

ON THE LEVEL



THE CANAL SOCIETY OF NEW JERSEY

WINTER ON THE D&R CANAL

As fall turned to winter on the D&R Canal some canallers planned one more trip or one more cargo delivered before the canal closed for the season. However, time and time again, Mother Nature often had other plans.

Over the years attempts to keep the canal open past the middle of December sometimes led to disaster. Every few years sudden storms brought strong wind and freezing temperatures that clogged the canal with ice, leaving boats frozen in place from Bordentown to New Brunswick. These events made great news that was eagerly reported in the newspapers of the day.

These stories, donated to the CSNJ archives by longtime Advisory Board Member Bill McKelvey, remind us of how Mother Nature often brought the carefully engineered operations of the D&R Canal to a standstill. Boats were damaged, coal shipment delayed and lives lost.

December 27, 1866

“About fifty boats of all descriptions are stuck fast in the canal, many of them

loaded with valuable cargoes. To afford an opportunity for them to get out, we understand the water will not be let out for ten days. Messrs. Wolf & Engle of Philadelphia, lager beer brewers, have several thousand dollars worth of malt on a boat near Baker’s Basin.”

New Brunswick Weekly Fredonian.

December 19, 1868

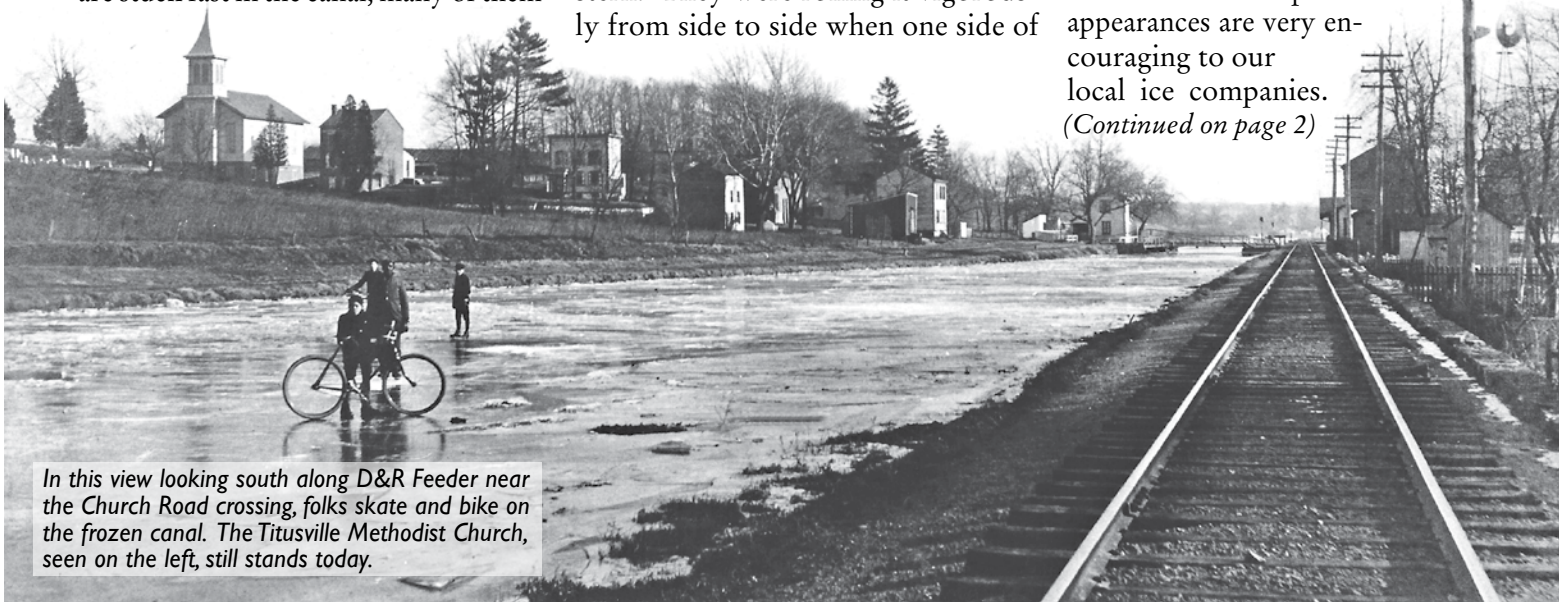
“Fifteen canal workers were on the ice breaking boat as it was being towed by eight mules at Lock #2. The ice boat was constructed of iron, about 20 feet in length and about 10 feet wide at the stern and was very near the shape of a flat iron. Aboard, the men were rocking it to break the ice as the bow ran up on the sheet. The men stand in the center and hold a rope, secured about waist height, which extends from the bow to the stern. They were rolling it vigorously from side to side when one side of

the breaker was drawn up on a large piece of ice and the other side dipped under the water and sank like a stone, leaving the fifteen men struggling in the chilling water. Five men were drowned and several others were injured.” *Bordentown Register.*

December 6, 1871

“Severity of the weather caused an early suspension of navigation on the D&R Canal. Chunkers, lake boats, schooners, and even steam propellers are closed in with ice in the waterfront of New Brunswick and in the vicinity. We hear that men have been engaged in cutting a passage way in the ice to the outlet locks for the loaded boats in the upper and lower basins in order, if possible, to get them to a less exposed position for the winter, or to have them towed to their destination. The present appearances are very encouraging to our local ice companies.

(Continued on page 2)



In this view looking south along D&R Feeder near the Church Road crossing, folks skate and bike on the frozen canal. The Titusville Methodist Church, seen on the left, still stands today.

WINTER ON THE D&R CANAL

(Continued from 1)

Such bitter cold as that of Tuesday night for a few nights longer, and the ice gathering will have the commodity in abundance and begin the work of storing it. *New Brunswick Daily Fredonian.*

December 15, 1876

"The Clyde line of steamers and barges have several vessels still locked tightly in the ice at various points along the canal, but no doubt will get them all out before the 20th, on which date the canal will be formally closed. Two staunch tugs of the Clyde line, the *Lookout* and the *Hudson*, bravely cut their way from Philadelphia to Bordentown on Wednesday, accomplishing the journey in six and a half hours, the ice in many places being six inches in thickness. These tugs entered the canal and are now breaking their way to the ice-bound boats, which are towed out of the canal as fast as reached. There are now lying in Crosswicks Creek 40 loaded boats bound to Philadelphia and other points below. Of these boats four are laden with potatoes from the northern part of New York, the number of bushels aggregating 5,000. The shippers, doubtful of reaching their consignees, have offered the potatoes here at \$1.30 per bushel if taken in 1,000 lots. This is ten cents a bushel less than they will receive if they get the cargoes to Philadelphia. If the present

mild weather continues, it is likely all the loaded boats will get away."

Bordentown Register.

December 24, 1880

"Notwithstanding all the efforts made to release the boats frozen up at several points along the Delaware & Raritan Canal, thirty-seven loaded canallers were unable to reach either outlet on Saturday night. Supt. C. B. Russell, Messrs J. Birmingham Woodward and T.H.

Van Horn, with sturdy assistants, personally manned the canal company's ice cutter, which was drawn by mules, and did all on their power in behalf of the unfortunate boats, but to no effect. The ice was easily enough broken, but the boats could not stand the hammering of the ice against their bow when in progress. One boat had her bow stove in, and would have sunk had not the canal men speedily applied blankets, quilts, etc. to the breach. The crew consisting of a man, wife, several children and a dog became alarmed when the water began to pour into the boat, and had to be removed to the shore. The dog was the first to rush down the plank placed from the boat's deck to the shore. In



In this modern photograph an ice breaker pushes a heavy iron ram through the waters of an ice choked canal.

fact the animal started before the lower end of the plank was secured, and ran squarely into the face of a workman, upsetting the latter, and barking his nose and cutting his lips. The ice cutter used was one on which several lives were lost about twelve years ago. Since then the cutter has been decked and made perfectly safe." *Bordentown Register.*

December 24, 1880.

"It was learned this morning at the office of the Raritan Coal Company that one of the biggest shipments of coal by canal had been caught in the ice in the canal this week between New Brunswick and Trenton, and was now held fast. The coal is contained in several of the biggest boats that go through the canal, including two immense "lakers," capable of carrying 300 tons of coal each. With the limited quantity of coal in the hands of dealers at the present time, the news was most distressing. Manager Robert E. Ross stated that he hoped it would be possible to get the boats free of the ice and have some of them reach his docks in New Brunswick tonight. If the weather grows warmer this will be possible. The D&R Canal Co. announced some time ago that the canal would be formally closed on December 15." *New Brunswick Daily Times.* ■



Ice cutting on the D&R at East Millstone.

THE CANAL SOCIETY TAKES A BIG STEP FORWARD

Since our founding more than fifty years ago, the Canal Society of New Jersey has gone through many changes. We have grown from a simple historical society to a publicly active and highly respected organization. To continue this level of activity we needed a home.

By Joe Macasek & Tim Roth

Many times over the past 50 years, the Canal Society has considered acquiring a headquarters. However, the cost and the task of finding an appropriate location have always put the idea beyond our grasp. Over the years we have managed to do extraordinary things as an all-volunteer organization operating in borrowed space. We acquired the use of exhibit space at Waterloo and rented space for the collection but were never able to find a home. Now however, managing all the things that we do has gotten more and more complicated.

Some of these activities have included using Green Acres and Morris County Open Space funding to acquire canal properties to become public open

space. In addition, our involvement with canal signage in Passaic County attracted the attention of the North Jersey Transportation and Planning Authority, a federal agency, and led to a partnership that turned the Morris Canal Greenway from a grassroots project to a statewide initiative involving six counties and millions of dollars of grant funding.

Another important concern was the need to find a better place for our archives. Our collection had grown and was being housed in climate controlled storage. They were safe but unusable in their cramped quarters.

A pivotal moment occurred when the CSNJ received a significant endowment from the estate of a longtime member who asked to remain anonymous. Since then we have



Our name is proudly displayed outside the door to our new office/archive.

been funding both Morris Canal and D&R Canal projects, growing our collections and seriously looking for a home base from which to manage our new good fortune and our new obligations.

To start, we sought out the perfect location: a historic building close to the Morris canal, with office, archive, exhibit and meeting space and plenty of parking. More than anything else, we wanted office space with room to work and a safe and secure place to properly organize our collections. Several historic buildings were offered to us, and one was in the works for us to acquire. However, it needed major renovations, which would require a long restoration process involving grant cycles, which would result in a wait of several years before it could be utilized. When this building fell through, we decided to reevaluate our needs.

(Continued on page 4)



Our new archive offers plenty of climate-controlled space to store our collection as well as space to work on projects. In the picture above archivist John Preto and office manager Janice Escobar examine the accession record while sorting some of the artifact we have in storage.

A BIG STEP FORWARD

(Continued from page 3)

In the end we decided to investigate rental space that we could use now instead of waiting years for the perfect place. Board member Janice Escobar led the search. After looking at 16 potential locations, we chose one that had the best floor plan, had an easily accessible first floor location, and was in the right geographic area.

We ended up choosing a 2,300 sq. ft. office at 35 Waterview Blvd., in Parsippany, close to both Routes 80 and 287 and only two miles from canal sites in Boonton. Once the contract was signed in June, we hit the ground running, moving all our archives from our Hackettstown storage unit to the office. Our archivist, John Prieto, has since been busy organizing and cataloguing the numerous archives, and we have been slowly outfitting the office space and organizing our library of books.

Although we still have lots to do we would now like to invite our members and supporters to see our new home. We also plan to eventually operate regular office hours, so members of the public can visit our headquarters, peruse our library, or request specific archival items. ■

With volunteers now spending long hours sorting through boxes of books and files, this kichenette area adjacent of our office space is taking shape and making the place feel more like home.



SPECIAL EVENT

January Program Meeting

January 20th

Open houes starts at 6:30PM – Program at 7:30PM.

Join us at our new CSNJ Office/Archives for a special open house event to see what we have accomplished so far. There will be sandwiches, snacks, and drinks, followed by a presentation on the D&R Canal in Trenton given by noted speaker Clifford Zink.

All members and friends will receive an email invitation. Please send a quick reply to let us know that you will attend. If you can not join us in person there will be the option to watch the presentation via Zoom. The Zoom registration link and map to our new location will be included in the email.

CSNJ Office/Archives

35 Waterview Boulevard, Suite 103 – Parsippany, NJ

NEW CSNJ ARCHIVES

By John Prieto

Our new office space includes a locked, climate-controlled archive to house our treasured collection. After a successful move into the new space, archival items are now housed in their respective cabinets and enclosures, including our collections and original documents. Accession files have been placed in file drawers in annual order for easier access.

Equipment to handle collectibles (e.g., archive-safe work surfaces and gloves) is ready for use with our archive work tables. Archive policies and usage record forms, are completed and along with a “Finding Aid” reference manual, will be in force when we are ready for visiting users. The comprehensive review of our accession records (starting in 1969 when CSNJ was formed) has been completed; this has allowed us to expedite data en-

try into our PastPerfect database system. In addition, we have made great strides toward completing the inventory of our entire archive. Along with searchable online public access of our archive (through the CSNJ website, www.canalsocietynj.org), our enhanced ability to modernize, update and manage information puts us on a path to achieving our goal of a full-service archive. ■



With room to grow, our old collection of mismatched files has now been replaced by newer five drawer legal size file cabinets donated by CSNJ Advisory Board member Lew Wefferling.

NEW JERSEY'S CANALS GO TO COURT

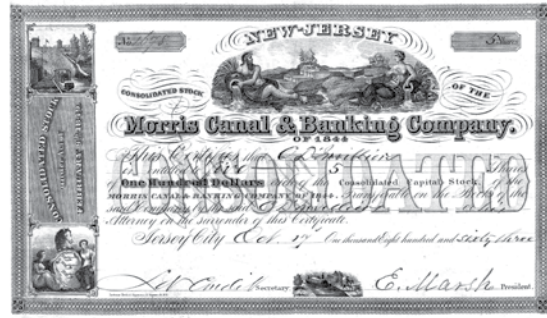
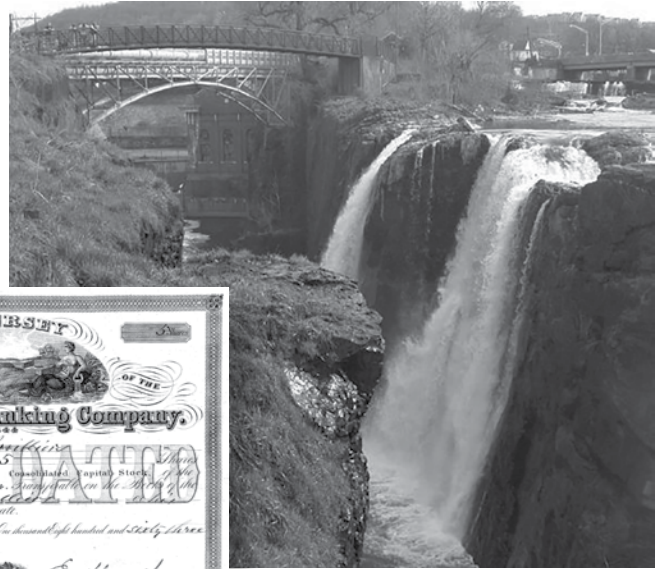
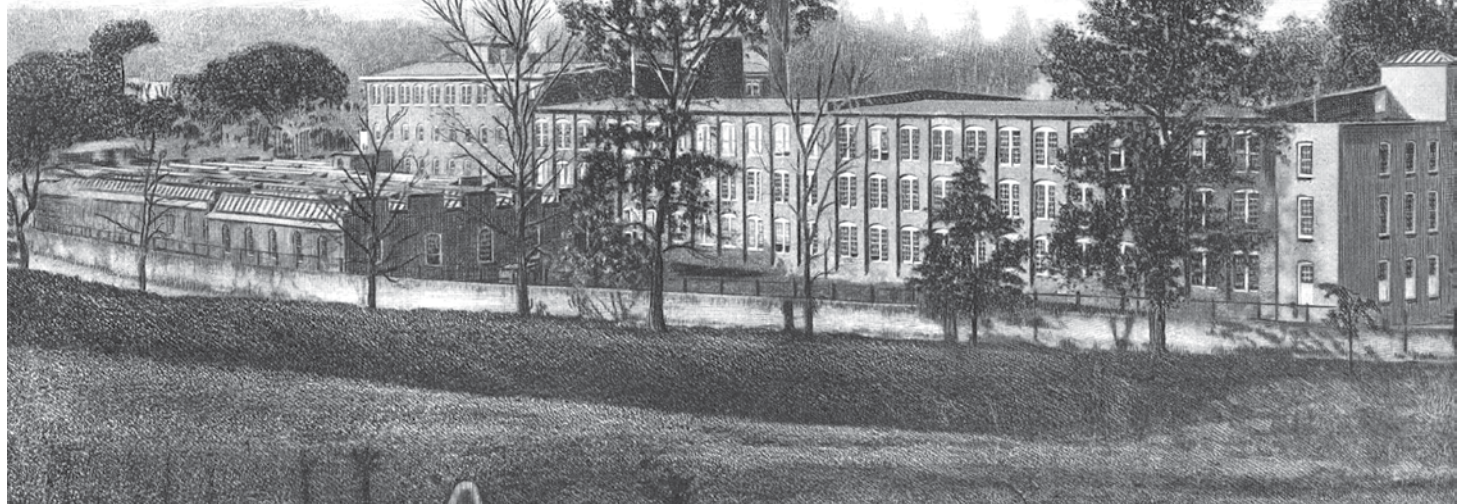
By John Prieto

New Jersey's canals were created from legislation and operated by executive action via its many contracts and agreements. But it wasn't long after they began that the judicial system got involved: complaints and legal actions soon became part of their business environment.

One of the first legal proceedings concerned the Morris Canal, which was named as a litigant. The case involved a Wall Street investor group which had taken control of the finance committee of the canal company and had persuaded them to sign blank stock certificates to be used in fraudulent financial transactions; the case resulted in some trials and convictions.

In what became one of the most protracted and volatile battles, the Society for Useful Manufacturers (SUM) brought a complaint in 1828 against the Morris Canal over water rights which resulted in a judgment that said the canal company did not

Waterpowered industries like Bloomfield's Oakes Mill, seen in the postcard below, often competed with the canal for the use of limited water resources. A dry summer often led to lawsuits and open conflict.



LEFT: The Morris Canal & Banking Company stock certificate was issued after the company was reorganized in 1844.

ABOVE: When Paterson's Society for Useful Manufacture was chartered in 1791 they were given the right to use the waterpower of the Great Falls of the Passaic River shown in the picture above. The Morris Canal's need to tap the Passaic River watershed to fill the eastern division of the canal put them in direct conflict with the SUM.

In the case of Van Schoick vs. the Delaware & Raritan (D&R) Canal (1843), the claims against the canal company were deemed "consequential damages" (i.e., they were superfluous) and as such the plaintiff was denied.

An interesting damage claim case involving three parties was heard in 1906. In joining against

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do harm to the SUM. A subsequent case went to the NJ courts in 1830, which dismissed an injunction by the SUM, declaring it could not prove that it suffered harm. By the end of the 1840s, the SUM took action by destroying a control gate which linked the canal with the SUM's water raceways. The legal tumult continued with the SUM taking legal actions to the local court and the NJ Supreme Court. A final injunction levied by the SUM against the canal company in 1876 (by now leased by the Lehigh Valley Railroad (LVR)) was denied.

Over the years claims against both canals were frequently made.

CANALS GO TO COURT



This historic photo shows the Balbach Smelton and Refining Company that once stood along the Passaic River in the Ironbound section of Newark. The Morris Canal passed through the center of the plant causing problems for both the canal and zinc company. In the picture above, utility lines are seen passing up and over the canal while the towpath is relegated to a narrow strip between the canal and the factory buildings, a situation that was bound to take lawyers to straighten out. This property is now part of Newark's Riverside Park.

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the Diamond Mills Paper Co. of Bloomfield (which was located adjacent to Plane 11E), the Morris Canal and Banking Company (MCBC) and Oakes Mill (located below Plane 11E) filed a complaint regarding the paper company's lime water effluent which was released into the canal. The ruling was made against the MCBC and Oakes since the canal was not harmed and was releasing its excess into the Third River, which Oakes used as a source for its mill.

Occasionally damage claims against the canal companies were repeated by the plaintiffs. In the matter of Thompson vs. MCBC (1840), the initial decision for damages paid to the plaintiff was challenged but held. In LVRR vs. McFarlan (1881), continuing actions by the complainant against the company for damages were denied. In the case of the D&R vs. Rundle (1852), a ruling was made in favor of the mill operator to be able to use the waters of the Delaware River for its operations.

Two legal proceedings involving requests for injunction against the MCBC wound up in Chancery Court. In Central Railroad vs.

MCBC (1863), the canal company believed that the railroad had encroached on its right to the bulkhead in Jersey City. Because the court felt the right was little used, the injunction was denied. In Southard vs. MCBC (1832), the complainant believed that the canal company, in erecting its dam, caused harm to their adjacent lands. The court ruled that by their charter the canal company was within their rights to construct the dam and since compensation had been made and the plaintiff delayed its action, the injunction was denied.

Damages caused by the canal companies' operations also played a role in the cases of MCBC vs. Seward (1851) and MCBC vs. Ryerson (1859). Evidence presented showed flood damage to the properties due to the company's dam but the rulings in favor of the MCBC hinged on the fact that the affected lands were outside the scope of the original agreement.

Financial matters were explored by the judicial system in several cases. In MCBC vs. Baird (1915), it was ruled that the tax-exempt status of the MCBC did not automatically carry over to the LVRR, which had leased the canal in 1871. In the

Court of Chancery, the matter of Willink vs. MCBC (1843) involved the so-called "Dutch Loan" from 1830. Wilhelm Willink, acting as the agent for the loan, brought the case in order to force the sale of the Morris Canal so that its debts could be paid. The Court's ruling stated that it would not oblige Willink in seeking to recover payment in the names of all of the lenders.

A land-use dispute between NJ Zinc & Iron Company (NJZI) and the MCBC led to the case in 1888 which produced a ruling that since NJZI held the title to the land in Newark between the canal and the Passaic River, the canal company had no other rights than their right-of-way, which covered the canal and towpath only.

In a case involving the construction of bridges over the Morris Canal, MCBC vs. State (1853), the ruling declared that the canal company was not compelled to construct and maintain bridges where the same route was crossed by a public highway.

Perhaps the ultimate case came at a time when the Morris Canal was about to be abandoned. For decades, repeated attempts were made to achieve this end. This was especially true in the years following the reduced traffic on the canal and its lease by the LVRR. In 1918, the MCBC/LVRR filed an injunction against the New Jersey District Water Supply Commission to stop the construction of the Wanaque Reservoir, which would divert waters from the canal. As a consequence of the injunction, legislation was finally passed and approved in March of 1922 authorizing the acquisition of most of the Morris Canal property by the State of New Jersey.

All told, the record of the canal companies in court was a mixed bag. But the judicial process could not dent the success achieved by both canals. ■

LOCK 2 EAST RESTORATION UPDATE

As fall turns to winter, Wharton's Lock 2 East restoration comes ever closer to completion but not without some last-minute drama that will push the actual completion date well into 2023.

By Joe Macasek

Since the Lock 2 East restoration project began in 2006, work has been concentrated on rebuilding the lock. However, in June 2021 work began on the lock tender's house. The project started with archaeology and followed by gathering stones from the original construction that were then used to rebuild the house.

Gradually the building rose from the pile of rubble, until this past summer, it started to actually look like the tender's house in the historic photos. In addition, site work was done to recreate other important historic features. The bypass channel, that once passed water from the upper level of the canal around the lock when it was not in operation, was re-excavated and lined with stones. The ditch had been filled in years before by the people who bought the house from the canal company. The bridge that once allowed the tender walk from the lock to his home was also recreated.

Another task to be accomplished was to recreate the plane rail and cable repair work done by the canal company to keep the building from falling apart in its later years. To make the building as authentic as possible, rails of the appropriate size were needed but could not be found. Thanks to a tip from advisory board member Bill McKelvey the CSNJ was able to locate light rails in Phillipsburg that were near to the right dimensions. We contacted Tom Hellyer of the Friends of the New Jersey Transportation Heritage Center who agreed to donate the rails we needed at no cost.

However, this project is not just about replicating a historic structure. To comply with the grant funding plan, the finished building needs to meet modern building codes and provide a sustainable visitor experience in the twenty-first century. The result is a curious combination of old and new. The building itself is, by modern standards, a tiny structure



By the early 1900s, the tender's house at Lock 2 East was in poor condition. To prevent the building from collapsing, the canal company used pieces of inclined plane rail and lengths of cable to hold the building together. The plans to rebuild the house included reproducing the stabilization system.

with a kitchen addition on one side to add a little extra living space. Its historic creature comforts include a fireplace for heat but no indoor plumbing. A well was located outside the
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ABOVE: In this picture, taken in 2006, Lock 2 East lies buried in the foreground. The few stone walls seen in the background on the right are all that remained of the lock tender's house.

LEFT: The tender's house stands almost complete. The outside rubble-stone walls have been stuccoed and painted. The inside walls have been plastered, the heavy plank floors have been finished and exhibit lighting installed. The path from the lock to the house now crosses the bypass channel on a simple wooden bridge.

LOCK 2 EAST RESTORATION

(Continued from page 7)

kitchen door and an outhouse stood nearby, on the other side of the kitchen garden. The new house has a modern heating and cooling system, electronic and communication utilities, and state-of-the-art security system. The building will be handicapped accessible and have handrails to keep visitors from falling on the interior staircase. With only a few punch list items left to do, the house will soon be finished.

Still left to be completed is the installation of the mechanical equipment that will make the canal lock operational. This includes the rack and pinion to crank open the miter gates at the lower end of the lock and the wicket valves and the gearing to open and close the drop gate at the upstream end. With winter weather upon us, it may take until the spring to have the lock in working order. ■



ABOVE: At the lower end of the lock, the platform has been built to hold the machinery that will be used to crank the miter gates open and closed. The four vertical iron rods seen in the picture are attached to the wicket gates that were opened to empty the lock.



RIGHT: The lock tender's shanty was built off site and installed at the upper end of the lock across from the gears and levers that will control the operation of the drop gate. It was the office where he kept his log books, toll receipts and tools. On long rainy days a small stove kept off the chill when the weather turned cold.

Volunteers and Donations Needed

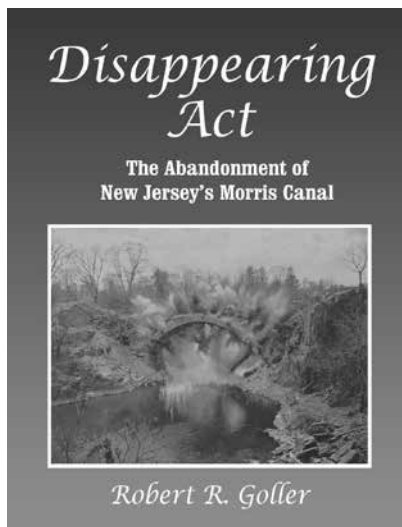
Volunteer

Interpreting the lock site for the public is going to be a totally new adventure. We hope to get started early next year. Please consider joining the team as we make plans to bring the Lock 2 East back to life.

Donations

We plan to complete the restoration by filling the lock tender's house and shanty with the appropriate furnishings, tools and equipment to simulate the living and working conditions of the time. Please let us know if you would like to donate antique items appropriate for an 1880s' restoration.

To volunteer or contribute, please contact Joe Macasek to discuss.
macgraphics2@gmail.com
 973-292-2755



Disappearing Act

The Abandonment of New Jersey's Morris Canal

A New Book by Bob Goller

The story of how the Morris Canal was abandoned but not forgotten, including many, not seen before, historic photos, maps and drawings.

- More than 300 pages
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COMING SOON

To reserve your copy now contact Tim Roth at: tim.roth@canalsocietynj.org

Published jointly by The Canal Society of New Jersey and the Lake Hopatcong Museum

The special eight page insert in this issue of On The Lever is a sample chapter that shows of the kind of thoughtful story telling Bob has put into his new book.

D&R CANAL 2023 WALKS AND EVENTS

These walks and events are sponsored by the D&R Canal Watch. Contact information for Program Leaders is listed below. If emailing for information, please use "D&R Canal" in subject header.

**D&R Canal Watch, www.canalwatch.org
D&R Canal State Park, www.dandrcanal.com**

Program Leaders: Bob Barth, 201-401-3121, bbarth321@aol.com; Pierre Lacombe, pjlacombe25@gmail.com; Herve and Anne Barrier, 908-670-5743, hb9955@gmail.com.

Saturday, February 18: 10:00 a.m.

Towpath Walk, Demott Lane to Landing Lane. 4.2 miles roundtrip. Meet at Demott Lane off Easton Avenue, Franklin Township. Easton Avenue. View work on the spillway. Leader: Bob Barth.

Saturday, March 18: 10:00 a.m.

History Bike Ride, Griggstown Causeway to Kingston, 10 miles roundtrip on the D&R Canal towpath. Explore the structures along the D&R Canal with Canal Watch trustee Bob Barth. Meet in the causeway parking lot in Griggstown. Bring water; helmet required. Allow three hours. Leader: Bob Barth.

Saturday, March 25: 10:00 a.m. to 2:30 p.m.

Geology walk and talk along the D&R Feeder Canal near Scudder Falls. Meet at the Scudder Falls parking lot just off Route 29 (River Road), near the intersection of River Road and Bernard Drive, Ewing. The walk will include a short hike up and down a steep hill. Leader: Pierre Lacombe, retired USGS geologist.

Saturday, April 1: 10:00 a.m.

Towpath Walk, Weston Canal lot to East Millstone, 4.2 miles roundtrip. See the spillway at Somerset County's Colonial Park and the newly restored bridgetender's station in East Millstone. Leader: Bob Barth.

Saturday, April 8: 2:00 p.m.

Nature Walk: Meet at the historic Van Wickle House off Easton Avenue at the foot of DeMott Lane (GPS 1289 Easton Avenue, Somerset NJ 08873). See and hear Baltimore and Orchard Orioles and other nesting songbirds as we walk along the D&R Canal and identify the nature around us. Leaders: Herve and Anne Barrier.

CSNJ CANAL BOAT NEEDS HELP

In 2004 Howard Seeley of Ledge-wood gave the CSNJ a pontoon boat and trailer. Later CSNJ board member Dick Draper and CSNJ volunteers put the boat into working condition and christened it the *Canal Explorer*. When Dick passed away board member Rod Howarth took over and used his personal vehicle to tow the boat wherever it needed to go. We have used the boat for years giving countless passengers narrated boat rides at Waterloo and Wharton Canal Days.

Unfortunately, when Rod passed away last year, we lost our ability to move the boat around. The boat is now safely in storage. What we need is someone with an appropriate vehicle to occasionally move the boat and trailer from a Lake Hopatcong boat yard to Waterloo or Wharton. The *Canal Explorer* is an important part of the public programming that we would like to be offering for the 2023 season. If you can help or have questions please contact CSNJ President Joe

THANK YOU MEMBERS

In October we sent our annual appeal for donation letter to all our members and friends. The response was great. To all of you who made generous donations, please accept our thanks for your support. Your contributions will go toward funding the many projects we have planned for 2023. ■

CSNJ EVENTS

Canal Society Program Meetings

January 20th

Special Event

See detail on page 4.

March 17th

Wharton & Northern Railroad

Cathy Finkel

Green Pond Historical Society

This Spring the Canal Society will once again be greeting folks at a number of public events. Please join us or volunteers to help out.

Watch for mails with the latest information or visit the CSNJ web site for details.

Pathways of History

May 6th

12:00 Noon to 4:00 PM



The Canal Explorer.

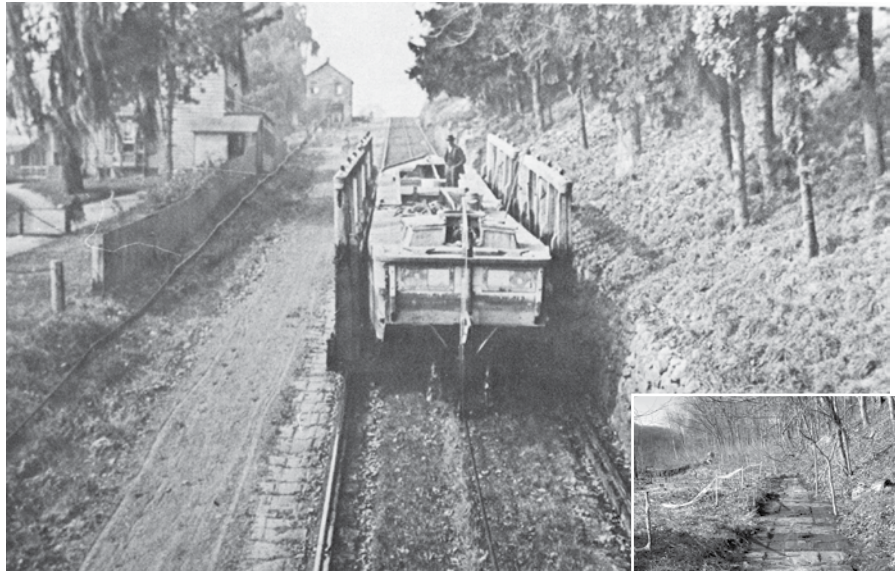
Macasek to discuss; 973-292-2755
macgraphics2@gmail.com. ■

Archeology at Boonton's Plane 7 East

This fall the owner of the former Boonton Iron Works property began demolition on the site. To protect the historic remains of Morris Canal Inclined Plane 7 East, located on adjacent town owned property, CSNJ members got busy to see what could be saved.

In 1827, after the first inclined plane, built at Rockaway, proved to be less than satisfactory, a second plane was built at Boonton. The new plane, built by Canal Commissioner Colonel John Scott, used an improved design in the hope of achieving better results. It was a double tracked summit plane that used an endless sprocket chain to raise and lower canal boats 80 feet.

Today the site is a grassy slope covered with vines and debris from the recently demolished Esten House. When volunteers attacked the ground with shovels and rakes they discovered an intact line of the massive double track sleeper stones from the original 1827 plane. As work continues, we will report as additional discoveries as they come to light. ■



Steve Lauf and Tim Roth.

ABOVE: This historic photo shows Plane 7 East as it was rebuilt as a single tracked plan in the 1850s. However, on the left side of the cradle car one can see the double track sleeper stones from the original plane that are now being rediscovered.



Newly uncovered sleeper stones.

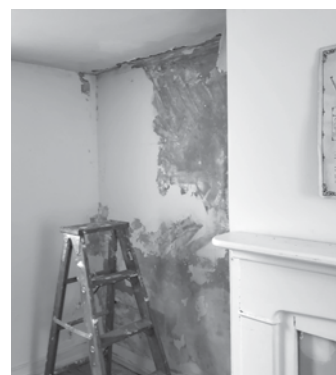
Kingston Lock Tender's House Repairs



Workmen disassemble the old chimney,

This year the Canal Society worked with the New Jersey State Park Service to fund three D&R Canal restoration projects. The first project involved rebuilding the chimney and replacing the flashings on the roof of the Kingston Lock Tender's House. We then funded work to fix the interior wall and ceiling damage caused by the chimney leak. The Kingston Historical Society opens the building to the public every weekend during the warm-weather months.

This fall we worked with D&R Canal Superintendent Patricia Kalleser to have plexiglass covers placed over all the first floor doors and windows of the Griggstown Mule Tenders' Barracks to help protect the building from vandalism. ■



The completed chimney and flashing repair.

Work begins to repair the interior water damage caused by the leaking chimney.



A historic view of the Griggstown mule tenders' barracks.