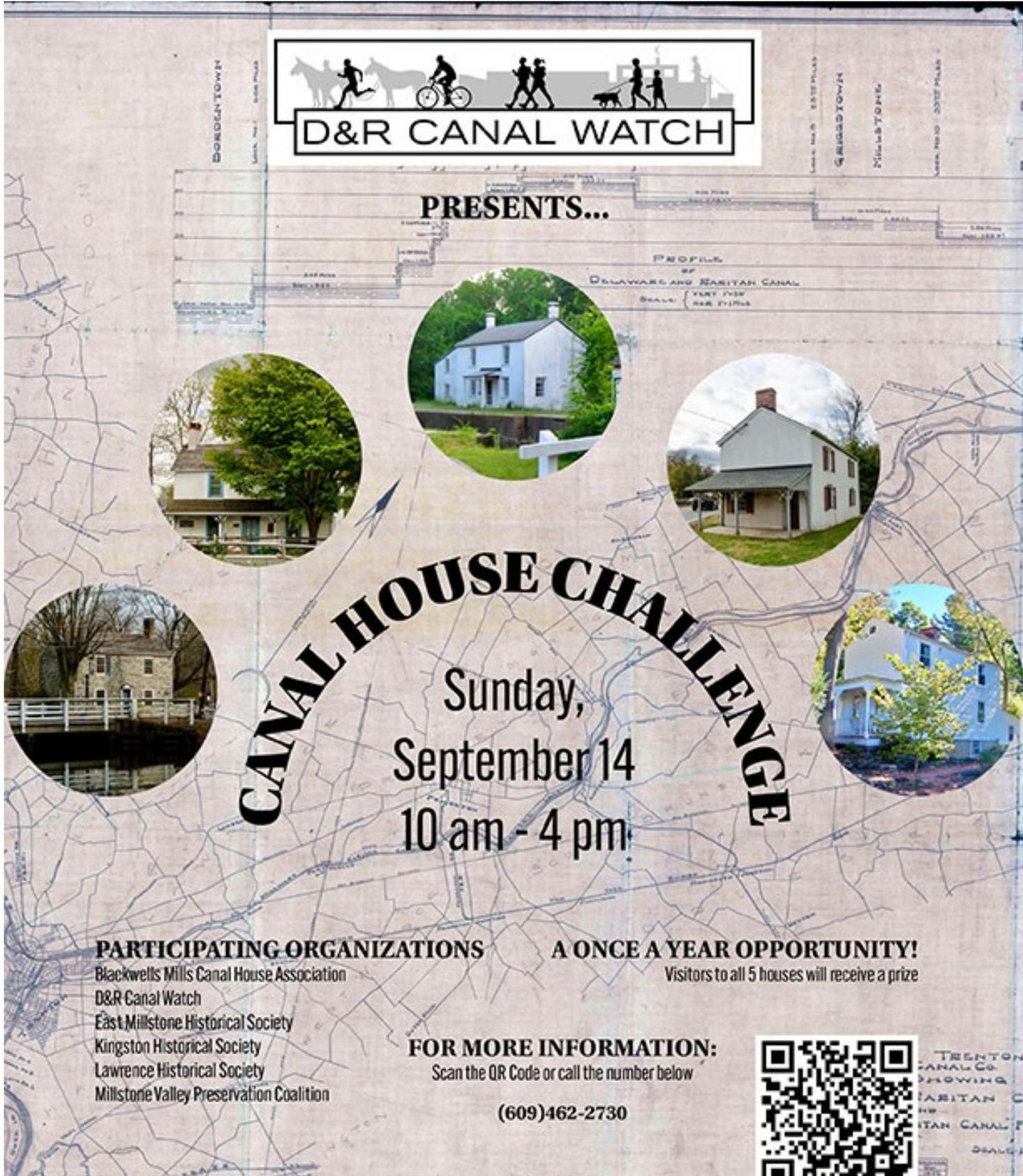




Number 101 www.canalwatch.org August 2025



PRESENTS...

PROFILE OF DELAWARE AND SARATOGA CANAL
 SCALE 1" = 100' (VERTICAL SCALE 1" = 10')



CANAL HOUSE CHALLENGE

Sunday,
 September 14
 10 am - 4 pm

PARTICIPATING ORGANIZATIONS

- Blackwells Mills Canal House Association
- D&R Canal Watch
- East Millstone Historical Society
- Kingston Historical Society
- Lawrence Historical Society
- Millstone Valley Preservation Coalition

A ONCE A YEAR OPPORTUNITY!

Visitors to all 5 houses will receive a prize

FOR MORE INFORMATION:

Scan the QR Code or call the number below

(609)462-2730



TRENTON CANAL CO. SHOWING SARATOGA CANAL PROFILE

D&R Canal Watch Presents:

Tour de Towpath 2025!

October 25, 2025, 9 AM

**Cadwalader Park – Trenton
Featuring free D&R Canal
festival with food, music!**



Choose Your Tour!

- > 50- mile bike to Franklin Twp
- > 20-mile bike to Princeton
- > Half marathon to Wash. Crossing
- > 5k fun walk to Lower Ferry Rd.

**Sign up at
TourDeTowpath.org**



City of Trenton, Dept.
of Recreation, Natural
Resources & Culture



capita**health**



NEW JERSEY
AMERICAN WATER

D&R Canal Watch Activities Schedule for 2025



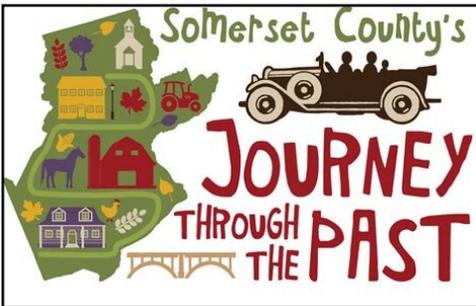
Sunday, August 24: Canal Road Walk and Roll. 10:00-4:00. Canal Road closed from Griggstown Causeway to Route 518 in Rocky Hill. Enjoy a day with friends and family along the scenic D&R Canal with no cars! **The Millstone Valley Preservation Coalition will celebrate the Washington-Rochambeau 1781 march to Yorktown, including events for children and adults. General Rochambeau will greet visitors from noon to 2:00 p.m. at the Visitors Center in the Griggstown Bridgetender's home on the causeway.**

Saturday, September 6: Walk in Trenton. Trenton Walks! TGT Walk #9. Special History Walk with Bob Barth, Program Leader and Trustee with D&R Canal Watch. Start and end at Ellarslie Museum in Cadwalader Park. Walk along the Delaware & Raritan Canal State Park Towpath to the Battle Monument; return via the D&R Greenway and Towpath. 3.25 miles.

Saturday, September 6th, 10:00 a.m. to noon. Contact for more information: Shereyl Snider or Becky Taylor at 609.240.6886; becky@btaylorpa.com, or Tim Brill at 609.947.8530; tim.brill@njconservtion.org



Sunday, September 14: Canal House Challenge. See page one.



Saturday-Sunday, October 11-12: 10:00 a.m. to 5:00 p.m. on Saturday; noon to 4:00 p.m. on Sunday. Somerset County's Journey Through the Past. Canal Watch and members of the East Millstone Historical Society will open the East Millstone bridge-tender's home and station (and the historic outhouse, for observation only). Linda Barth, barthlinda123@aol.com, 908-240-0488. (To see the many other historic sites that will be open, Google "Journey Through the Past, Somerset County, NJ.")

Saturday, October 25 — Tour de Towpath, a bike-run-walk event celebrating New Jersey's "highline," one of our greatest outdoor recreation resources. Participate on your own, form a team, or help sponsor participating youth in Trenton with a donation. All events start/end at Cadwalader Park in Trenton where we'll offer free food and music. Bike to or from Blackwells Mills in Franklin Township and back. Walk a 5k north on the feeder canal from Trenton to the country club and back. Or run a half-marathon to Washington Crossing and back. Learn more and sign up now at tourdetowpath.com.



Sunday, November 2: 10:00 a.m. Bike Ride on the Feeder Canal. Meet at Bulls Island. Ending point for this round-trip ride to be determined. **Helmets required. SAVE THE DATE.** Tim Roth, timroth@comcast.net, 973-222-0586.

NEWS FROM OUR PARK SUPERINTENDENT

The Canal Watch is pleased to offer news of the park from our superintendent, Maggie Mitchell-Strehl.

As we close out the summer season, we want to thank all of our visitors who communicated with us to report issues within the park, share stories with staff, or just appreciate all the hard work our staff puts in throughout the park. I also want to give a big thank you to all of our partner organizations that assist us in park operations and program offerings to the public.



Our seasonal naturalist at Bulls Island, Katie, held a Moth Discovery Night (two images on left) in August with over 60 participants coming out to learn about moths!



Employees also hosted participants from the Youth Inclusion Program at Bulls Island. The group learned about plant life and insect life by the river edge as well as the history of the island and previous residents (image at the bottom).



Our seasonal historian, Claire, was also busy this summer leading history talks along the canal.

As we look forward to the fall season our maintenance staff will be planning to tackle projects like



Good News for Towpath Users in Somerset County

Somerset County is working to install a Rectangular Rapid Flashing Beacon (RRFB) on each side of the crosswalk where the towpath crosses the Weston (Manville) Causeway. We hope that in the fall, once the permits have been approved by DRCC, NJDEP, and SHPO, the crossing will be ready for park users. We thank the county for making our park safer for bikers and walkers.



WHAT IS IT?

Canal terms explained

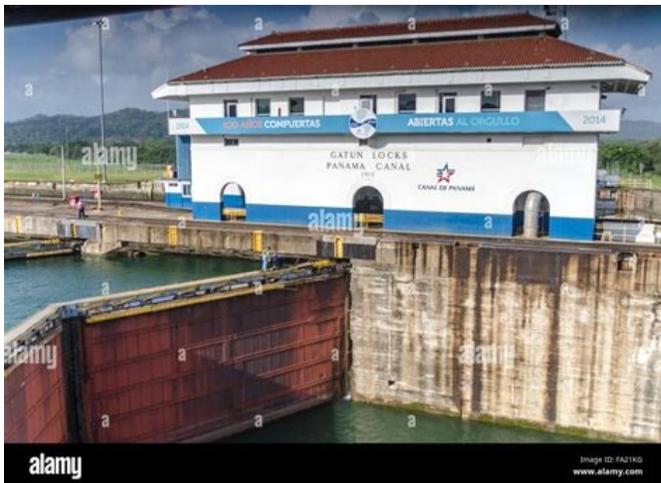
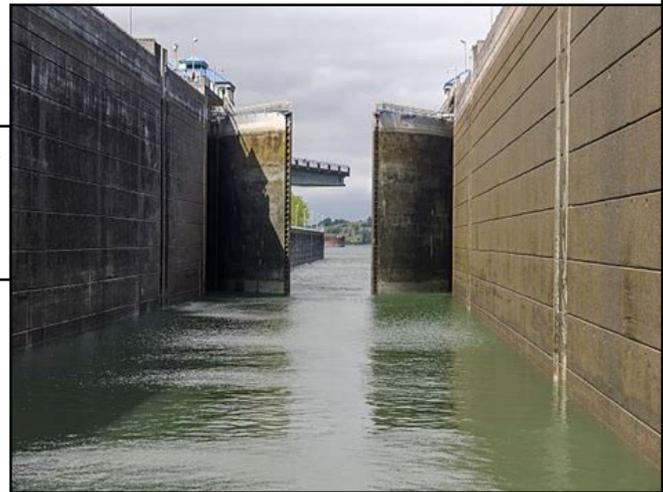
Lock gates—When a boat enters a lock, the gates close behind it. The locktender then uses a windlass to open smaller openings in the gates. Water then fills or empties from the lock through these small openings known in the U.S. as wickets and in other countries as ‘sluice gates’. When the water in the lock reaches the same level as the next level of the canal, the lock gates in front of the boat are opened, and the boat passes out of the lock. You generally cannot see the wickets, as they are under the water.

These are the Kingston lock gates, which we showed in the last issue. The wickets are below the water level.



These gates on the Rochdale Canal in England have a different look.

These huge lock gates are found at the Bonneville lock and dam on the Columbia River. Upstream of the gates there are 4' x large tunnels on the side walls of the lock. The paddles in the tunnels allow the water in.



These are the large lock gates on the Panama Canal. As in the Columbia River, there are tunnels that take the water to the paddles to let the water in or out.

Class of 2023-2026

Theodore Chase (Griggstown)
Tim Roth (Long Valley)
Laurie Reynolds (Bound Brook)
Barbara Ross (Princeton)

Class of 2024-2027

Tom Lederer (Princeton)
Joseph Ciccone (Lawrence Township)

Charles Martin (Montclair)
Sarah Verbeke (Bridgewater)

Class of 2025-2028

Linda Barth (Somerville)
Robert Barth (Somerville)
Christopher "Kip" Bateman (Branchburg)
Barbara ten Broeke (East Millstone)

EVENTS YOU MAY WISH TO ATTEND

**Saturday, August 23 -- Mercer County
AUGUST 23rd WEEKEND EVENT,
WASHINGTON CROSSING STATE PARK, NJ**

**Songs and Stories of the American Revolution
Performed by Matthew Dodd**

Dressed in colonial clothing and performing rousing period songs and stories, Matthew Dodd will take you back in time to the days of the American Revolution. Mr. Dodd sings and plays the guitar, banjo, mandolin and recorder throughout the show. The outdoor performance will take place at 2 PM at Sullivan's Grove next to the Visitor Center Museum at Washington Crossing State Park in Titusville, New Jersey.

For more information call (609) 737-0623.

A WELCOMING RECEPTION FOR LADY WASHINGTON AT ROCKINGHAM

Saturday, August 23rd, 2025

1:30 p.m. to 3:30 p.m.

On Saturday, August 23, 2025, between 1:30 and 3:30 pm, Rockingham will be holding a small reception in the blue parlor to officially celebrate our new Martha Washington mannequin.

Over twenty years ago, our mannequin of George Washington was unveiled at Rockingham. The life-size figure wore an exact replication of Washington's uniform which is on display at the Smithsonian Museum of American History in DC (the breeches and waistcoat of that uniform are from the Revolutionary War, and the coat is a 1789 replica that Washington wore several times while President). Our 2003 version was hand-sewn by Dawn Fairchild, who received permission to directly access the Smithsonian uniform pieces to create a pattern, and then to find the appropriate materials to reproduce it in exacting detail. The General can be seen on your tour in the upstairs military office.

While Martha has been on display in the blue parlor since June, seen by those who have taken the house tour, we wanted to "welcome" her more formally with a small reception. All are welcome to drop by for a visit on the afternoon of the 23rd and see her in the blue parlor, which will be the only room open at that time, to learn more about her life and time at Rockingham from our staff and to meet and celebrate the seamstress who crafted her detailed clothing!

There will be light refreshments offered in the kitchen upon departure and, although the event is free, donations are always welcome! The event is sponsored by The Rockingham Association and NJ State Parks, Forests & Historic Sites. For further information, please call the site, 609-683-7132.

**Every Saturday at the Roebing Museum --
Burlington County
Company Town Walking Tour
Every Saturday | 1 PM**

Join us on a guided walking tour of the company town of Roebing to discover the stories of workers who lived in the unique houses-- from immigrant laborers to wealthy superintendents.

Cost: \$5 for the tour or \$3 when purchased with museum admission. Tickets are for sale at the admission desk— you do not need to register or buy in advance.

Roebing Museum, 100 2nd Avenue, Roebing, NJ

**Commemorating the
1781 Encampment of
American & French
Troops in Trenton**

**Saturday, August 23, 2025 * 10 am-4 pm
Trent House, 15 Market Street, Trenton**

We have been sending the Canal Watch newsletter by email so that you can read it in **COLOR**. You also have one less item to recycle. If you would like a black-and-white paper copy, please write to Linda Barth at barthlinda123@aol.com and she will mail a printed copy to you.



There are a few copies of 2025 D&R Canal Watch calendar remaining. **These remaining copies have been discounted for only \$10 each.** The judges have again chosen stunning pictures taken by our friends and members who love the canal. If you would like one, please contact Linda Barth at barthlinda123@aol.com.

Since we were not able to sell out this year's calendar, we have decided to take a break and NOT publish a 2026 calendar. Keep taking pictures as we hope to produce a 2027 calendar.



Great blue heron at the Millstone Aqueduct. Photo by Tom Egan

Board of Trustees

Linda Barth, president
Tim Roth, vice president
Ted Chase, secretary
Tom Lederer, treasurer

Robert Barth
Christopher "Kip" Bateman
Joseph Ciccone
Charles Martin
Laurie Reynolds
Barbara Ross
Barbara ten Broeke
Sarah Verbeke

The D&R Canal Watch
P.O. Box 2
Rocky Hill, New Jersey 08553
908-240-0488

www.canalwatch.org
<https://www.facebook.com/dandrcanalwatch/>
info@canalwatch.org

Our Mission

The D&R Canal Watch is an independent, nonprofit organization working to engage the public in the protection of the environment and preservation of the heritage of the D&R Canal.

Along the Delaware & Raritan Canal A History & Resources Database

© by Capt. Bill McKelvey
(3rd installment)

Over forty years ago the author began extensive and in-depth research on the D&R and its connecting canals along the Atlantic seaboard. I corresponded with and interviewed dozens of canal employees, boatmen, boat captains, and local historians. Unfortunately, they have mostly all passed away. Thousands of pages of records were examined in detail and a multitude of newspapers were searched. A tremendous amount of help was provided by members of the Friends of the New Jersey Transportation Heritage Center: Edward T. Francis (my mentor), Robert Yuell, Warren Lee in his *Bel Del Chronology* and *Down Along the Old Bel-Del* books, Barker Gummere, Bob and Linda Barth, and many, many others. Much information and hundreds of photographs and illustrations were published in the author's two books (*The Delaware & Raritan Canal: A Pictorial History*, 1975, and *Champlain to Chesapeake: A Canal Era Pictorial Cruise*, 1978) as well as books authored by Harry L. Rinker and published by McKelvey's Canal Captain's Press (CCP).

However, the definitive history of the D&R has yet to be written. The basis for this can be found in the dozen loose-leaf scrap books, packed with newspaper clippings, in the author's collection. In these volumes resides the true history of the canal; its day-to-day operations, its people, finances, rules, and events are well documented as are the accomplishments and tragedies that littered its way. Books, reference works, and research papers are also cited, as are the important people, industries and places "Along the D&R." On these pages, and the ones that follow in future issues, time and space will only permit a fraction of the story to be told. And, there is a lot that has yet to be discovered and learned.

Belvidere Delaware Railroad Derailments: Around 11pm on this Wednesday night, a northbound freight train, headed by locomotive 565 passing the quarries at Greensburg (Wilburtha), struck two cows that had wandered on to the track. In an instant the engine and five cars were turned upside down and smashed into a perfect wreck... Cars of perishable freight were crushed in like eggshells and the freight scattered around in conglomerate heaps. The crew escaped probable death or serious injury by jumping from the train. One brakeman sprained his ankle when he jumped and landed on the canal bank. Another crewman who had been standing on the top of a car that was thrown around at almost right angles with the track, was hurled half way across the canal; he swam out uninjured on the opposite side. *Daily State Gazette, July 2, 1879.* The coal cars that went into the Feeder near Blackfan's siding (named for the nearby Blackfan's Basin on the Feeder Canal) Tuesday, were drawn out early yesterday morning. Most of the coal had remained in the cars. *Daily True American, November 13, 1884.*

Belvidere Delaware Express Passenger and Mail Trains operated over the years along the D&R Feeder Canal included: *Colonial Flyer, Boston Express, Buffalo Express, Buffalo Mail, Delaware Valley Express, DL&W Express, Easton Express, Federal Express, Hudson Flyer, Niagara Express, Oswego Express, Philadelphia Express, Pocono Limited, Pocono Mountain Express, Stroudsburg Express, Tobyhanna Sunday Express, Trenton Express, and Water Gap Express* (the latter was the fastest train in the state of New Jersey in August 1875).

Belvidere Delaware Railroad Fast Freights: In the late 1950's and the early 1960's, a daily fast freight ran in each direction via the Bel-Del between Boston and Chicago. Both trains ran in close proximity to the D&R Feeder Canal for its entire length. These trains, NE-1 and NE-2, or Jet-1 and Jet-2, were removed shortly after the head-on collision at Holland Township, NJ on 19 August 1964. The last train to run through on the Bel-Del main line was BL-6. On 28 March 1976, this train operated from Wilmington, DE, via Trenton to Phillipsburg. When it arrived at the northern terminal, 122 years of through freight service came to an end. The Bel-Del route from Trenton to Milford was abandoned (except for the portion in Lambertville acquired by the BR&W) and track was removed. *Down Along the Old Bel-Del. By Warren F. Lee.*

Belvidere Delaware Railroad Head-on collisions: The first accident of two Bel-Del freight trains, a head-on collision, occurred south of Lambertville, opposite the Mount Hope Mills. The engineer of the locomotive that was badly damaged escaped injury by jumping into the Feeder Canal. *Daily State Gazette, April 3, 1854.* A serious head-on collision between two Bel-Del trains occurred yesterday near Washington Crossing around 6:30 am. An extra down train collided with the regular up freight train "A." Considerable damage was done to the locomotives, "slivering them to fragments. The cars on the freight train were completely smashed and fragments of them were scattered in every direction on the ground and in the canal and river." Two members of the crew of the freight train were seriously injured. They were Henry S. Kreemer, conductor, and Houston Thornton, fireman, both of Phillipsburg. Unfortunately, both men had to have leg amputa-

WELCOME NEW MEMBERS

Rutgers University Acquisitions
Mark Gallagher
David Kottcamp

Ronald Quade
Michael Tuosto

tions at the scene of the wreck. *Daily State Gazette, July 7, 1858*. A head-on collision took place on October 29th, 1872 one and ½ miles south of Lambertville between loaded and empty coal trains badly damaging the engines. A large number of loaded and empty cars were thrown into both the canal and the river. The southbound engineer failed to stop at the passing siding switch. *Hunterdon Republican, October 29, 1872*.

Belvidere (Delaware) Railroad: This article described the route of the proposed railroad to follow the Feeder Canal from the Junction of the Main Canal to Bulls Island. *State Gazette, July 7, 1849*. Bel Del rails were laid in Trenton from Willow Street to the Junction of the D&R and the Feeder Canals. A number of hands were hired to prepare the roadbed for the rails in the vicinity of Taylor's (Washington Crossing). *Daily State Gazette, December 14, 1850*. The first accident of two Bel Del freight trains, a head-on collision, occurred south of Lambertville, opposite the Mount Hope Mills. The engineer of the locomotive that was badly damaged escaped injury by jumping into the Feeder Canal. *Daily State Gazette, April 3, 1854*. A locomotive leaped into the canal two miles south of Lambertville. Fortunately, the engineer and fireman swam safely to shore. *Daily State Gazette, January 16, 1856*. A Belvidere-Atlantic City excursion train, with engineer Thomas Madden in the cab and crowded with passengers, struck an open switch at Wilburtha and ran out onto a coal trestle. The engine demolished an empty hopper car standing on the structure and plopped off the end of the elevated sidetrack. The coaches, however, were not derailed or damaged and no one was injured. Therefore, after a delay of about one hour, the train, headed by a replacement locomotive, proceeded on to the seaside resort. *Lambertville Beacon, July 29, 1923*.

Bennett's Garage was located on Amwell Road in East Millstone, just east of the D&R Canal. It was one of the earliest auto service stations in the area. The local Millstone Bus Company was based there until the mid 1960's. (A photo of one of their early, jitney type, buses crossing the D&R Canal on the East Millstone bridge in 1924 appears on page 24 of McKelvey's *The Delaware & Raritan Canal: A Pictorial History*.) Later the site was taken over by Onka's Charter (bus) Service, which went out of business in the early 1990's. Chet Furmanek's Central Jersey Bus Company (which utilized a Statue of Liberty logo) leased space there before it was sold to Stout's Bus Co. of Trenton in October, 2002. At the end of operations Furmanek donated Public Service J-411 plus a large quantity of spare parts and five transmissions to the New Jersey Transportation Heritage Center. J-411 was driven from East Millstone to Lakewood by the late Bob Wasche. *New Jersey Transport Heritage Vol. 12, No. 1, February 2003*

Bethlehem Steel Corporation president, Charles M. Schwab and Prince Tsai Hsun, an uncle of the last Chinese emperor, traveled down the Bel-Del from Phillipsburg in a special train. The Chinese dignitary was said to have been seeking an agreement from the steel company for the construction of warships. *Lambertville Beacon, September 25, 1910*.

Bicycle Rentals: Greenway Bike Rentals at Washington Crossing offer rentals as well as guided tours from Washington Crossing to Prallsville Mill. 908-581-5780

Bird and Weld Foundry at Trenton received a cargo of cannon balls in the schooner *EMMA*, at the Trenton Basin. They were condemned stock to be used in their foundry. *Daily True American, August 3, 1853*.

Nathaniel Holmes **Bishop** journeyed 2,500 miles via the D&R and other canals and inland waterways from Quebec to the Gulf of Mexico in his *PAPER CANOE* in 1874. *Voyage of the Paper Canoe, Boston: Lee & Shepard: 1878*.

Bituminous Coal: The D&R Canal is doing a very fair business, principally in bituminous coal. *Bordentown Register, March 24, 1871*.

Black River and Western Railroad Company (BR&W): On 1 September 1964, a group of steam railroad enthusiasts leased the Pennsylvania Railroad's Flemington Branch from Ringoes to Flemington to operate steam powered train excursions. On 1 February 1970, these people, now incorporated as the BR&W, bought the entire branch from Lambertville to Flemington to provide freight service and seasonal tourist passenger service. On 1 April 1976, the date that Conrail assumed control of the properties of the Penn Central Railroad, the BR&W augmented its line through the purchase of two segments of track located on each end of its route. On the southern end it purchased a 3.5-mile portion of the former Bel-Del

main line and industrial trackage in and about Lambertville. On the northern end, it purchased a 4.0-mile portion of the former South Branch Railroad (CNJ) that ran from Flemington to near the former Lehigh Valley main line (now Conrail) at Three Bridges. During December 1976 a new interchange connection was constructed between the BR&W and Conrail by L.E. Vernon, former Bel-Del track expert. It was placed in service during March of the following year. *Down Along the Old Bel-Del*, by Warren F. Lee. The 3.5-mile section of former Bel-Del track in the Lambertville area was along the original towpath of the D&R Feeder Canal. On one of its field trips the Canal Society of New Jersey chartered a BR&W train and made a trip up to the Stockton Quarry and back on this track. All BR&W track south of Ringoes is currently out of service.

Blackwells Mills Canal House Association is located on the canal at 598 Canal Road, at the junction of Blackwells Mills Road, Somerset, (Franklin Township), NJ. The house was built for the bridge tender when the canal opened. After the canal closed the house came under the ownership of the state of New Jersey, but continued to be occupied by the last bridge tender, Sandor Fekete. After he died at age 90 in 1970 the house became available. In 1971 the Blackwells Mills Canal House Association was formed and they leased the house from the state and began to restore it as a community center, museum, and library. The house is currently maintained by the Meadows Foundation. It is open to the public and plays host to several events such as craft and antique shows, art exhibits, flea markets, plant and garden sales, holiday events, children's programs, nature walks, community clinics on canoeing, fishing, cooking, furniture repair, and much more. It also serves as a museum and library of canal history. On D&R Canal Day, October 2, 1976, the Canal Society of NJ and Blackwells Mills Canal House Association sponsored a reunion of canal workers organized by the author. Present were: Jack Collins, a marine steam engineer; John Dargay, a laborer who was still employed on the canal at the time; Herbert E. Wager, a boat hand aboard the family tugboat, *TENA WAGER*; and Charles Wilson, Sr., a retired D&R labor crew foreman. For calendar of events check: www.dandrcanal.com/friends.html

The **Boat House** is a very small two-story pub at 8½ Coryell Street (rear), Lambertville established in 1979 a few feet east of the D&R Feeder Canal. It is loaded with maritime and nautical maps, artifacts, brass, lithos, photos, ship models, etc. Open for cocktails in late afternoon all year except major holidays. Unfortunately there is not a single canal-related item in the place... They have obviously missed the boat! 609-397-2244.

Boating Today: See "Canoeing Today"

Boatman insulted: Men on the canal boats are right good customers to some of our stores, and should not be insulted when they make any inquiry of our citizens. Last Saturday an old canal chap asked one of our boys where he could find a barber shop, and the boy replied that, "our barbers do not shave hogs." That boy ought to be strapped. *Bordentown Register*, September 8, 1871.

Boatman Killed: William L. Curry, one of the crew of the canal boat *HUDSON*, was caught between the boat and the side of Prison Lock yesterday afternoon and sustained severe injuries about the hips and side. Dr. Mackenzie was called and had him removed to the St. Francis Hospital. Curry gave his residence as 2110 No. Thirteenth St., Phila. The accident happened while he was jumping from the boat to the tow path (lock) to adjust a rope. Last evening Curry, who was 30 years old, died at the hospital. *Daily True American*, June 10, 1885.

Boats and machines owned by the canal company in 1840 included: one iron steam tow-boat, used in constructions and repairs; one steam dredging machine, with four scows and tools; six boats for conveying materials - on each is a place for cooking for a gang of men, and berths, etc. for their accommodation, plus six horses and tools for sixty men; chains, screws, irons and materials on hand. *Report of the Joint Board of Directors, to the Stockholders of the D&R C and C&A RR and TC, 12.29.1840.*

Boiler Accident: The accident at Lock No. 10, on the D&R Canal was fortunately not as serious as anticipated. The engineer was doing something to the boiler of the engine at the lock, which is a tubular one, and for that purpose had plugged (one?) of the tubes, and while he was driving the plugs in tighter a side blow striking one of them made it fly out, causing a considerable rush of steam, which scalded him badly about the breast and other portions of the body. We are informed that the injuries, although painful, are not so severe but that he will be able to be about again in a few days. *Daily State Gazette*, June 25, 1872.

The series will be continued in subsequent issues of this newsletter.

WORLD CANAL CONFERENCE

September 21-25 | Erie Canal | Buffalo, NY, <https://wcc2025buffalo.com/>

The World Canals Conference is the marquee event for inland waterways experts and enthusiasts from all over the world to gather and learn from one another. Follow your passion to experience how the challenges we all share are being addressed around the globe. On its 200th anniversary, the Erie Canal provides the perfect backdrop for the 2025 conference. Discover how the same spirit of innovation that built the canal and transformed America is revitalizing the Erie Canal for future generations.

Sunday, September 21 — Conference kickoff with community events and entertainment at Canalside and in the greater Buffalo region International Reception for all delegates in the evening

Monday, September 22

- Plenary and Paper Sessions — Exhibitor Hall opens — Screening of a new Erie Canal documentary — Welcome reception and dinner

Tuesday, September 23

All-Day Field Sessions

Lunch and dinner at various tour locations

These full-day excursions will take place on Tuesday, September 23rd. Every attendee is guaranteed a spot in a field session, but each has limited seats. Field sessions will be filled on a first come, first serve basis — so register now to secure your top choice!

BROCKPORT - FAIRPORT Field Session

Recreation, Access, and Accessibility

Discover ways that canal communities are capitalizing on recreational tourism, integrating boating, cycling, and paddling into waterfront and community developments, while also ensuring that recreation is accessible for people of all abilities. This trip includes a boat cruise and a demonstration of an adaptive kayak launch, as well as a visit to a new pedestrian bridge connecting communities to the Erie Canalway Trail.

LOCKPORT - MEDINA Field Session

Downtown Revitalization Through History and Art

See how communities that are rich in canal history, architecture, and engineering are using these assets as the basis for heritage development and revitalization. This trip includes a boat cruise through Erie Canal double locks 34/35, and into the “deep cut,” an impressive canal channel blasted through solid limestone in 1824. You’ll also take a guided tour of the restored historic Flight of Five Locks as the centerpiece of the Lockport Locks Heritage District.

NORTH TONAWANDA - LOCKPORT Field Session

Waterfront Revitalization and Economic Development

Visit North Tonawanda’s canal waterfront at Gateway Harbor, as well as the historic Riviera Theatre, and Remington Lofts to learn about the city’s economic development planning, investment, and community waterfront transformation. This tour also includes a visit to Lockport for a boat cruise and a tour of the Locks Heritage District.

NIAGARA FALLS Welland Canal

Cross Border Connections: From Past to Present

Visit the Niagara Falls Underground Railroad Heritage Center and the St. Catharine’s Museum and Canals Center to hear stories of freedom seekers who used the canal to escape from slavery and crossed the Niagara River to live in Canada. This trip also includes a tour of the Welland Canal and dinner at Niagara Falls.

Wednesday, September 24

- Exhibit Hall open at breakfast — Delegates attend the send-off celebration for replica 1825 canal boat Seneca Chief on its cross-canal bicentennial voyage — Afternoon Paper Sessions—Dinner at Canalside

Thursday, September 25 — Morning Plenary Sessions

Hand-off Ceremony for 2026 WCC hosts and Closing



Replica of the *Seneca Chief*



The D&R Canal Watch is asking for your support for our activities that protect, maintain, and promote the recreational, historical, aesthetic, and environmental qualities of the Delaware & Raritan Canal State Park. Over the past years, the Canal Watch has:

- **Sponsored a number of events for the park's 50th Anniversary and created the Tour de Towpath.**
- **Restored the Kingston canoe/kayak boat launch**
- **Paid for the conditions assessment and the engineering drawings for the East Millstone and Griggstown bridgetender stations.**
- **Working with the park, we posted signage at six locations to help visitors find their way through Trenton.**
- Led history walks along both the main canal and the feeder, pointing out historic structures and Light Rail study tours
- Led history bike rides along the main canal.
- Sponsored star-gazing and solar observation events.
- Sponsored bird watching walks along the main canal and bilingual nature walks
- Installed and facilitated canal interpretive signage at locks and spillways
- Activities in 2009 marking the 175th anniversary of the opening of the Delaware and Raritan Canal. These included "Meet the Canal Authors Day" and "The D&R Canal: Yesterday, Today, Tomorrow," by Richard Hunter" walks, bike rides, canoe and kayak rides, "Hands Along the Canal," and proclamations from our legislature.
- Examination of Lock 9 to determine the feasibility of reopening the lock to navigation
- Post-flood cleaning of canal structures in Griggstown, Zarephath, and East Millstone
- Painting over graffiti in East Millstone
- Repair of shutters on the East Millstone bridgetender's home
- Straightening and painting of the outhouse at the East Millstone bridgetender's home
- Staffing the East Millstone bridgetender's home during the village's Canalfest in October
- A photographic exhibit of the homes of bridgetenders and locktenders.
- Services of an information technology consultant for the park's computers
- Funded classes to certify maintenance staff in small motor repair, applying herbicides, etc.
- Contacted legislators and the governor's office to keep the parks open and retain the commission
- Facilitated the mothballing of an empty bridgetender's home by buying lumber and painting the windows.
- Installed Kaya-Arms on docks to facilitate entering and exiting kayaks
- Funding the park's website and continued updating
- Paying the dues for the Meetup site used for announcing park activities

Canal Watch Achievements (continued on next page)

Canal Watch Achievements (continued from previous page)

- Sponsored lectures on topics such as “The Role of the Delaware and Raritan Canal in the Growth of Trenton’s Industrial Potteries,” “The Operation of the Joint Companies and the Interrelationship of the canal with the state’s first railroad,” “The Roebling Story,” “Photography Along the Delaware and Raritan Canal State Park: Treasure in Central New Jersey,” “Meet Ashbel Welch, the second chief engineer of the Delaware and Raritan Canal,” and Jim Amon on how the canal and the park changed during his tenure with the commission.
- Purchased gifts that the park budget could not provide. These include a digital camera, seven picnic tables, several benches, a laptop computer and software, a desktop computer, an LED projector, an inflatable screen for outdoor viewing of videos, a subscription to the Meetup website, a scanner, printer ink, a water testing kit, an external computer drive, lumber for canoe dock at Griggstown, folding tables and twenty chairs for Bulls Island, development of a new park website and maintenance of the site at the rate of \$50 per month, and professional courses for the maintenance staff.

Renew your Membership for 2025

We would like to remind our members to please renew their membership. You can do so online by visiting www.canalwatch.org and clicking on “Join” at the top right.

Please wait a few seconds for the membership form to appear. When you click “Submit,” you will be taken to the payment page. If you prefer to pay by check, please make it payable to D&R Canal Watch and mail it to the Canal Watch at P.O. Box 2, Rocky Hill, New Jersey 08553.



D&R Canal Watch 2025 Membership Renewal Form

Membership year: January 1 to December 31

Nonprofit Org \$10 _____ Individual \$15 _____ Family \$25 _____ Organization \$40 _____
Supporter \$100 _____ Patron \$250 _____ Business member \$500 _____ Benefactor \$1000 _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone(s) _____

Email address _____

Please send this form and your check, payable to the D&R Canal Watch, to D&R Canal Watch, P.O. Box 2, Rocky Hill, New Jersey 08553-0002. Dues can also be paid online at <https://canalwatch.org/join/>

For reasons of fiscal and environmental responsibility, newsletters will be posted on the Canal Watch website, www.canalwatch.org, and emailed to members for whom we have email addresses. If you require a paper copy, please check here _____.

Volunteers are needed to lead walks/trips. Do you have computer, photography, or design skills that you are willing to use for the organization? Would you like to join the Wednesday Work Crew? May we call on you? Yes ___ No ___ Try me ___ (circle your skill)