



AmericanCanals

Bulletin of the American Canal Society

www.AmericanCanals.org

Vol. XLII No. 1

Dedicated to Historic Canal Research, Preservation, and Parks

Winter 2013

From the President

By David G. Barber

A frustration in this hobby of canals is not being able to find photos of structures that you feel in your bones must exist. One of those sites for me is Lock 5 on the Illinois and Michigan Canal.

As the canal went away from Chicago, it began locking down with numbered locks at Lockport. After passing through four locks, it joined with and crossed the Des Plaines River in slack water. The towpath then proceeded down the right hand bank of the slack water until reaching the Jackson Street Dam. Lock 5 was at the right hand end of that dam and lowered the canal into the pool of the Jefferson Street Dam. The towpath then continued along the pool of the Jefferson Street Dam until it left the river just above that dam and then followed an independent course (except for the slack water crossing of the DuPage River) until it reached the end of the canal at Lock 15 in LaSalle. There was a guard lock where the canal left the river near the Jefferson Street Dam and bridges over the river there and just below the Jackson Street Dam. The towpath changed sides of the canal at the Jefferson Street Bridge.

When the Chicago Sanitary and Ship Canal was built around 1900, the Jefferson Street Dam and the guard lock were removed, and a wall was built separating the canal from the river between Jefferson Street and Lock 5 at Jackson Street. But, Lock 5 remained just above the Jackson Street Bridge. Lock 5 and the Jackson Street Dam were



Steve Friedlander and his fiancée Ellen entering the Lehigh Gorge. Story, page four.

removed when the Illinois Waterway was built around 1933 and replaced by a new concrete lock that still exists just across the grass from the Brandon Road Lock. The replacement lock no longer operates and has a concrete "V" shaped dam at the upper gate pockets. Access to the replacement lock is prohibited by Corps of Engineers signs, but it is visible from US 6.

What I find difficult to accept is that in the several decades of photography before 1930 including the postcard era, no one appears to have aimed a camera at Lock 5, despite it being just upstream of the Jackson Street Bridge in the middle of the city of Joliet. There are photos of the canal downstream of the dam,

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American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

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www.americancanals.org

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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
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An annual subscription to *American
Canals* is automatic with ACS member-
ship. Annual dues: \$20. Single copies,
\$3. Four issues per year. Copyright
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States of America. ISSN 0740-588X.

Other Publications: *The Best from
American Canals*; *American Canal
Guides*, William E. Trout III, editor and
publisher

DEADLINE: Material for our next issue
must be on the editor's desk no later than
March 15, 2013. Send to Linda Barth,
214 N. Bridge St., Somerville, NJ 08876;
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FRANK B. THOMSON ACS CANAL BUFFS HALL OF FAME NOMINATION

by Terry K. Woods

There is a 65-foot-long, 14½-foot-wide reconstruction of an early Erie Canal Line Boat at the Erie Canal Museum ► in Syracuse, New York. It was christened at the museum on November 25, 1985. The name emblazoned across the transom of this craft, the *Frank Buchanon Thomson*, is that of a real person, the first director of the museum, who died on April 2, 1976 at the age of 42.

A native of Albany, New York, Frank Thomson attended high school at Utica Free Academy and was a 1955 graduate of Harvard College. At the time of his death, Frank was working on a doctorate degree in American history at Syracuse University.

After leaving Harvard, Frank was a graduate assistant at Syracuse University. He also worked at the Daniel Parish Witter State Fair Agricultural Museum and the county's French Fort, Salt Museum, and Pioneer Museum. He later became director of the agricultural museum. In 1962 he was selected to become the first director of what is now called the Erie Canal Museum. The building selected for this honor was an abandoned state office building that had at one time housed the Syracuse Weigh Lock on the Erie Canal. In a remarkably short time, Frank and his staff turned this one-of-a-kind museum from an empty building with few artifacts into a working museum with an annual attendance estimated at 90,000.

Not long before his death, Frank Thomson had been named an advisor to Alfred State College in audio-visual technology. He and his wife, the former Dorothy Campbell, taught popular mini-courses on canal history and pioneer crafts at University College and Onondaga Community College. Frank was also on the faculty of the Cooperstown summer seminars and was director of Syracuse University's Summer Institute program, "Canals as Living History." He was with the local bicentennial coordinating office and was in charge of programs for the planned visit to Syracuse during the summer of 1976 of the State Bicentennial Barge.

Frank Thomson was also considered a prime mover for the program to develop a living history state park on the remains of the old canal between Syracuse and Rome. He was named by Governor Rockefeller as secretary to the park study committee. During his short life, Frank was a teacher, historian, fund-raiser, student, and history activist. His last projects involved planning to expand both the canal museum and its activities, the growing Erie Canal Park east of Syracuse, and the local observance of the Bicentennial. Frank Thomson was a busy man.



On the local front, Frank Thomson was a member of the Salvation Army Advisory Board, the DeWitt (his hometown) Rotary Club, DeWitt Community Church, Harvard Club of Syracuse, University Club, Century Club, and the Onondaga Golf and Country Club.

I knew Frank briefly during the mid 1970s. He was Director of the Weigh Lock Museum, as it was known then, and one of the real movers and shakers in what was then a fledging canal history hobby. We corresponded frequently about canal history matters, and he invited me to take part in his "canals as living history" sessions. In one of his letters, Frank mentioned that the Weigh Lock Museum was hosting a "Canals for a Nation" seminar from June 30 through July 11, 1975. One of the sessions was titled, "The Canals of Mid-America." I was editor of the Canal Society of Ohio's publication, *Towpaths*, at that time and, since 1975 was the sesquicentennial of the beginning of Ohio's canals, we were putting out a special sesquicentennial edition that contained historical descriptions of all of Ohio's separately named canals. I was anxious to see how other canal



historians treated the history of Ohio's canal era.

I was scheduled to spend most of the last part of 1975 in Europe for the Goodyear Tire and Rubber Company, starting up equipment. While I was away, my wife and three children were to stay with my wife's folks in Pittston, Pa. It was just a short, couple of hours drive from there up I-81 to Syracuse.

I reasoned that Frank certainly couldn't object to my coming up and sitting in on that one session—free of charge of course—since I was in the area. I broached the idea to Frank in a letter and, much to my surprise, he agreed. He even sent me directions to the museum from Pittston and suggested a time that we should meet.

When I arrived at the museum, Frank personally showed me around. During lunch I asked him who was teaching the course that day. I don't believe he even missed a bite. He just answered, "You."

It didn't turn out that badly. I had finished writing the first two issues of that year's *Towpaths* and had much of the research finished for the last two, so I had sufficient information to draw from. Also, the course's format was informal and intimate and the entire atmosphere easy and relaxed. I enjoyed myself immensely. I also came to have additional respect for Frank Thomson. He had easily out-conned a con man. He had acquired a faculty member for his course for the price of one lunch. Of course, it was a very nice lunch.

I went to Luxembourg shortly after that and was there until after the middle of November. I don't remember if Frank Thomson and I ever communicated again after I returned or not.

I was completely shocked to learn of his sudden death in April 1976, as were all of us in the canal history hobby at that time. Frank had been working at home early in the morning on a speech he was to give at Syracuse University later that evening when he suffered a fatal heart attack. The subject of his talk was some aspect of the Erie Canal, I'm sure. We all lost a good friend and a fine and important historian well before his time.

Frank B. Thomson of New York State is nominated to be a member of the ACS Canal Buffs Hall of Fame by Terry K. Woods, past ACS President, and Dr. Daniel Franklin Ward, Curator of the Erie Canal Museum of Syracuse, New York.

Previously nominated to the Canal Buffs Hall of Fame: Ted Findlay, William Shank, Thomas Hahn, William Trout, William McKelvey, Terry Woods, and David Ross.

BIKING ALONG THE DELAWARE & LEHIGH CORRIDOR

by Steve Friedlander (Sfriedlander2@aol.com)

The idea for this journey originated when I came across a brochure about something called the Delaware & Lehigh National Heritage Corridor – a 165-mile strip of land in eastern Pennsylvania that includes historic waterways, hike and bike paths, and a variety of towns and cities. The brochure, published by several Pennsylvania counties, is one of those publications that's supposed to entice people to visit places they would otherwise never think of visiting. It invites travelers to "Come, take a journey that will inspire, invigorate, and invoke a deep appreciation of the past and a renewed vitality for the future." That sounded good to me, and since the corridor passes within six miles of my home in Hamilton, New Jersey, I decided to take the journey and spend several days cycling along the bike paths and scenic back roads of the Delaware and Lehigh valleys.

The backbone of the Delaware & Lehigh National Heritage Corridor consists of a series of bike paths that extend for 165 miles from Bristol, Pa., located about 20 miles north of Philadelphia, northward along the Delaware and Lehigh rivers to White Haven, Pa. and then continue along an old railroad line as far as Wilkes-Barre in northeastern Pennsylvania. The bike paths consist of rail trails and towpaths that once were used by mules to tow boats along the canals that paralleled the Delaware and Lehigh rivers. In addition to the lush, bucolic scenery along the canals, the route passes through farmlands, picturesque riverside towns, and the industrial cities of the Lehigh valley.

My plan for the first day was to cycle north along the Delaware River and spend the night in Easton, Pa. The next day's ride would continue north along the Lehigh River and end up in Jim Thorpe, Pa. The third day was to include a ride through the scenic Lehigh Gorge, which extends northward from Jim Thorpe. After spending another night in Jim Thorpe, I would return home with an overnight stop in Bethlehem, Pa. Because of some unforeseen circumstances, however, I was not able to complete the entire journey by bike.

A Little History

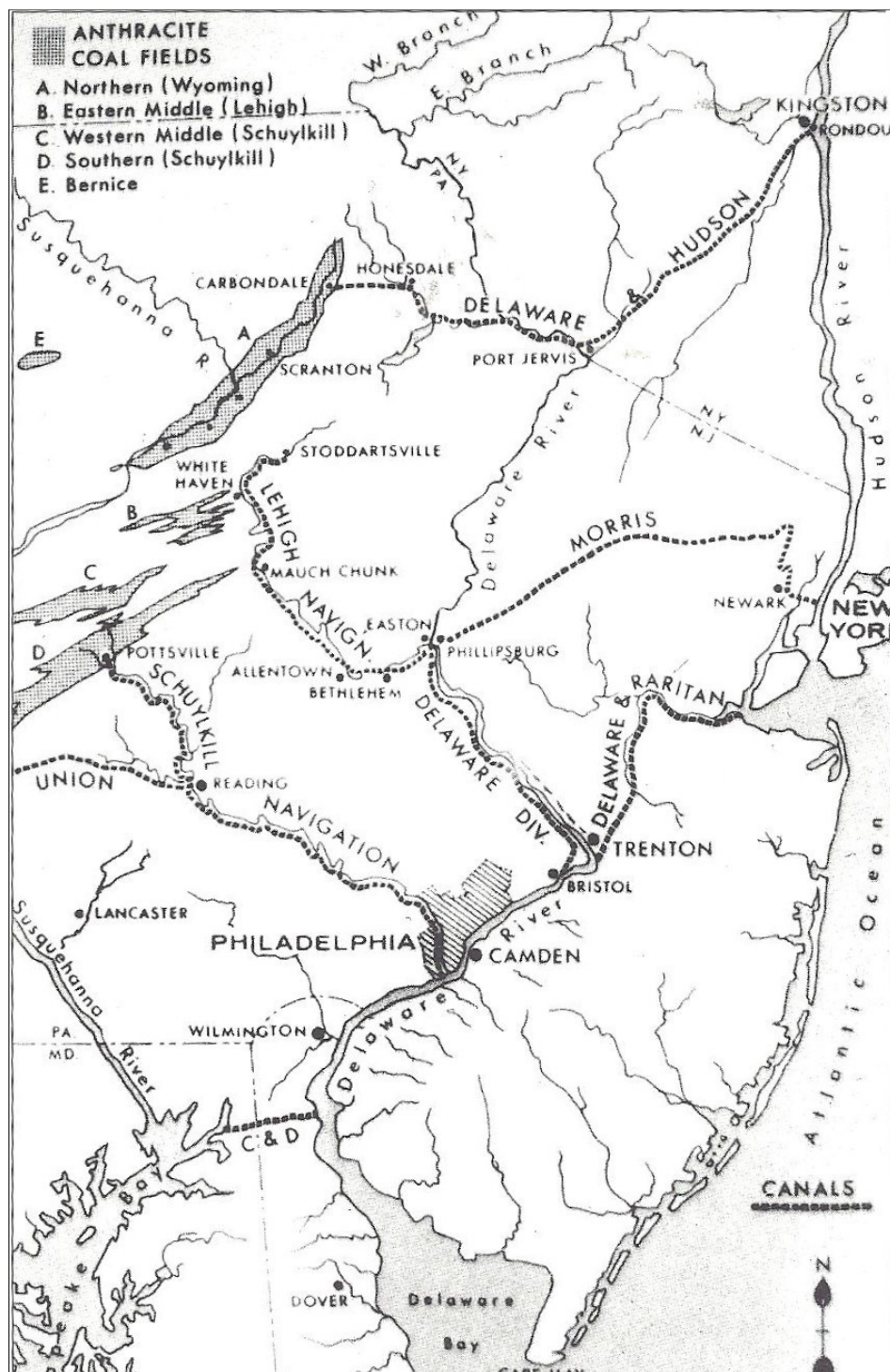
To understand why this region is called a national heritage corridor, we need to know something about its history. The story begins back in the 1790s with the discovery of anthracite coal in the hills of northeastern

Pennsylvania. Clean-burning anthracite coal had many advantages over other fuels used back then, mainly wood, charcoal, and bituminous coal. The problem was transporting it to places like Philadelphia, New York, and other cities. The Lehigh and Delaware rivers flowed southward from near the coal fields past Philadelphia and into Delaware Bay, but also dropped over 1100 feet in elevation. Making these waterways suitable for navigation would be a formidable challenge.

The need for more efficient means of transporting freight gave rise to the canal building era of the early- to mid-1800s as our young nation entered the industrial age. The region's first navigation system consisted of a series of dams built along the Lehigh River from 1818 to 1820 and rebuilt in 1829 to accommodate larger boats. This ambitious feat of engineering used 44 locks and 8 dams to conquer the 353-foot elevation change from Mauch Chunk (the original name of Jim Thorpe) to Easton, a distance of 46 miles. Between 1835 and 1837, the Lehigh Navigation was extended northward for 26 miles from Mauch Chunk to White Haven through the wildest portion of the river, gaining another 600 feet of elevation, and in 1844-45, a railroad was built from White Haven northward to Wilkes-Barre.

Meanwhile, the Pennsylvania state legislature decided in 1827 to build a canal along the west side of the Delaware River from Easton to Bristol. After several disastrous attempts, the 60-mile canal was completed in 1834 with 24 locks to accommodate an elevation change of 180 feet.

Additional canals were dug to connect the Pennsylvania coal



fields with the New York City area during the canal building boom of the 1820s and 1830s. The map shows the anthracite canals that carried coal from northeastern Pennsylvania to the cities and industries of the PA-NJ-NY region. The Delaware & Hudson Canal, built from 1825 to 1828, extended eastward for 108 miles from Honesdale, Pa.

to the Hudson River at Kingston, N.Y. The Morris Canal, completed across northern New Jersey between Phillipsburg and Newark in 1831, provided boats on the Lehigh Canal with their first shortcut to New York harbor.

The Delaware & Raritan (D&R) canal, completed in 1834, crossed New Jersey from Bordentown, a few miles south of Trenton,



The author with his recumbent bicycle.

to the Raritan River in New Brunswick, providing an efficient and safe route to New York harbor. In addition to the main canal, a 22-mile feeder canal was built along the New Jersey side of the Delaware from Bull’s Island to Trenton to provide water for the main canal. The feeder canal was also used by boats travelling between Lambertville and Trenton.

By the mid 1800s, traffic on the canals was heavy, and canal-side towns grew rapidly. Steam-powered tugs were introduced on the D&R, though the use of mules for towing boats lingered on for quite a while. Anthracite-fueled furnaces made the Lehigh Valley America’s leading producer of iron and steel. By the 1850s, Allentown had become the largest town in the Lehigh Valley and its commercial center. Farther south, Trenton became a major center for ceramics, iron, and steel manufacturing during the second half of the 1800s and first half of the 1900s. The city’s unofficial motto, “Trenton makes, the world takes,”

still appears in large letters on one of the bridges that crosses the Delaware in Trenton.

The peak year for the Lehigh and Delaware canals was 1855, while the Delaware & Raritan Canal peaked in 1866, carrying more tonnage than the famous Erie Canal. Shipping on the canals gradually declined thereafter for a number of reasons: destructive floods, competition from the railroads, demise of anthracite as a fuel, and inability to use the canals in winter. By the late 1800s, the Delaware Canal was being used more for pleasure boating, but some commercial shipping continued until around 1930. The Delaware Canal was converted to a state park in the 1930s and designated as a national historic landmark in 1978. The Delaware and Lehigh National Heritage Corridor was created by Congress in 1988.

Many of the towpaths and railroads that lined the old canals have been converted to recreation trails. These include the 60-mile towpath along the Delaware Canal from Bristol to Easton and

most of the railroad line and towpaths that ran along the Lehigh River for 72 miles. The Delaware & Raritan Canal has about 65 miles of towpaths along its main and feeder canals and the 34-mile towpath along the main canal is part of the East Coast Greenway, a series of paths and designated bike routes extending from Maine to Florida. Additional trails can be found along the Schuylkill River between Philadelphia and Reading, Pa. and along shorter segments of the Morris and Delaware & Hudson canals.

Cycling along the Delaware

The first day’s ride was mainly along the Delaware River to Easton, Pa. There are about four different routes one can take along the river to cycle the 52 miles from Trenton to Easton: 1) the Delaware Canal towpath from Morrisville, across the river from Trenton, to Easton (though parts of it were damaged in the 2011 flood and may not be open); 2) Routes 32 and 611 paralleling the river from Morrisville to Easton; 3) the towpath of the Delaware & Raritan feeder that runs about 31 miles from Trenton north to just beyond Frenchtown; or 4) parallel roads like Route 29 from Trenton to Frenchtown, followed by a series of back roads along the river to Phillipsburg, across the river from Easton. Other alternatives are provided by other parallel roads, such as Route 519 or Route 579, which take you away from the river and are more hilly.

As far as cycling is concerned, the towpath along the New Jersey side is generally in better condition than the one on the Pennsylvania side. Good roads for cycling can be found along both sides of the river. On the Pennsylvania

side, Route 32 offers frequent views of the river, a large number of quaint stone houses, and picturesque villages like New Hope, Lumberville, and Point Pleasant. There are numerous bed and breakfasts along the way, with many of them concentrated in New Hope, the largest and most touristy of the riverside villages. The one thing that Route 32 lacks, however, is much of a shoulder, and traffic can be fairly heavy on nice weekends, particularly south of New Hope. But at other times, it's a great ride. The one road to avoid is Route 611 from Riegelsville to Easton, where the traffic gets heavier.

On the New Jersey ride, the idyllic back roads running along the river from Frenchtown to Phillipsburg make for some great riding. Route 29 from Lambertville to Frenchtown has wide shoulders and is also a pleasant ride. Route 29 south of Lambertville, however, should be avoided, as it lacks shoulders and can have a lot of traffic.

The Snowstorm & its Aftermath Hamilton to Easton—60 miles

The plan for day 1 was to ride into Trenton, get on the towpath of the D&R feeder canal, and take it as far as Lambertville, thereby avoiding the traffic on Route 29. I would then follow roads along the river to Phillipsburg and cross the bridge into downtown Easton, where I would spend the night. The one complicating factor was a freakish late October snowstorm that dumped varying amount of heavy wet snow along the route — from a few inches in the south to nearly a foot at the northern end. I had originally planned to leave the day after the storm, but decided to leave a day later to give the snow time to melt and the bike

paths some time to dry.

With the thermometer showing a cool 31 degrees, I loaded up the panniers (baskets) and set out on my recumbent bike, making my way to Trenton's East State Street. Lined with numerous vacant buildings, it's not a particularly scenic street, but it does provide a smooth route into downtown Trenton without much traffic. State Street leads through "official" Trenton, where I passed the City Hall, State Capitol, State Museum, and various office buildings. I then turned off State Street and got on the D&R trail. Except for a few patches, the snow had all melted and the trail seemed to be in decent condition. The packed dirt surface was a bit soft, however, and after a few minutes, I became impatient with plodding along at around 8 mph and looked around for a way to get off the trail. After about 1.5 miles (which seemed more like 10 miles), I found a steep narrow path leading downhill through bushes that led me to a nice neighborhood of gracious stone and Tudor-style houses. Within a couple of miles, however, I found myself on Route 29, a busy two-lane highway with no shoulder. "You picked the wrong road, man!" said a guy in a pick-up truck who pulled up next to me at a red light.

At Washington Crossing, I veered off onto a parallel road that hugs the river for about 1.5 miles; it passed through the scenic hamlet of Titusville, a settlement that was built for canal workers and boatmen. Along the road are houses, built from 1850 to 1870, that overlook the river. Lambertville, the next

town heading north, is larger and its quaint downtown is filled with antique shops and art galleries. As I entered the town, I took another slight detour onto Union Street, with its stately Victorian houses interspersed among more modest duplexes.

The next riverside village is Stockton, where Route 29 widens and acquires an ample shoulder. There is less traffic and the landscape is nice and woodsy, with occasional glimpses of the river. Even though the river doesn't gain much elevation along here, the road seems to keep going slightly uphill, and the next 12 miles to the village of Frenchtown get a bit boring. In Frenchtown my spirits were lifted by a gourmet sandwich at the River Blue Café, as well as the sight of a recumbent parked in front of the bike shop across the street. The shop offers rentals to tourists wishing to ride along the canal; for those who prefer a more comfortable ride, there's a recumbent bike available for sale or rent. The well-equipped shop is a good place to stop for an energy bar and inquire about conditions on the bike path.

The most scenic part of the route is the stretch from Frenchtown to Phillipsburg along a series of quiet back roads that hug the river, with steep hills and rocky cliffs rising up on both sides of the Delaware. This idyllic cycling experience was interrupted, however, by the effects of the storm, which had dumped over half foot of heavy, wet snow in this area, leaving numerous fallen tree branches strewn along the road. Riding around them, however, was no problem until I came to a fallen tree that completely blocked the road. "No

big deal,” I thought, as I shoved my bike through the thick brush next to the road in order to get around the tree.

Shortly thereafter, I came to a sign that said the road ahead was closed. No problem, I figured, probably just some more fallen trees or branches, and I disregarded the sign. I found out from a local resident, however, that the road had been completely washed out during the flood associated with Hurricane Irene in August of 2011. I thus had to backtrack a half mile and followed detour signs that added a couple of miles and some hills to the day’s ride.

Entering the town of Phillipsburg, I encountered another “Road closed” sign, but again decided to disregard it, since the only alternative route was several miles out of the way and included a major highway (Route 22). The road closure turned out to be due to a fallen power line, but there was plenty of room to get by without getting electrocuted. I continued through Phillipsburg, with the gritty blue-collar ambience typical of many towns in Pennsylvania and triumphantly crossed the Delaware River into Easton, satisfied that I had surmounted the various obstacles Mother Nature had thrown at me.

Easton is not a particularly affluent or fancy place, but it is a quintessentially American small city with its compact, traditional downtown area surrounding a central square. A couple of blocks from the square, there’s a Quality Inn with rooms for \$49 and up and two convenience stores across the street. There’s a bunch of restaurants nearby, as well as an old vaudeville theater, offering various types of entertainment, and a canal museum* where you can

find out more about the Delaware and Lehigh canals. Other attractions include the Crayola crayon factory exhibit, the D&L valley’s largest visitor information center, and nearby Hugh Moore Park, with its restored locktender’s house and mule-drawn boat rides along the Lehigh Canal.

Easton makes an ideal place for weary cyclists to stop and spend the night, but there’s only one problem. I did not call ahead for reservations at the hotel (the \$49 price on my coupon was only good for walk-in customers.), and it turned out that no rooms were available. How could this happen on a Monday night in late fall? Well, that was one effect of the snowstorm I had totally failed to anticipate. The heavy snow had caused massive power outages throughout the Lehigh Valley, and thousands of people sought refuge in area hotels. I was told that all hotels in the valley were fully booked, a predicament that was confirmed by quick visits to two other hotels in the neighborhood.

Jim Thorpe, Pa. and the Lehigh Gorge

My original plan, which was to spend the night in Easton and ride to Jim Thorpe the next day while my fiancée Ellen drove up in the car to meet me there, was no longer doable. But as the saying goes, when the going gets tough, the tough get out their cell phones. After calling Ellen and the hotel in Jim Thorpe, arrangements were made for Ellen to drive up to

*The National Canal Museum has moved to Hugh Moore Park.

Easton that evening, meet me at the Quality Inn, load the bike into our minivan, and continue on to Jim Thorpe, where luckily there were rooms available at the town’s main hotel. By 10 or 11 that evening, we were checked into the Inn at Jim Thorpe, a tastefully restored, red brick hotel built in 1849 during the town’s heyday as a center of the coal mining industry.

Jim Thorpe, originally known as Mauch Chunk (an Indian word for sleeping bear), is an enchanting town neatly tucked into a narrow valley surrounded by steep hills on both sides. Its stately 19th-century buildings reflect the town’s Victorian-era wealth. During the latter part of the 19th century, the area became a popular resort acclaimed as the “Switzerland of America.” With its neatly restored three-story brick buildings, clock tower, and railroad station, the place looks like the replica of a Victorian-age town one might see at a Disney theme park or Hollywood movie set. The stone row houses on nearby Race Street reminded me of quaint towns I had visited in England and Ireland.

The Jim Thorpe historic district is best experienced on foot rather than on a bicycle. (Segway tours are also available in town.) We spent the first day strolling along the quaint streets and visited the Mauch Chunk Museum and Cultural Center. (Other historical sites, such as the old jail and the Asa Packer mansion were closed, this being a weekday during the off-season.) The next day we took our tandem bike, also a recumbent, on a 14-mile ride through the Lehigh Gorge.

The Lehigh Gorge (see photo below), now a state park, cuts

through the Pocono plateau for 25 miles, extending north from Jim Thorpe. The 800-foot gorge contains remnants of the upper section of the Lehigh navigation system and also provides some breathtaking panoramas of steep cliffs and valleys. It's a popular place for whitewater rafting and biking along the packed dirt rail trail that parallels the river. Bike rentals are available at Pocono-Biking.com, and for those who prefer riding downhill, there's a shuttle service that transports riders to the upper end of the gorge, from which they can enjoy the gradual 25-mile descent back to Jim Thorpe. There is also a scenic railway through part of the gorge, and in the wintertime, the trail makes for some idyllic cross-country skiing.

After experiencing the Lehigh Gorge, we paid our respects to Jim Thorpe at a memorial containing his tomb, a couple of statues, and historical placards describing the life story of this great Olympic athlete and pro football player, who we found out also excelled in baseball, bowling, and ballroom dancing. The memorial is located at the other end of town atop a considerable hill. Luckily, we chose to drive there rather than ride our tandem up the hill.

In case you were wondering, Jim Thorpe never actually had anything to do with the town that bears his name. When Thorpe died in 1953, his widow Patricia was angry that the government of his native Oklahoma would not erect a memorial to honor him. Seeking to attract business, the boroughs of Mauch Chunk and East Mauch Chunk made a deal with the Thorpe family to erect a monument to the great athlete and rename the town after him.

Jim Thorpe to Bethlehem, Pa. (38.1 miles)

The plan for day 4 was to ride south along the Lehigh River to Bethlehem, where I would meet Ellen at the Sands Casino Resort on the south side of the city. The rail trail along the river, however, has several gaps, and it wasn't clear from either the rail trails guide book, the D&L website (www.delawareandlehigh.org) or signs along the way where to go when the trail ends and how to get back to the next segment. During the course of planning this trip, I had exchanged e-mails with a fellow recumbent enthusiast named Ulysses, who lives in the area. Ulysses said he was familiar with all the trails and roads in the area and that navigating from one trail section to the next could be rather tricky. He offered to meet me somewhere on the trail south of Jim Thorpe and then accompany me toward Bethlehem.

According to Ulysses, the first few miles of trail from

Jim Thorpe were in bad shape, while the parallel road (Route 209) was narrow and hilly. I was advised instead to start out along the railroad tracks heading south from Jim Thorpe. "It could be a bit rough in places and you may have to walk your bike for a short distance, but it's the best way to get to the trail," explained Ulysses. Once I got onto the trail, I would meet him coming from the other direction, and we'd continue along the trail toward Bethlehem.

I found my way to the railroad tracks, but didn't see anything that resembled a road running along side the tracks. I started riding along the rocky railroad bed, but had to walk the bike most of the way. (Fortunately I didn't encounter any trains on the tracks, which I gathered are no longer used much.) After bumping along for about a mile, I saw a dirt road on the other side of the tracks, so I made my way across the tracks and proceeded along the road. Since the road wasn't too bad, I was able to get back on the bike and continue riding. But the road



got progressively worse and gradually fizzled out after a mile or two. I then found myself in the midst of a rock-filled clearing that bordered the river. I parked the bike and scouted the area, discovering a dirt road that appeared to lead somewhere. The road brought me to Lehigh, the next town south of Jim Thorpe. A couple of cell phone conversations with Ulysses established that he was nearby, and we met up on the trail at Lehigh. After a brief account of my misadventure, we reached the conclusion that I shouldn't have crossed the railroad tracks where I did.

Except for a flat tire, we proceeded to enjoy a very pleasant cruise along the rail trail bordering the Lehigh River, then veered off the trail onto local streets for a photo opportunity at the Coplay cement kilns (see photo), huge furnaces used for making cement in the 1800s. We saw additional remnants of a bygone industrial age as we rode through the streets of Allentown past abandoned warehouses and factories. After getting back on the trail on the south side of Allentown, it was time to part company with Ulysses. He pointed me in the direction of Bethlehem with directions to follow the canal towpath and then take the Fahy Bridge across the river to South Bethlehem.

The scenery along the canal towpath was particularly lush and woodsy, making it hard to believe I was in the middle of a metropolitan area with over 800,000 people. But there was one more challenge to deal with. It wasn't obvious where to exit the trail in order to get up to the Fahy Bridge. Missing the turnoff, I rode past the bridge and continued on to the next bridge, which led directly to my

destination, the Sands Hotel. The only problem was that I had to climb a 50-foot high staircase to get up to the bridge (Stefko Boulevard). Anyway, it felt good to finally arrive at the hotel where Ellen and a good dinner awaited me.

I awoke early the next morning only to find that my front tire was flat again. A small gash, possibly caused by all the sharp rocks I'd encountered the previous day, appeared to be the culprit. Since I wasn't really up for dealing with another challenge, I opted to ride home in the car later on that day rather than attempt to get the tire repaired or replaced. (The tire is an odd size that's not generally sold in bike shops.)

Instead of cycling, I took an early morning walk around the neighborhood surrounding the hotel, which is on the property of the old Bethlehem Steel complex. The vacant factories, rusty blast furnaces, and abandoned office buildings serve as a stark monument to the region's industrial past, when the company was the second largest steel producer in the U.S. Inside the casino hotel, there's an elaborate scale model showing plans to c o n v e r t many of the buildings to residential, office, and retail use, while tearing down others.

B e f o r e heading home, Ellen and I visited the America on Wheels museum in

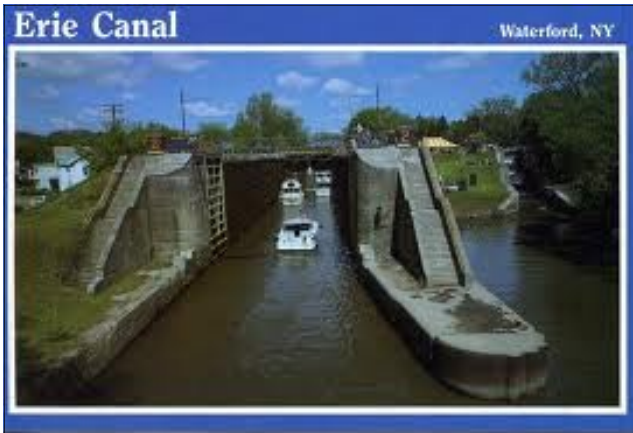
nearby Allentown, which provided a nostalgic look at old cars, trucks, motorcycles, and a few bicycles. The most interesting vehicle was a fully streamlined, recumbent motorcycle that can exceed 130 miles per hour.

In five days of cycling and sightseeing, we had seen only a fraction of what the Delaware & Lehigh National Heritage Corridor has to offer. Since then, I have done more cycling along the Delaware River, taken a guided walk along the D&R Canal in Trenton, and thought about future outings in the area. To paraphrase Arnold Schwarzenegger in *The Terminator*, "I'll be back!"

Post-script: Following the decline of the U.S. steel industry, Bethlehem Steel filed for bankruptcy in 2001. Its assets were acquired by International Steel Group, which in 2005 merged with Acelor-Mittal, now the world's largest steel company. Its principal owner is billionaire Lakshmi Mittal, whose 265-foot yacht I had seen the year before while travelling in the French Riviera.



WATERFORD FLIGHT OF LOCKS RECOGNIZED AS AN ENGINEERING LANDMARK



On September 9, 2012, the Waterford Flight of locks on the Erie Canal was recognized as an historic engineering landmark during a ceremony at Lock 2 Park.

The American Society of Civil Engineers dedicated a plaque to recognize the Waterford Flight as the “greatest series of high lift locks in the shortest distance in the U.S.”

Opened in 1915, the five-lock flight changes the elevation 169 feet over 1.5 miles to bypass the Cohoes Falls of the Mohawk River.

The dedication came on the final day of the 2012 Tugboat Roundup at the Waterford Harbor Visitors Center. To learn more, please visit www.tugboatroundup.com.

CANAL COMMENTS

by Terry K. Woods

The History of “Canal Comments”

When I returned to Ohio in 1964 after serving two years in the military in Maryland, France, and Kentucky, I started reading Al Simpson’s column, “Along the Towpath,” in the Sunday *Canton Repository*. Even when I was married in 1966 and we set up housekeeping in Salem, I went to the local newsstand each Sunday to get a *Rep* and read Al’s column.

I had always known that the canal was up there along Erie Avenue between Massillon and Canal Fulton. We had passed it often enough when traveling to visit my Aunt Doll near Canal Fulton. The Woods’ reunions and 4th of July picnics had been held on the farm that she and her husband owned along Arcadia Street.

I knew the canal between north Massillon and a bit above Canal Fulton had been fixed up by the WPA sometime a few years earlier, and it was a great place to fish and hike and have picnics. I remember having picnics at a great spot along Erie Avenue where the sun always shone and there were gigantic gold fish in an adjacent pond. I knew there was an old fixed-up canal lock along there where I went fishing with my grandpa. I remember hiking and camping along the old canal park on an abortive hunting trip with my father (Dad’s car broke down, so we spent the whole day in that canal park while we waited for Grandpa to get off work and pick us up).

I also knew that the canal north of Canal Fulton and south of Massillon was gone for the most part, but I was never really interested in the canal itself outside of having fun along it, and I didn’t even consider that there was a history of Ohio’s canal era to study and learn about.

Then, while working on my master’s degree at the University of Akron, beginning in 1967, and to while away the time waiting for my car pool buddies to get through with their classes, I spent time in the university and engineering department libraries. Somehow I ran across Harlow’s *Old Towpaths* and a couple of other basic canal history books. Those, along with Al Simpson’s continuing column, got me hooked, and I became aware of and interested in Ohio’s canal era.

I devoured everything I could find about that period. I found the route of the canal traced in the early county atlases, and I dragged my poor, pregnant wife along the fading routes of the canal in Stark and Summit counties.

I purchased an army surplus rubber life raft and paddled the remaining watered sections of canal and canal reservoirs in my immediate area—sometimes with my pregnant wife. I began searching for people who had worked on the canal and/or lived along it when it was operational, and I interviewed them on tape.

Somehow, I got the idea or urge to write about what I was learning. Sometime in 1968, I sent what I considered a sample column to Al Simpson. It was basically about skating on the canal. My wife and I had taken up skating at Lock 4 Park and at old Cutler’s Grove in Jackson Township. I interspersed bits about the

joys of skating on the canal in the 1960s with some anecdotes I had picked up from old timers about the fun that was had from that sport in the early 1900s.

Al had written to me that he intended to use my contribution in his column, and we corresponded a bit. Then, in early 1969, Al's column was dropped. He wrote one more—to announce Ted Findley's death in May of that year. Ted had been the foremost canal historian in the state and had provided a great deal of information to the "Along the Towpath" column. I believe I wrote to Al asking if I could take over the column (talk about audacity), and he replied that the paper didn't want to take up space for the column and would certainly not be interested in paying for outside talent to write a column they didn't want in the first place.

I had entered a contest to win a Ford Falcon in Canal Fulton. All new subscribers to that village's new local newspaper, the *Canal Fulton Signal*, were entered into the contest. I didn't win the Falcon, but I did get the paper, and since I had the address and name of the editor (a gentleman who lived and owned a newspaper in Dalton), I sent him a sample column called, "Canal Comments."

I didn't hear from the gentleman, but the last issue of the *Canal Fulton Signal* for 1969 carried my column with the title, "Canal Comments" and my byline. I think I was thrilled. I may have tried to contact him, or I may have just sent him more columns, but "Canal Comments" continued to appear in *The Signal* weekly.

I believe I may have finally contacted *The Signal's* editor by phone. I seem to remember his name was Ed Zimmerman. He seemed to be a pleasant fellow who was somewhat surprised that I wanted to be paid for the column. I insisted that I did, and we agreed on some sort of fee, so much per column inch. I had been writing the column in spurts of about 600 words. That worked out to a certain number of column inches that I no longer remember. I think we agreed on a fee of \$1.00 per column inch. That was fine. I was now a full-fledged newspaper columnist. But though my columns continued to appear in *The Signal*, no checks for them ever appeared in the mail.

Finally one afternoon I drove the fifteen miles or so to the office of the *Dalton Gazette* and the *Canal Fulton Signal*. The office was actually the rear room of a greeting card store along the main street of Dalton. Mr. Zimmerman was surprised to see me, but after I introduced myself, he reached into a desk drawer and, without any additional comment, wrote a check to me for \$50.00—my first pay as a professional author!

I was so impressed with that first check that I stopped at the Massillon Library on the way home and made a copy of it to hang over my desk in the basement of my home. Then I cashed the check at the first bank I passed.

I continued researching for and writing the column. I may have sent a few query letters out to other local papers, but the *Signal*, and, occasionally, the *Dalton Gazette*, were my only takers. Then in March, 1971, I was laid off from my engineering job at the Timken Company in Canton, Ohio. Much of my time after that was spent searching for a new job, contacting employment agencies, going to job interviews, visiting the unemployment offices once a week to report in, and doing odd jobs (carpenter work, lawn-mowing, and delivering telephone books), but I still put out the column.

One casualty of my unemployment was the loss of a copying machine. I now had to locate a cheap one. I remember carting our three-year-old daughter to the Malone University once a week to copy the column prior to mailing it out. Malone's copying machine only cost a nickel. Those at the public libraries cost ten cents a sheet.

I continued writing the column weekly for the *Canal Fulton Signal* and doing what research and personal interviews I could to enhance it, but I also tried to expand it to other papers. I found a book in the research area of the Canton Public Library that listed all the newspapers in the state, with the name and address of each editor, how often it was published, its circulation, and other pertinent facts. I then set about sending out sample columns and a query letter to papers in all the canal towns along the Ohio & Erie Canal.

The response was not overwhelming, even though interest in the history of Ohio's canal era was probably at a height that it has not reached since. I did get a few positive responses, however, and promptly followed them up with weekly columns. During this period I added the *Sandy Valley Press-News* and the *Coshocton Tribune* to my syndicated list. The *Newcomerstown News* took the column for a few months, but then dropped it.

The *Sandy Valley Press-News* was a combination of papers from Waynesburg and Magnolia. They were on the Sandy & Beaver Canal route and their editor, Bill France, was in the local JCs, a group that was keeping up the short stretch of watered canal between the two towns.

The *Coshocton Tribune* was a daily paper and one that I always considered the jewel of my little group. The restored canal town of Roscoe was part of Coshocton and so, in the hotbed of the 1960s and 70s rebirth of interest in the history of Ohio's canals.

Finally, after two false alarms with jobs in the Barberton area, I got a job with the Goodyear Tire & Rubber Company in Akron Ohio. I was there nearly thirty years, enjoyed the company and the work immensely, and enjoyed the use of the copying machines.

That job at Goodyear was actually the cause of the demise of my column. My work assignment changed after the first few weeks, and I became involved with Goodyear's flyer into producing steel wire for tire ply. I became a steel expert in a rubber company. It was a great job, as no one really knew exactly what I was supposed to be doing.

The only down side was that our one wire plant was in Luxembourg. I made ten trips to Luxembourg and other nearby European countries in one eight-year period.

I just didn't have the time to put out a weekly column, and I was forced to abandon it in late spring of 1973.

Now I may start things up again, via e-mail. This is the first new "Canal Comments" column. It may be the only one. Tell me how or if you like it and suggest some future topics if you do.

You can reach the author at woodscanalone@aol.com.

C&O Canal National Historical Park Held Ribbon-Cutting Ceremony at Big Slackwater

On October 13, 2012, the Chesapeake and Ohio Canal National Historical Park held a ribbon-cutting ceremony to celebrate the restoration of the C&O Canal towpath area known as Big Slackwater.

Guest speakers included Senator Benjamin L. Cardin, Congressman Roscoe Bartlett, a representative from the office of Senator Barbara Mikulski, and National Park Service National Capital Regional Director Steve Whitesell, among others.

Restoration of the Big Slackwater area is the culmination of 15 years of advocacy by park supporters. It reconnects the entire 184.5-mile trail, creating a more enjoyable, memorable, and safe experience for park visitors traveling the towpath. This 2.7-mile trail section once allowed mules to pull canal boats along the river in the slackwater above Dam Number 4. In 1996, the towpath incurred severe flood damage, and this section was washed out, forcing pedestrians and cyclists to use a dangerous five-mile detour on narrow county roads. Since 1996 the Big Slackwater area had remained completely closed to the visiting public and was the only segment of the 184.5-mile canal towpath closed to park visitors.

The Big Slackwater reconstruction contract was over \$19 million and was primarily funded through the American Recovery and Reinvestment Act (ARRA), the Maryland Department of Transportation's Transportation Enhancement Program, State of Maryland Bond Bill, National Park Service Recreation Fee funding, and donations from the C&O Canal Association. The ARRA funds were part of a stimulus package that was an important component of President Obama's plan to jumpstart the economy and put a down payment on addressing long-neglected challenges so the country can thrive in the 21st century. Under the ARRA, the Department of the Interior is making an investment in conserving America's timeless treasures—our stunning natural landscapes, our monuments to liberty, the icons of our culture and heritage—while helping American families and their communities prosper again. The Department of the Interior is also focusing on renewable energy projects, the needs of American Indians, employing youth, and promoting community service. Preserving America's colorful canal era and transportation history, the Chesapeake and Ohio Canal National Historical Park is 184.5 miles of adventure. Originally, the C&O Canal was a lifeline for communities and businesses along the Potomac River as coal, lumber, grain, and other agricultural products floated down the canal to market. To learn more about the Chesapeake and Ohio Canal National Historical Park, please visit www.nps.gov/choh.



MACHU PICCHU'S UNFINISHED CANAL

by Bill Trout

The Inca emperor's royal estate of Machu Picchu was never found, looted, and ravaged by the Spanish conquistadores. Hidden high in the Andes in Peru and abandoned nearly 500 years ago, it survived intact and unknown to the Western World until a native showed it to Yale Professor Hiram Bingham in 1911. Now it is one of the most popular archaeological sites in the world.

The ancient engineers who designed Machu Picchu placed it in a dramatic and sacred setting, while at the same time assuring that it had a perennial water supply. A little canal several inches wide and deep runs along one of the terraces, from springs on the mountainside to the emperor's quarters. Here the water spouts into Fountain No.1 and then drops downhill through fifteen more fountains for others to use.

When Machu Picchu was abandoned about 1540 when the Inca empire collapsed, it was still under construction. Two terraces below the canal you can see an unfinished branch canal—21 canal stones are scattered along this terrace, each about two feet long and with a slot across it 1.3" deep, 2" wide at the bottom, and 3" wide at the top. On at least one of these stones only the ends of the slot had been cut – it is thought that a master mason cut the ends, leaving less-skilled assistants to finish the rest. Then the stones would have been butted together to form the canal. More “canal stones” perhaps for more fountains are down the hill. It's all great raw material for the same kind of research and speculation which we enjoy doing for historic navigable canals.

We learned about the unfinished canal from *Machu Picchu: A Civil Engineering Marvel*, by K. R. Wright of Denver, Colorado and the late Dr. Valencia Zegarra of Cusco, Peru, published by the ASCE in 2000. It's great for anyone interested in engineering history and includes maps and a tour guide to Machu Picchu. You can also buy a map of Machu Picchu on wrightwater.com. Wright's nonprofit research group, the Wright Paleohydrological Institute, wrightpaleo.com, has online his articles on irrigation canals all over the world. See especially “Machu Picchu: Ancient Hydraulic Engineering” and “Machu Picchu: A Work in Progress.” See also his books on Moray, Tipon, and the Anazazi.

We brought a little batteau model all the way from Virginia, just to put it in the unfinished canal for this photo. The view is toward the west, along the terrace, where my brother Stran Trout is feeding a llama. We also put it on Lake Titicaca, “the highest steam-navigable lake in the world,” over two miles above sea level. The boat was made by the late Clif Brown, who was in charge of the Panama (Canal) Railroad before he retired to Virginia and made little models for the crew of the *Lord Chesterfield* batteau to sell. Walter Torres, our Overseas Adventure Travel (OAT) guide, assured us that to his knowledge this was the first James River batteau to ever reach Machu Picchu and Lake Titicaca.

Machu Picchu's unfinished canal is especially valuable because it shows, better than the finished one, how it was being constructed. Another unfinished prehistoric canal in Peru is at Chan Chan,

(continued on next page)

A little batteau navigates one of the unfinished canal stones at Machu Picchu, while Stran Trout feeds a llama. Photo by Bill Trout



where a line of rocks was placed along each edge to show the diggers where to dig. There's the Casiquiare Canal, an entirely (?) natural canal between the Amazon and Orinoco rivers. And five degrees north of the equator, on the way down to Peru, we almost flew over "The Lost Canal of the Rospadura," a canal for canoes between the Atlantic and the Pacific, organized by a monk about 1783 (or perhaps earlier by the Chinese!) – see the Canal Index Sheets online on the ACS web site. But it's no longer lost. You can see a photo of it on www.capetocape.org.uk!

CAMILLUS PARK VOLUNTEERS NAMED FIRST CANAL AMBASSADORS

Canal Corporation Announces "Canal Ambassadors" Volunteer Program - *Camillus Volunteers First to Enroll*

Volunteers at the Erie Canal Park in Camillus were designated as the first "Canal Ambassadors" at an event on September 28, 2012. Canal Ambassadors are designated across the state by the New York State Canal Corporation to help canal communities welcome tourists, maintain parks and waterfronts, give tours of historic facilities, and volunteer at festivals and events.

The Canalway Trails Association New York, in collaboration with Parks & Trails New York and the New York State Canal Corporation, initiated Canalway Trail Ambassadors in order to provide a "presence" on the trail and enhance the experiences of trail users. The role of the Trail Ambassador is three-fold: to assist and inform trail users, to monitor the trail and conditions along it, and to promote trail courtesy, safety and awareness of the trail as a valuable public resource.

Volunteers who sign up and qualify for the program receive a certificate designating them as a Canal Ambassador and a shirt to identify them as participants in the program.

David W. Beebe, D.D.S., founder and director of the Camillus Erie Canal Park, said, "I commend the Canal Corporation for developing this new program that recognizes the efforts of these volunteers who work tirelessly to keep the Erie Canal Park in tip-top shape."

Established in 1972, Camillus Canal Park includes a replica of an Erie Canal store, a fully restored Erie Canal aqueduct over Nine Mile Creek, and other exhibits and attractions. Staffed by volunteers, the park offers visitors a variety of informational and entertaining opportunities ranging from more than 10 miles of scenic wooded paths and walkways, to boat rides along the historic Erie Canal.

To register as a Canal Ambassador go to <http://www.canals.ny.gov/community/ambassador/index.html> . For more information about the Camillus Erie Canal Park, please visit www.eriecanalcamillus.com .

SCIOTO COUNTY CANAL SOCIETY UNVEILS PLAQUES

The Scioto County (Ohio) Canal Society dedicated new historical markers at Union Mills Confectionery in West Portsmouth and the Bethany Baptist Church in McDermott. The markers provide a brief history of the Ohio and Erie Canal. "It is impossible for anyone or any group to know everything there is about the canal. The horses and the animals involved are one story. The story goes on and on with the boat owners, engineers, construction workers, and the many others involved in the construction and operation of the canal," said Judy Ross, founder of the Scioto County Canal Society.

The church faces the Ohio and Erie Canal. Ross said that the church will be recognized for the role it played. "Established in 1838, canal workers built on the farm of canal contractor George Herodth. Mr. Herodth built a Baptist church as a promise to his wife and they named it Bethany. The church was moved across the highway in early 1900," Ross said.

For more information about the Scioto County Canal Society, call 740-353-8435.



London LidoLine could allow commuters to swim to work

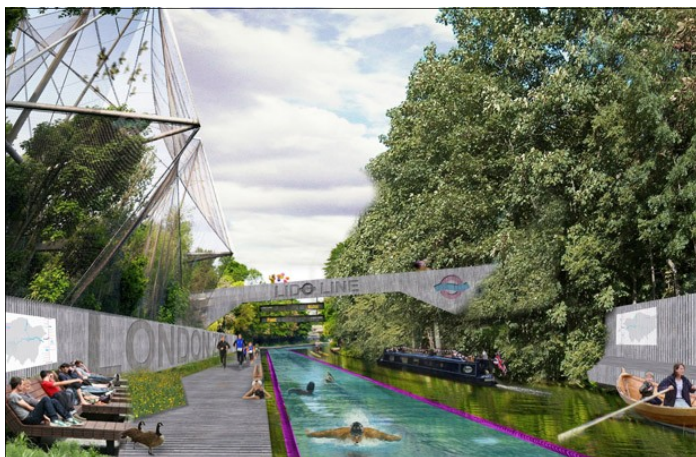
While Copenhagen has its Harbour Baths, Paris has its Plages on the Seine, and Basel hosts the annual Rhine Swim, the thought of wild swimming along London's waterways might be somewhat less appealing.

Not to Alex Smith and David Lomax of Young Design Practice (Y/N Studio) who have conceived a project to transform a stretch of the Regent's Canal into a swimmable commuting route.

"The canals used to be functional routes for industry, but now they've become purely recreational," says Smith. "We thought, why not turn the waterways back into something useful, connecting people with the places they work?"

The LidoLine would take the form of a clean "basin" inserted into the canal, allowing commuters to swim in safety alongside boats, separated by a three-layer membrane that would filter the water—a system currently being pioneered by the Plus Pool, a proposal for a public swimming pool in New York's Hudson River.

Key "stations" along the way would provide changing areas and lockers, while City Road Basin would host a large outdoor swimming area, surrounded by sunbathing decks. In winter months, laned-off areas could even be frozen and transformed into an ice-skating route.



The LidoLine would skirt the edge of London zoo, allowing you to swim alongside the bird house.

From the President (continued from page one)

there are photos across the dam with the lock behind the photographer, there are photos of the guard lock being removed, there are photos looking upstream of the dam on the Lewis University web site with the lock darkly on the left edge (although the caption says its on the right of the photo). But, there are no clear photos of the lock itself. It would have been easily visible to anyone walking across the bridge. There are photos of the other locks on the canal. I have not had the opportunity to visit the Lewis University library to see if there are unpublished photos of Lock 5 there.

So, can anyone fill in this gap in the photographic record?

Are there other such gaps in the historic record that should be investigated?



Jefferson Street Bridge, Joliet, Illinois

Immerse Yourself in Canal Culture

Stay overnight in Canal Quarters lockhouses

Have you ever wanted to see the inside of a lockhouse or wondered what it was like to live and work along the canal? Well now you can! Join the hundreds of people who have shared quality time with their friends and family while staying overnight in a historically rehabilitated lockhouse—an experience like none other in the country. Take advantage of our reduced winter rates while they last! Lockhouses 6, 10, and 49 have heat.

Canal Quarters offers an extraordinary interpretive opportunity for people of all ages. Now, for the first time ever, you can stay overnight in a lockhouse and experience life as it may have been during a bygone era on the C&O Canal. Four lockhouses have been painstakingly rehabilitated and furnished to evoke different eras in the canal's history. For more information, visit <http://canaltrust.org/quarters/faq.php>.

Making History: Life aboard the Canal Boat *Lois McClure*

Photos and text by Art Cohn

In 1980, the discovery of the intact wooden shipwreck *General Butler* resting in 40 feet of water in Burlington harbor led to a rediscovery of the Lake Champlain sailing canal boat. This narrow but distinct slice of American canal history began in 1823 when the *Gleaner of St. Albans* became the very first vessel to transit the newly completed Champlain Canal. Newspapers described the *Gleaner* as “an experiment” and able to sail on the open waters of lakes and rivers, but also transit the engineered locks and prism of the new canal.

For the next two decades, the archaeologists and historians from the Lake Champlain Maritime Museum (LCMM) documented the shipwreck in-water and in-archive and, then, in 2000, we were given an opportunity to build a full-sized working reproduction of this 1862-class Lake Champlain canal schooner. On July 3rd, 2004, for the first time in over 130 years, this once common freight carrier was launched (photo right) in Burlington and christened *Lois McClure*, after the project’s beloved principal benefactor. Since that historic moment, *Lois McClure* has served the public as a time machine to history, particularly canal history, and shipwrecks. Since launching, *Lois McClure* and her crew have traveled over 5000 miles along Vermont, New York, and Canadian waterways and brought this outreach program as far as New York Harbor, Buffalo, Quebec City, Montreal, and Ottawa.



It was not our intention to travel the schooner each year. Originally, we proposed one “Grand Journey” to recreate the traditional round trip of a Lake Champlain canal boat from Burlington, Vermont to New York City. That 2005 journey proved not only grand but so mission effective and public friendly that we realized we had a formula that worked. Since that initial outreach program, the schooner has traveled to more than 200 communities along the region’s inland, interconnected waterways and welcomed more than 200,000 visitors aboard. Each visitor is given that season’s edition of our “Welcome Aboard” historic booklet, invited to explore the schooner above and below decks at their own pace, interact with our knowledgeable and willing crew as much as desired, and take a complimentary piece of Lake Champlain Chocolates. Thanks to our generous sponsors, the experience is offered free of charge.



In 2012 we were able to undertake our most ambitious outreach program to date: *1812: Commemorating the War: Celebrating the Peace*. This program focused on the 200th anniversary of the War of 1812 and was so successful that we are already deep in planning for *1813: The Story Continues*. As many readers know, in the aftermath of the War of 1812, the US and Canada viewed canals, in part, as homeland security projects for the next war. The Rideau Canal from Ottawa to Kingston is perhaps the best example of this military-canal legacy. LCMM’s mission is to “preserve and share the history and archaeology of the region,” and the *Lois McClure* has proven to be a most effective ambassador for history and shipwrecks. Look for regular reports of Making History: The Travels of the *Lois McClure* in future issues of *American Canals*.

Visit us at www.lcmm.org.

MORRIS CANAL PATH IN WOODLAND PARK COMPLETE

by Matthew Kadosh, *Passaic Valley Today*

A project to refurbish the Morris Canal path from Thomas May Park to Brophy Lane in Woodland Park, NJ is complete, thanks to the hard work of borough employees and a series of county and federal grants. The borough first received a \$30,000 planning grant from the Passaic County Open Space and Farmland Preservation Trust Fund in 2004, money which they used to hire a professional to lay out the development of the canal path, borough administrator Kevin Galland said.

In 2007 and 2008, Woodland Park received \$300,000 in Passaic County open space grants, he said. Then in 2009, the borough received a \$147,000 federal grant that was used to install a bicycle path between Thomas May Park and Neeser Lane, Galland said. The efforts did not stop there. The borough redeveloped the area between Neeser Lane and Brophy Lane.” “We spent a great deal of money in engineering, ran into numerous complications, but the end result is that the department of public works staff...came up with a proposed plan and implemented that plan,” Galland said.

The project was also hindered because borough employees had to remove numerous dead trees from the canal path, he said. “You can walk the entire canal from Brophy Lane to Thomas May Park,” Galland said. “It’s is a major accomplishment of the borough of Woodland Park.” (Until 2008, Woodland Park was known as West Paterson.)



Residents walk the Morris Canal Path in Woodland Park, shortly after a grand opening of the walk and bikeway at Thomas May Park. Photo by Pierfrancesco Baccaro

CANAL TALK

Hello, you’re on Canal Talk!

Hi, my name’s James Brindley, and I ...

No last names here, please!

Sorry. Well, I have a problem with my lock. It won’t open.

I remember that we had a problem something like that many years ago. We were in a narrow boat done up with roses and castles, and it had a brand new mop. When we came out of the pub, the boat wouldn’t move. After awhile a little girl on the towpath told us that we had left the lock wickets open, and we were on the bottom. They’re still talking about us in Preston Bagot.

Well, I’m not on the bottom, but I’m sitting in a lock with the gates closed and they won’t open. Not in the direction I’m pointed.

Have you tried cranking the windlass?

That’s what we’ve been doing all evening, and we’ve really run up a tab at the bar, I can tell you!

No, I’m talking about the iron crank called a windlass. It looks like a Z. You can use it on the lock’s wicket gates, to let water into the lock chamber.

Is that what it’s for? We’re new to this. We use it for mooring. And it looks nice hanging on the wall.

Well, try it out and see if the lock fills up. Then you can open the lock gates. And if you still have a problem, look us up on canaltalk.com, where we have simple instructions for people like you. Or ask a little girl. That’s right, and in a few weeks, we’ll dig you up on “Stump the Chumps” to see if you’re still there. Bye!

And that’s all we have time for. See you next time!

Bill Trout

FOR SALE:

MILLIE, a European-style canal cruiser, 1992/2010

\$69,000.00

Principal Dimensions:

LOA: 53'

Beam: 14' 8"

Draft: 3' 8"

Air Clearance: 10'

Speed: 10 knots

Cruising: 7.5 knots

Fiberglass hull built by Willards in California to US Navy specs.

Superstructure is fiberglass over plywood. Millie has been converted from a US Navy crew launch by her current owner with assistance from professional marine engineers and electricians.

Main Engine: Cummins B Series. Diesel, 6 Cylinder, 210 HP 129 hours since complete rebuild

Tanks: Fuel 950 USG (6 tanks)

Water 400 USG (3 tanks)

Waste 70 USG (1 tank)

Electrical System: 220/110 Volt

AC 60 Hz single phase; 50' X

50amp Shore power cord; 3.7KW

Kabuto/Phasor Generator; 5000

Watt Proline inverter

Batteries: House/inverter bank

8 X 6volt deep cycle; Engine start

bank 1 X 12volt deep cycle; generator start 1 x 12 volt deep cycle; Battery Charger; Attwood 50amp Bow Thruster; 24volt Max Power 25 Duo with own 2 batteries. Aft deck helm station with umbrella; forward, inside helm station with engine instruments.

Appliances: Wedgewood Vision, 3-burner propane stove top with 2 X 20 gal LPG bottles; compact electric oven with rotisserie; GE microwave oven 700-watt; Sanyo, under counter refrigerator; Avanti, under counter freezer; Danby under counter dishwasher; Whirlpool, washing machine; Avanti, clothes dryer; 22-gallon hot water heater; air-conditioning, 2 x Fredrich mini split systems, throughout interior; 2 x toilets, house hold size; 1 x shower stall

Interior Accommodation:

Aft, master cabin with Queen size bed, storage lockers and ensuite head; mid, guest cabin with upper and lower bunks and ensuite head Main salon with "L" shape seating and dining table; port side galley with Corrian counter tops, maple wood lockers and drawers; Starboard, desk/chart table; hard wood teak floors with bilge

access hatches; large, opening picture windows port and starboard sides

Navigation: Ship's compass; depth sounder

Safety Equipment: Fire extinguishers; smoke detectors; life jackets; flares; MOB throw rings; ship's bell; navigation lights

Miscellaneous: Anchor, chain and rope; swim ladder; dock lines and fenders; boat hook; forward cockpit awning frame over deck seating and deck storage lockers.

With her shallow draft and low height clearance, Millie is the perfect vessel for cruising the inland water ways, Bahamas and coastal waters of the world. Currently lying in Fort Lauderdale, Florida. Ready to cruise.

For more pictures and information, contact: Capt. Brian Fulford Tel: 1-954-463-2474 Cell: 1-954-648-2697;email:

bf38fulford@gmail.com



CANALENDER

Sunday, February 3 – 10 am. Walk the D&R Canal from Griggstown to Kingston (5.0 miles). Meet at the Kingston (NJ) lock parking lot. Questions? Contact Bob Barth at 201-401-3121 or barths@att.net. This walk is cosponsored by the Montgomery Friends of Open Space.

March 2, 2013 - Canal Society of NY State Symposium and Winter Meeting at Monroe Community College, Rochester. Follow this link for “Call for Papers,” www.newyorkcanals.org/explore_symposium.htm

Mar 30, 2013 - Lock Tender Training, conducted by Lowell Parks and Conservation Trust, supporting Concord River Whitewater Rafting. To be held at 10 AM at the UMass Lowell Inn & Conference Center, 50 Warren Street, Lowell MA. Learn to operate a real lock! Training is conducted at Warren Locks on the Pawtucket Canal (aka Lower Locks and Concord Locks). Volunteer lock tending shifts are Saturdays and Sundays thru April and May and last from 10:30 AM to 12:00 PM and 2:30 PM to 4:00 PM. Proper training and a signed release form are required for all lock tenders. For further information: Gwen Kozlowski, Stewardship & Education Mgr (gwen@lowelllandtrust.org), Mon. to Thurs., 8:30 AM to 4:30 PM.

March 31, 2013 - Spring Middlesex Canal Bicycle Ride. Meet 9:30 AM at North Station (commuter rail) and take our bicycles on the 10 AM train to Lowell. (Riders can also board at West Medford at 10:11 or meet the Train when it arrives in Lowell at 10:43). Route visits the Pawtucket and other Lowell canals, the river walk, Francis Gate, and Middlesex Canal remnants in Chelmsford. Lunch at Route 3A mini-mall in Billerica. Quick visit to Canal Museum, then on to Boston. Long day, but sunset is late. Riders needing to leave early can get the train to Boston at 1:07 at North Billerica or at 3:14 at Wilmington. Participants are responsible for one-way train fare [\$6.75 from Boston to Lowell]. Download Lowell line schedules at www.mbcnr.net. For any changes or updates, see [\[nal.org\]\(http://middlesexcanal.org\). Leaders Bill Kuttner \(617-241-9383\) & Dick Bauer \(857-540-6293\).](http://middlesexca-</p></div><div data-bbox=)

April 5-7, 2013 - The Canal Society of Indiana spring tour of the Wabash & Erie Canal, Attica to Montezuma, Indiana. HQ: Sleep Inn, Danville, Illinois. See canal remains, murals, a covered bridge, a war memorial museum, a waterfall, and much more on this three-day adventure. More information to follow. 260-432-0279.

April 26-28, 2013 - Canal Society of NY State's spring tour of the D&H Canal Northern End, Kingston to Port Hyxson. In addition to exciting 19th century canal sites, including a Roebling canal aqueduct remnant, we will see the Hudson River port at Rondout where it meets the river and the historic Rosendale cement industry, a canal museum, and a maritime museum. A boat trip to a Hudson lighthouse and up the Rondout is possible as well. See www.newyorkcanals.org.

April 27 - The C&O Canal Association's Annual Douglas Memorial Hike and Dinner, featuring the Big Slackwater renovated towpath section. Hikes of varying lengths will be available. Details will be published at www.candocanal.org. Contact: Marjorie Richman at programs@candocanal.org

May 5, 2013 – Joint MCA-AMC Spring Middlesex Canal Walk. Meet at 1:30 pm; Wilmington, MA. Walk a rural section of the canal from near the Wilmington Town Park to Patch's Pond, once a canal basin. Examine grooves worn in a boulder by towropes as boats wound around the Ox Bow; also the remains of Maple Meadow Brook Aqueduct, and a quarry used in its construction. From Route 128/95 take exit 35 in Woburn. Follow Route 38 (Main St.) north 2.4 miles to the Wilmington Town Park on the left just prior to the railroad overpass. For more information, see www.middlesexcanal.org or contact: Roger Hagopian (781-861-

7868) or Robert Winters (617-661-9230, robert@middlesexcanal.org).

September 16–19, 2013 - The World Canals Conference in Toulouse, France on the Canal du Midi, a World Heritage site, with accompanying excursions. For details, visit www.wcc13.com.

September 20-22, 2013 - The Canal Societies of Indiana and Ohio will sponsor a trip to Delphi, Indiana.

October 26 - The C&O Canal Association's Annual Heritage Hike, with evening dinner and program to follow. Details will be published at www.candocanal.org. Contact: Marjorie Richman at programs@candocanal.org.

2014 - 2014 World Canals Conference, Navigli Lombardi, Milan, Italy.

From the November 9 issue of the *Canton Repository*:

CANAL FULTON CITY COUNCIL, Key Action. Council agreed to declare the *St. Helena II* Canal Boat off limits.

DISCUSSION: The restored, but not dry-docked canal boat has become the target of vandals, who have left trash in addition to damaging the boat, said Councilwoman Sue Mayberry, who called for some added protection for the boat. Council agreed to declare the boat off limits and post signs stating that the boat is “closed for the season” along with no trespassing signs. Violators could face criminal charges. Council has set aside \$6,000 in next year's budget for repairs to the boat. The *St. Helena II* was once used for tours and events on the canal, but has been replaced by the *St. Helena III*.

This action in Canal Fulton is particularly newsworthy since CSO members have been reminded that the *Monticello II* in Coshocton has been removed from display due to vandalism.