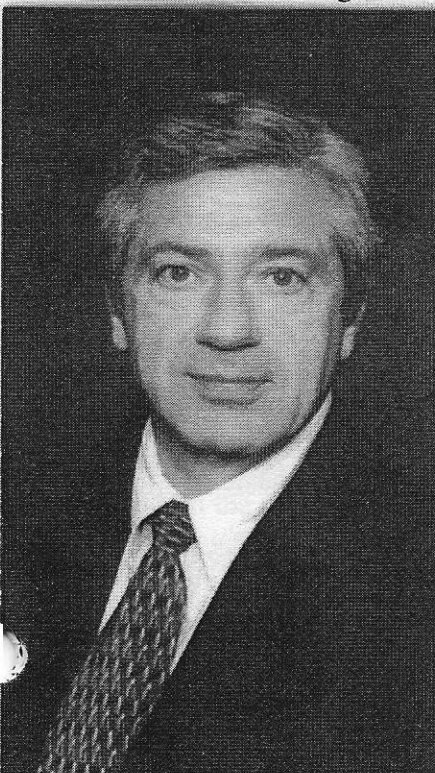
He is survived by two daughters and a son, five grandchildren, and a great-grandchild. He was predeceased in 1991 by Ruth, his wife of fifty years.

Bill Shank was an honor student in the class of the greatest generation.

## IN MEMORY OF ROBERT ANGLAND, CSNJ DIRECTOR

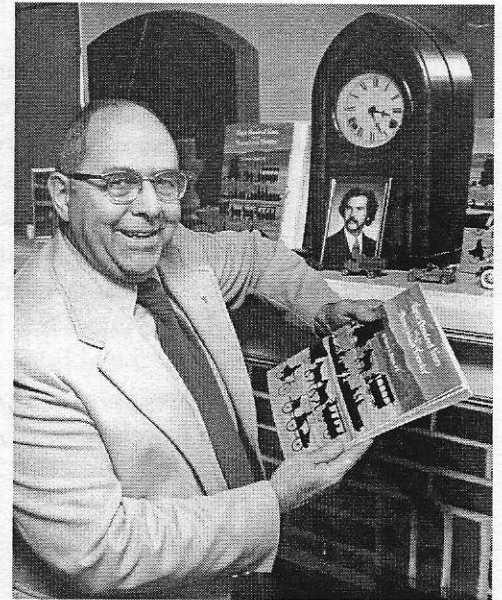
On January 26, the Canal Society of New Jersey lost a beloved and valuable member of its board.

As expressed by President Brian Morrell, Robert Angland



“was an extremely important member of our organization and of our Board. He was a dedicated worker who provided countless hours toward organizing the headquarters at Phillipsburg, helping with the Society's boat, serving on the Finance Committee, and many, many other activities. His passing is a great loss to CSNJ. I personally will miss his great interest, enthusiasm and dedication to the Society's mission.”

A Navy veteran and logistics manager for Best Foods and GAF, Bob was an athlete, finishing six marathons, and an accomplished downhill skier. He also enjoyed hiking, sailing and shortwave radio. In essence, Robert enjoyed life to the fullest, finding good in everyone he knew. A humble and good man, Robert deeply touched the lives of everyone he met. His influence on those he loved will live long after him. He will be profoundly missed. Bob is survived by Nancy Angland, his wife of 25 years.

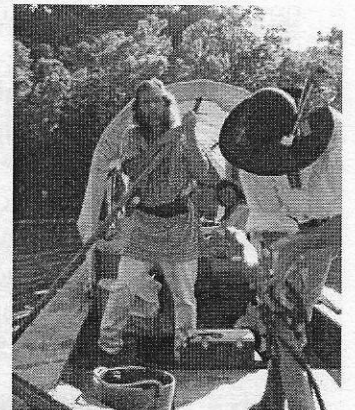


Bill Shank holds a copy of his *Three Hundred Years with the Pennsylvania Traveler*.

## NEW ATLASES PLANNED

Bill and Nancy Trout have been working on historic river/canal atlases for Virginia (see VC&NS publications on [www.batteau.org](http://www.batteau.org) and the index to the rivers covered by these atlases, on the ACS web site) and they are now starting to work on North Carolina. If any ACS members in NC might be interested in working with them, please contact them (see page 2). The Trouts have done the New, Dan, Roanoke, Meherrin and Chowan rivers and the Dismal Swamp in North Carolina, and are now working on the Cape Fear, French Broad, and other rivers.

Photo courtesy of [www.batteau.org](http://www.batteau.org)



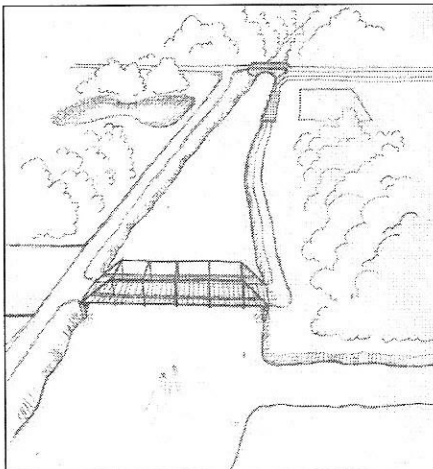
## PLACES TO GO, PEOPLE TO SEE AND THINGS TO DO!

by Dan McCain

2006 was a very productive year for the Carroll County Wabash & Erie Canal Association and its many volunteers. The organization built many projects on the trails and in the parks, operated the Canal Center, and greatly expanded its educational programs for schools and teachers. None of these things would have happened if it were not for the increasing support from grants, donors and dedicated volunteers.

One creative project includes the re-erection next summer of the old Pulaski County iron bridge. Site development underway includes reconstruction of a 400-foot section of the old canal and sidecut channel, along with connecting a new section of trail. This will provide traffic safety for hikers, bicyclists, and pets entering the towpath behind the Pizza Hut. The Dairy Queen has been instrumental in providing land for an interpretive site.

The drawing (below) shows the new trail section on the right with the county's historic stone arch bridge in the background and iron bridge site in the foreground.



### CANALENDER

**March 3 - Winter Meeting** of the Canal Society of New York State, Monroe Community College, Rochester. Program will include Buffalo's Canal District, the rewatering the old Erie in downtown Rochester, the Lockport Flight of Five, and much more. For information, please contact Thomas Grasso at 585-387-0099 or [tgrasso1@rochester.rr.com](mailto:tgrasso1@rochester.rr.com).

**March 13—Friends of the Delaware Canal** meeting: D&R Canal Commission Executive Director Ernest Hahn will speak on the canal administration and operation, and how the agencies dealt with recent flood damage. 7:30 pm at Prallsville Mill, Stockton.

**March 17—Canal History and Technology Symposium.** See page 3.

Editor's note: When my husband and I visited with Dan McCain in July, we were treated to a complete tour of this outstanding canal park. The interpretive center is one of the best we've seen.

From our viewpoint, the success of this site is due entirely to Dan McCain and his dedicated corps of volunteers.

**April 11—The Susquehanna Museum of Havre de Grace** presents a lecture, "An Overview of Human Use of the Chesapeake Through History," by Henry Miller. City Hall, 7 pm.

**April 20-22—D&R Canal tour** The Pennsylvania and New Jersey canal societies will visit the D&R Canal. All-day tour on April 21. Related events on Friday and Sunday. For more information, call (908-722-7428) or email ([barths@att.net](mailto:barths@att.net)) Linda Barth.

**May 4-6—The Canal Society of Indiana** will celebrate its 25th anniversary with a **tour of the Wabash & Erie Canal** in Carroll and Tippecanoe counties in Indiana. A banquet and annual meeting will be held May 5 at Delphi's Interpretive Center in Canal Park. Call 260-432-0279 for more information.

**May—The Manchester (NH) Historic Association** plans a

celebration of the 200th anniversary of the opening of Blodget's Canal (1807) at Amoskeag Falls on the Merrimack River at Derryfield (now Manchester), New Hampshire.

Samuel Blodget took a triumphal ride through his canal locks on May 1, 1807.

**Saturday, May 5** - A lecture by Aurore Eaton will focus on the **life of Samuel Blodget** and the building of his canal on the Merrimack.

**Saturday, May 12** - Bill Gerber will speak on the **transportation canals of the Merrimack River**, with mention of Blodget's canal as part of the system.

Both talks will begin at 10:30 am at the Manchester Historic Association in Manchester, NH. Please contact Ms. Eaton (see below) or Bill Gerber (see page 2) for more information.

Aurore Eaton, Public Program Coordinator, Manchester Historic Association, Millyard Museum, 200 Bedford Street, Manchester, NH 03101; 603-622-7531, x 305; [aeaton@manchesterhistoric.org](mailto:aeaton@manchesterhistoric.org); [www.manchesterhistoric.org](http://www.manchesterhistoric.org)

**May 18-20—Albany to Rexford** is the focus of the Canal Society of New York State's spring field trip. Base: Schenectady. For more info, call 315-730-4495.

(continued on page twelve)

### **June 13-15—World Canals**

**Conference**, Crowne Plaza, Liverpool, UK. For details, visit [www.wcc2007.co.uk](http://www.wcc2007.co.uk).

**Sept. 11-26**—CSNYS tour of sites in Germany. Call 315-730-4495 or for details.

### **October 5-8—Tour of Eastern New York State Canals**

On Columbus Day weekend, the Canal Society of New Jersey will sponsor a four-day bus tour to the canals in eastern New York State.

This is a rare opportunity to see many of our sister canals in the Empire State, enhanced by the fall colors. Visit the D&H outlet lock on the Rondout Creek; take a boat ride (with locking) and visit a lock powerhouse on the Champlain Canal; tour the Glens Falls Feeder; and stop at Rome, with a possible boat ride. In addition there will be stops along the Black River Canal, the Chenango Canal, Waterford, and High Falls.

The total cost of the trip will be approximately \$600, based on double occupancy. An initial deposit of \$100 per person, payable to CSNJ, can be sent to tour leader Jakob Franke at 424 Tappan Road, Northvale, NJ 07647. Questions? Contact Jakob at 201-768-3612 (home), 212-342-0178 (work), or [jf31@columbia.edu](mailto:jf31@columbia.edu).

Participation requires membership in the CSNJ (\$25/yr). You may send your membership check to Marilyn Craine, Membership Chairman, 464 Prospect Street, Nutley, NJ 07110.

Jakob has posted photos of sites to be visited on the CSNJ website, [www.CanalSocietyNJ.org](http://www.CanalSocietyNJ.org); click on "Future CSNJ Canal Trips."

**October 19-21**—President Bob Keintz will lead the Pennsylvania Canal Society tour of the lower

end of the North Branch Canal to Northumberland and the West Branch Canal beyond Williamsport. For more details, call 570-538-3206.

## **TOWPATH TIDBITS**

### **OHIO**

Last fall the Ohio Department of Natural Resources awarded \$6.95 million of Clean Ohio Trails Fund grants. Among canal-related projects to be funded are: trail improvement for the Miami & Erie Canal, between Deep Cut and Spencerport, \$78,000; trail construction in the Cuyahoga Valley, \$425,000; and trail construction on the Ohio & Erie in South Akron, \$250,000.

The Portage Lakes (OH) Historical Society has reproduced three historical maps of the lakes (1892, 1940, and 1992), and has created another map showing historic points of interest. Each map measures 11x14, unframed, and costs \$10, plus \$5 for shipping and handling (plus \$1 for each additional map). You may order maps from Carl R. Clark, 777 Portage Lakes Drive, Akron, Ohio 44319.

Cleveland Metroparks has built cable-stayed bridges to carry the Ohio & Erie towpath over two roads in Cuyahoga County.

### **NEW YORK**

The Camillus Canal Society has received an additional grant of **one million dollars** for the restoration of the Nine Mile Creek Aqueduct. This federal grant comes from the SAFETEA-LU act; an interesting name that stands for "safe, accountable,

flexible, efficient transportation equity act-legacy for users."

The three canal boats at Camillus have been brought up to the standards of the NYS Parks and Recreation Department. The crew has restored the interior of the *Ontario* hull and installed a bow collision bulkhead, in case the vessel hits an iceberg or an ocean-going freighter.

### **PENNSYLVANIA**

Susan Taylor has resigned as the Executive Director of the Friends of the Delaware Canal. During her 15-year tenure, Susan has overseen many improvements to the canal park, fundraising campaigns, and successful grant applications.

Gov. Ed Rendell has released \$2.85 million for flood prevention work on the canal. The funds will pay for a new Black Rock Road culvert on the canal, repairs to Canal Lock No. 5 near the culvert, and dredging and relining of about a mile of the canal from the lock to Ferry Road. Rendell has instructed the state Department of Conservation and Natural Resources to immediately begin planning for the work.

The Pennsylvania Canal Society has purchased a collection of 140 documents originally owned by Charles Yost, lock tender at Lock 56 on the Schuylkill Navigation. One letter notified Mr. Yost that his monthly salary would be increased to \$88!

### **GEORGIA**

The Savannah-Ogeechee Canal Society contracted with Dr. Mark

(continued on page twelve)

### Building Canada's Rideau Canal

"Reclining thus . . . our feet to the fire, we have found the hair of our heads often frozen to the place where we lay. For many days together did we lie in these wild places, before we could satisfy ourselves with a solution of the problem . . . In Dow's great Swamp, one of the most dismal places in the wilderness, did five Irishmen, two Englishmen, two Americans, one French Canadian, and one Scotchman, hold their merry Christmas of 1826 -- or rather forgot to hold it at all."

- John McTaggart, Clerk of the Works, quoted by Robert Leggett in Rideau Waterway (University of Toronto Press,

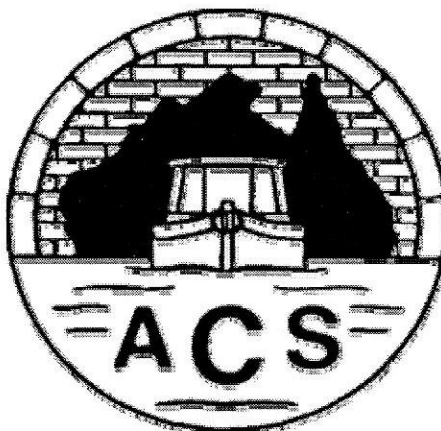
### TOWPATH TIDBITS

Newell, a leading canal archaeologist, to begin a \$37,000 reconnaissance survey of Locks #3 and #5, the Lock 5 turning basin, and the Lock #5 keeper's house. The suspected site of the keeper's house has been identified on the property of a board member. Field work by archaeologist David Purvis has produced a substantial number of artifacts.

"This is the first site of its kind and is very exciting in terms of what it can tell us about the Savannah-Ogeechee Canal and the way its lock keepers lived," said Newell. "The indication is that we have substantial building remains on the site, as well as a quantity of artifacts with a date range concentrated in the 1830s.

In terms of the study of 19th century canals, this much material pertaining to a lock keeper's house has never been found before. This means that the site has the potential for revealing—for

the first time—exactly how a lock keeper's complex was built, its various functions, and the way the lock keeper and his family lived. Volunteers are needed for many other tasks. If you are interested in helping, please call Diane Nichols in the SOCS office (912-748-8068) or Dr. Mark Newell (706-399-6813).



### NEW LOGO?

No, this isn't the new logo of the American Canal Society, although the initials are the same.

Notice the shape of the tunnel opening? That may tell you that this logo belongs to the Australian Canal Society!

As you will find if you visit the website, [www.auscanal.org.au](http://www.auscanal.org.au), the Australian Canal Society is composed of people with an enthusiasm for canals and other inland waterways around the world, particularly those of the UK and Europe. Many members cruise canals and inland waterways while overseas. They also read books on the subject and enjoy sharing their interest with other enthusiasts. The unique ACS was established to develop this interest in canals. It offers very different experiences for Australians when they travel in other parts of the world. The

ACS welcomes all who are curious about, fascinated by, or addicted to canals, or who just wish to reminisce or dream about waterways!

The ACS was formed by fourteen canal enthusiasts who had enjoyed personal contact with British canals or who had an academic interest in them. They met for the first time in Dundas (sadly no aqueducts here!), a north-western suburb of Sydney in May 1988. The fledgling group immediately outgrew a living room and has met quarterly ever since in a church hall nearby, with attendances between 50 and 70 each meeting. From a small beginning this very different canal society has developed in some unexpected and interesting ways. Members and guest speakers share their experiences and expertise on widely varying aspects of canals in friendly, informal meetings. These meetings are carefully planned provide varied and imaginative programs designed to ensure enjoyment, learning and socializing with other enthusiasts. The ACS organizes occasional historical cruises, walks, picnics, and appropriate site visits. In addition, its members initiate and maintain contact and support with overseas inland waterway bodies. The Overseas Friends of the ACS gather every couple of years at an English canalside pub.

Although not a fund-raising body, periodically the ACS makes small financial contributions to British restoration and charitable projects. It also collects postage stamps and donates them to the Shropshire Union Canal Society. If you would like to join, just visit the membership link on the website. Questions? Just email Jan Roden at [janroden@rodenprint.com.au](mailto:janroden@rodenprint.com.au).