



Number 75

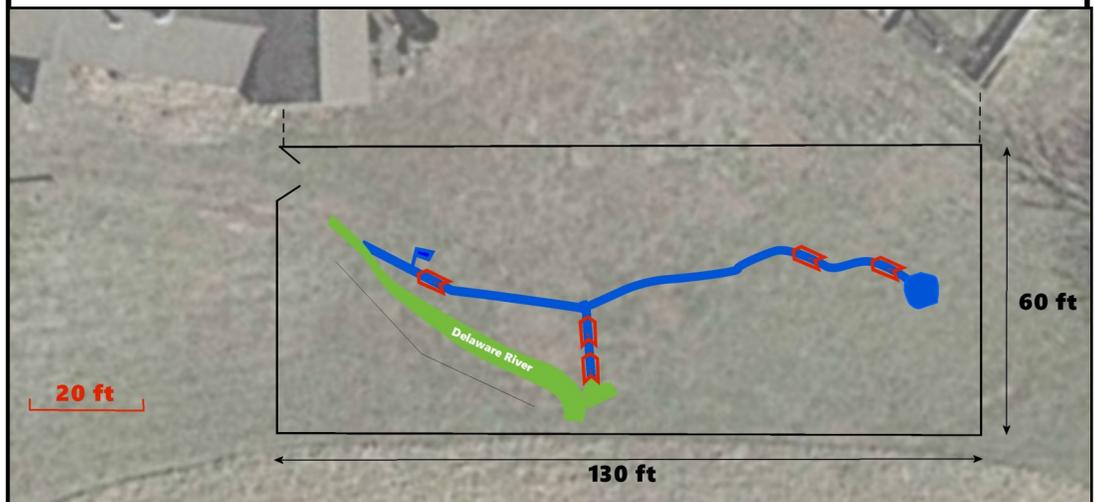
www.canalwatch.org

March 2021

Volunteers Needed for the Mini Canal Project

After listening to Linda Barth's informative presentation about the D&R Canal at a Lambertville Historical Society meeting (pre-Covid of course), Michael Bird of Lambertville envisioned a model of the canal system that would provide an educational and historical perspective of the once thriving commerce channel. His dream has been brought to life with the support of his wife Lauren, the enthusiastic participation of friends Rich Freedman, Jim Lomax, and Kathy Manetas, the encouragement of Linda Barth and the D&R Canal Watch, and the collaboration with Anthony Weber of the Holcomb-Jimison Farmstead Museum, which has graciously allowed the model canal team to build the waterway on its property in Lambertville between the museum and the actual canal.

The model will cover an area of approximately one-eighth of an acre, embrac-



ing the Y outline of the D&R Canal with Lambertville, Trenton, and New Brunswick at each of the respective ends and of provisional dimensions indicated here.

The plan is to have five working locks with battery-powered boats simulating the movement of goods that the canal system once provided. The canal will have a rubber-liner covered with bentonite clay; the locks, likely prefabricated off-site, will be made of wood, stone, and cement.

Below is a summary of where we are and a current plan going forward, which is somewhat fluid depending on factors such as weather and availability of volunteers and materials. The underlined sections show where we are currently seeking volunteers. Anyone interested should contact Michael directly at michaelgbird@gmail.com.

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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

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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.

- Michael has built a model of a steam tug, which I think is fairly authentic to the steam tug *Relief* on which he based the design. With a few more possible tweaks, the design is ready to be replicated by other volunteers. He would like three to four such boats to be built, so we are looking for two or three volunteers.



- We also need to construct two swing bridges and two work boats. We need one volunteer to design the swing bridge and one to design the work boat. Once we have a volunteer for each, we would recruit one or two additional volunteers to help with this.

Michael, of course, will be available to consult with and assist the designers.

- While these various components are being designed and constructed, Jim Lomax will continue his work on the design of the canal itself and the lock system. He will construct a trial section of approximately 10 feet on his property to test out the operation, dimensions, and best materials to use. There is also the pumping system to be developed to ensure that the higher sections maintain an adequate water level, and of course there's the water supply itself.

- Rich Freedman is leading the robotic aspect of the project and would welcome additional assistance.

- With better weather in late spring/early summer, we will return to the farmstead to map out the Y layout for the canal model. We hope to begin the actual construction of the canal in the fall. At this time, we may need additional volunteers for the physical labor part of the project.

- We are suggesting that we use temporary fencing during the construction phase, as it will allow us flexibility in shifting the design if needed as well as to allow small machines to help with digging and other tasks. We will, in the meantime, locate a vendor for a permanent fence, which we would have installed once the canal has been completed. For both the temporary fence and the permanent fence, we will contact local government and businesses to see what can be donated.

- The model canal project team welcomes anyone interested in participating in the design and construction. Tasks where volunteers are currently needed are noted above and, as with any endeavor of this type, more will surely arise! Please email Michael Bird at michaelgbird@gmail.com or Kathy Manetas, Communications Manager, at kmanet@comcast.net to let us know of your interest.

Proposed model for one of the canal locks.



2022 CANAL WATCH CALENDAR

Attention all photographers!

Once again, our D&R Canal Watch calendar was a great success. The year 2020 was very challenging for all of us, so the funds received from the sale of the calendar were particularly important at this time. Thanks go to all the photographers who submitted photos last year and for everyone who purchased the 2021 calendar.

We're beginning the process of developing a new calendar for 2022. Unlike previous years, we think that a calendar devoted to specific themes would be especially appreciated. Therefore, we are asking for submissions of images in the following categories:

1. Reflections - Think of reflections in calm or running waters, or interesting reflections in glass. We're open to your interpretation, so give it your personal touch.
2. How the canal works - The successful operation of a canal system depends upon the mechanics designed to make it work. As you traverse the towpath, look for opportunities to record what you see that makes the system tick: locktender and bridgetender homes, locks, spillways, aqueducts, culverts, and waste gates. Both artistic and documentary images will be considered for our next calendar, so give it your best shot!

Entry rules for the photography contest will be as follows:

- Entries must be received by **June 28, 2021**. The Canal Watch will submit them to the judges in July.
- Only amateur photographers may submit images to the contest.
- Photos must be sharp and in focus.
- Calendar print size is 12"x12". Original images may be submitted in landscape or portrait orientation but will be cropped square when in print.
- Photo files must be submitted in one of the following formats: jpg., tif., or eps. format, and in sRGB color space.
- Digital photo files must have the following properties: 300 dpi and 3,000 pixels on the longest side.
- Printed images will not be considered, nor will they be returned.
- Mobile phone files may be sent; however, they must be submitted at their highest resolution. Because the final reproduction size of the calendar is 12"x12", certain mobile files may be disqualified if they are not of the highest quality.
- Qualified images should be attached and emailed to barthlinda123@aol.com. You will be notified only if your image(s) are selected for inclusion in the calendar.
- **Each photo must be clearly identified as to the location from which it was taken and the date taken. Photos can be submitted from any year and showing any season.**
- The email must contain the photographer's name, address, phone number, and email address.
- By submitting your image(s), you agree to grant the D&R Canal Watch, a 501(c)(3) organization, the right to reproduce the photo(s) for calendar use in 2022. The D&R Canal Watch reserves the right to use the contest photo entries with entrant's name on the Canal Watch website, www.canalwatch.org, in print, and promotional materials.

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SO START SNAPPING THOSE PIX!

Here are four examples from previous years:

Blackwells Mills bridge-tender's home reflected in the canal, by Todd Murphy



Reflections by Tom Egan



Gearing in South Bound Brook by Tom Egan



Prallsville guard lock, by Wayne Petko

The Beginning of the Delaware and Raritan Canal Commission

From "Along the Delaware & Raritan Canal, by William J. McKelvey

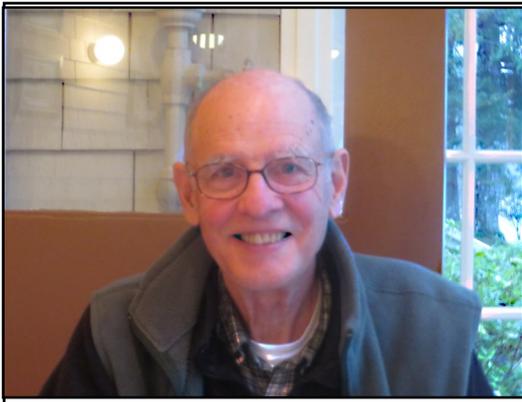
James C. Amon was the first Executive Director of the Delaware & Raritan Canal Commission (D&RCC), serving from September 1975 until February 2005.

The regulatory program of the D&RCC was the first regulatory program in the State of NJ to:

- Attempt to manage stormwater runoff for both quality and quantity. It took the NJ DEP ten years to adopt stormwater management regulations that were, at the time, very similar to those of the D&RCC.
- Establish visual impact standards on a regional basis (which were flexibly structured to accommodate urban, suburban, and rural land use conditions) for historic structures.
- Establish watershed based protection for stream corridors. This was done by the D&RCC twelve years before the NJ DEP adopted somewhat similar regulations to protect the highest quality streams in the state.

When the D&RCC began, there were about eight miles of usable towpath and one parking lot for visitors. When Jim Amon departed, there were about 85 miles of trails and about 30 parking lots. The D&RCC was responsible for over \$25 million worth of improvements to the D&R Canal State Park that were made at no cost to the taxpayers, mostly via concessions from developers and contractors. These improvements included building new trails (e.g. the trail between Kingston and Rocky Hill on the berm bank and the restoration of the towpath at Port Mercer); bridges and walkways (e.g. the bridge across the Millstone River on the east side of the canal at the

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Millstone Aqueduct; parking lots at access areas (in connection with the 1984-85 dredging of the canal, the D&RCC had the contractors build four parking lots along the Feeder); restoration of historic structures (along with Donald Jones and others, Amon led the Delaware River Mill Society in raising more than \$1 million to make improvements to the historic Prallsville Mill on the Feeder Canal); the pedestrian bridge over U.S. Route One; the restoration of Lock One; the creation of National Historic Districts at Lambertville, Titusville, Griggstown, Kingston, and several others; the establishment of “Wild and Scenic” status for the portion of the Delaware River that adjoins the Feeder; the establishment of Scenic Road Status for NJ Route 29; the scenic pull-offs on I-295 that give access to Lock One; the addition of almost 1,000 acres to the canal park; the

extension of the canal park path to Frenchtown; permanent protection for 3,000 acres of riparian buffer land along streams that enter the canal park; and many more similar improvement items.

These things were achieved because Jim Amon (pictured) and the D&RCC did them, got others to do them, or worked with others to do them. Jim was the right man at the right time for the job. Over the years he has collected historic images and artifacts of the D&R and recorded hundreds of contemporary views. Amon has done presentations and talks on the D&R throughout our state, including several times for the Canal Society of New Jersey and at the World Canal Conference in Bethlehem, PA in 2006. Jim also was instrumental in the saving and moving of the “Chicken House” switch from the Bel Del immediately west of the railroad bridge over the feeder, which was west of the site of the Warren Street passenger station. It and three old cast iron crossing gate bases and signal hardware were also saved for the NJ Transportation Heritage Center and moved in two tractor-trailer loads to Phillipsburg.

D&R Canal Watch Memorials are a thoughtful gesture

Often when friends or family members have passed away, people ask where they can make a donation that would be meaningful to the deceased.

Among others, Julie Harris recalled that she and her uncle, Richard Harris, both loved the D&R Canal. She made a gift to the Canal Watch in his honor. She thanked us for our efforts in working with the park to improve and preserve our historic waterway.

Julie arranged with her employer, Johnson & Johnson, to provide a match, which turned out to be \$1000, much more than a match. We thank Julie and J&J for their generosity.



Now you can donate to the D&R Canal Watch simply by shopping at Amazon.com.
You can support the D&R Canal Watch by shopping at AmazonSmile.

It's easy. Instead of starting at www.amazon.com, simply begin with this link. It takes you to the shopping page. <https://smile.amazon.com/ch/22-2935985>

Then, automatically when you shop:

- Amazon donates 0.5% of the price of your eligible AmazonSmile purchases to the charitable organization of your choice.
 - AmazonSmile is the same Amazon you know. Same products, same prices, same service.
- Support your charitable organization by starting your shopping at smile.amazon.com.





The Next Step for the East Millstone Bridgetender's Station

Look for more news in the May issue. Right now we are awaiting the completion of the engineering drawings.

We expect to have more news in the May issue.



Have you seen a downed tree across the towpath or some other problem in the park? If so, please contact the D&R Canal Watch at barthlinda123@aol.com or 908-240-0488.

Or you can report problems to the state park office at 609-924-5705.



D&R Canal Watch 2021 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? Yes ___ No ___
Try me _____ (circle your skill)

Anthracite Coal — The Main Cargo of the D&R Canal

By William J. McKelvey

Anthracite coal or “hard coal” (also known as “stone coal”) was the major cargo carried through the D&R Canal and has been termed the fuel that ignited an industrial revolution. Anthracite has an average fixed carbon content of 86%; volatile matter amounts to only 4.3%. It is therefore more difficult to ignite, but it burns longer and cleaner than the softer bituminous coal, making it more attractive for domestic use.

It also is easy to store and is more resistant to deterioration. Anthracite was mined in northeastern Pennsylvania and transported to tidewater by canalboat. Short feeder railways were constructed to move the coal from the mines to the canals, and as those railways expanded, they began to compete directly with the canals and began to replace them.

According to *The Kingdom of Coal*, by Donald L. Miller and Richard E. Sharpless, anthracite constituted well over half the total tonnage carried by the D&R Canal. In 1860, 1,283,000 tons of coal were transported. *From Indian Trail to Iron Horse*, by Wheaton J. Lane, notes that much coal was destined for delivery along the D&R Canal to industries and distributors located on connected tidewaters. Huge volumes of anthracite were brought to the Coalport section of Trenton via the Belvidere Delaware Railroad and transloaded into canal vessels for final delivery. As much as 18% of the anthracite coal mined in the US was carried by the D&R Canal in 1871.



Railroad coal car on the trestle above the canalboats. A door in the bottom of the car allowed coal to drop by gravity into the boats.

Reports from the D&R Canal State Park and the New Jersey Water Supply Authority January, February, and March 2021 meetings of the Canal Commission

Park Superintendent’s Report —Delaware and Raritan Canal State Park Naturalist Stephanie Fox reported that a new park brochure, with an updated map, will be ready soon. There will also be a Spanish version.



Ms. Fox reported that DEP Division of Parks and Forestry was exploring a plan to create turtle basking areas in the turning basins of the canal. Such a project would create wildlife habitat and allow for educational opportunities. Commissioner Loos and Ms. Fox discussed the turtle basking habitat project. Stephanie reported that different designs were under consideration, such as floating islands and platforms upon which the turtles could climb. The Kingston Turning Basin was identified as a candidate site, since there was ample public access and an abundant population of turtles. Commissioner Loos recommended that the project might make a good scout project. Ms. Fox agreed and noted that any proposed project would be designed so as not to interfere with NJWSA operations.

Ms. Fox reported that two groups participated in park clean-up days as Day of Service events related to the Martin Luther King holiday. One group was the Friends of Princeton Nursery Lands, and the other was a group of Ewing residents who cleaned up in the area of Scudder Falls.

She also reported that two incidents of illegal dumping had occurred within the park. One incident included the dumping of construction materials in the vicinity of Duck Island; the DEP Park Police are investigating. She noted that the New Jersey Transit Corporation had taken the lead to clean up and dispose of the material. The other incident involved the dumping of tires near Whitehead Road in Lawrence Township.

Stephanie said that park staff will interview for a new maintenance worker at Bulls Island. On February 25

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the Central Jersey Steam Team held a canal clean-up off Lambertson Road, south of Trenton. (Editor's note: Jens Riedel of the Stream Team reported that, despite the rainy weather, they had a great cleanup. With 10 volunteers, three park staff, and the owner of the tire recycling company, they were able to remove 216 tires and a pickup load of other trash. Everything was hauled off at the end of the cleanup. There are still hundreds more tires for another cleanup.)

In March the park will submit to the canal commission for review a plan to create two new parking lots along Delaware River, north of Kingwood boat launch (Riverview) and Cooley Tract (between Kingwood boat launch and Fairview Road).

Vice-Chairman Stout asked when the northern end of Bulls Island would be opened to the public. Stephanie stated that she anticipated it was possible that partial use could be provided to the public in the spring and that the necessary tree removal activities were complete. Assistant Commissioner Madden stated she would update the Commission on the progress of the project at the February meeting. At that meeting, she reported that the tree work has been completed in the northern section.

In February, representatives from the park, SHPO, Green Acres, and DEP spoke with students at the Bloustein School at Rutgers. The class has been asked to evaluate the park's master plan and the students have met with and questioned employees and volunteers involved with the park.



New Jersey Water Supply Authority report

Mr. Sellar reported that the dredging project for the main portion of the Delaware and Raritan Canal was completed in December, and with the stabilization of the dredge materials, trucking off-site had begun. Approximately 50,000 cubic yards of materials had been dredged, and approximately 5,000 cubic yards had been moved. Trucking was anticipated to continue through the end of March, and restoration of the access areas will be completed thereafter.

For the Landing Lane spillway (left), the NJWSA hopes to send the project out to bid in spring and have the work done in summer. The general plan is to remove the existing stone, excavate soil to allow them to pour a reinforced concrete slab on the crest and river side slope to act as subgrade to the historic stone, and then replace the stone in a manner similar to what is there now. The stones would be held in place by a series of dovetail anchors. The plans are not final yet as NJWSA is still working out some of the details.

He stated that the Island Farm Weir embankment repair had been delayed due to issues with the delivery of repair materials, but that the repair was now underway.

Mr. Sellar reported that schematic engineering design was underway for the Six Mile Run culvert repair. He reported that the Dellwood Lane Basin project in Franklin Township had a tentative date of spring 2021 for construction. In addition, the repair of the leak at the Brookville Waste Gate, located south of Stockton Borough, required the placement of additional clay on the canal embankment, and that there was still some small leakage occurring at the site. The sinkhole that resulted from the leak has been repaired. He added that the feeder canal water level had been lowered in order to effectuate the needed repairs, and that the water level has been returned to its normal level.

Finally, Mr. Sellar reported that NJWSA staff continued to address clean-up in and along the canal of fallen tree limbs. Commissioner Loos asked Mr. Sellar when the East Millstone park area would again be available for public use. Mr. Sellar responded that final restoration of the dredging would be completed in March.

Vice-Chairman Stout asked Mr. Sellar to report on the embankment repair project in Stockton. Mr. Sellar stated that NJWSA staff was reviewing engineering reports and design schematics. Plans and permits would be finalized with the intention that the project could be bid in the spring.



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:

- 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 and star-gazing events
- Sponsored bird watching walks along the main canal and bilingual nature walks
- 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 professional courses for the maintenance staff.
- 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
- **Paying for the conditions assessment and the engineering drawings for the East Millstone bridgetender’s station.**

Class of 2021-2023

Theodore Chase (Griggstown)
Tim Roth (Long Valley)
Jeff McVey (Lambertville)
Barbara Ross (Princeton)

Class of 2022-2024

Tom Lederer (Princeton), publicity chair
Robertta Batorsky, Bordentown
Carl Hemmingsen, Bordentown

Marion Munk (Piscataway)
Wayne Petko (South Bound Brook)

Class of 2023-2025

Linda Barth (Somerville)
Robert Barth (Somerville)
Michael Kaplan (Griggstown)
Ellen Kaplan (Griggstown)
Pamela V'Combe (Trenton), activities chair

EVENTS YOU MAY WISH TO ATTEND

Thursday, April 15—The Metuchen-Edison Historical Society presents a free, virtual program featuring Todd DeFeo, author of *The Northeast Corridor*.

The Northeast Corridor between Boston and Washington is perhaps the single most significant stretch of railroad in the country, connecting dozens of cities like Baltimore, Philadelphia, and New York City. The line carries thousands of passengers daily on a line formed from a patchwork of some of the earliest railroads in America.

DeFeo has studied railroads since growing up in Metuchen alongside the Northeast Corridor. He is editor of Railfanning.org and founder of The DeFeo Groupe. The images in this book come from some of the many libraries, museums, and organizations dedicated to preserving railroad history, the archives of Railfanning.org, and the author's personal collection.

Thursday, April 15, 2021 at 7:30 pm
Online via Zoom – Free & Open to the Public
Advance Registration Required
(visit our website or contact

metuchenedisonhistory@gmail.com)

Presentation will be preceded by a brief business meeting serving as the Society's Annual Meeting

It's official: RIVER RANGERSSM is back for 2021!

Navesink Maritime Heritage Association is pleased to announce that its **signature and long-running summer canoeing program for children age 10-14 is back for 2021. Three weeks, July 26-30, August 2-6, and August 9-13, are open for registrations.**

Parents/grandparents should go to NavesinkMaritime.Org/Events and click on their choice of week to register and pay. July 26-30 is nearly full but there are plenty of spaces for both August weeks, August 2-6 and August 9-13.

Cost per child per week is \$255 and includes canoe, paddle, life vest, and a commemorative T-shirt. Each weekly program runs Monday through Friday from 8:30am to 1:30pm and is managed by experienced counselors. Questions? Email Courtney at RiverRangers@gmail.com

NMHA's successful 2020 COVID-19 protocols will be followed in 2021: temperature taken at the start of each day, face coverings on land, and social distancing.

Information on River Rangers at NavesinkMaritime.Org/RiverRangers
<https://navesinkmaritime.org/RiverRangers>

April 17 – Virtual

We Are Still Here: The History and Continuing Culture of New Jersey's Indigenous Tribal Communities — *Learn about the original people who lived in what is now New Jersey and their contributions to our state's rich diversity*

The Trent House Association presents a virtual presentation by Rev. Dr. J. R. Norwood, Jr., on the history and culture of the Lenni-Lenape people and their descendants in New Jersey today. The program will begin at 1 pm on Saturday, April 17, 2021, via Zoom at <https://bit.ly/3rtFwRG>. A pay-as-you-wish donation of \$10 is suggested and can be made by PayPal at <https://www.williamtrenthouse.org/donation.html>.

The land on which the Trent House was built is part of the traditional territory of the Lenni-Lenape, called "Lenapehoking." The Lenni-Lenape People lived in harmony with one another upon this territory for thousands of years before European colonization. During the colonial era and early federal period, many were removed west and north, but some remained among the three continuing historical tribal communities of the region: The Nanticoke Lenni-Lenape Tribal Nation; the Ramapough Lenape Nation; and the Powhatan Renape Nation. The Trent House acknowledges the Lenni-Lenape as the original people of this land and their historic and continuing relationship with their territory.

The Rev. Dr. J.R. Norwood, Jr., is an ordained Christian clergyman and founding pastor of the Ujima Village Christian Church of Ewing, New Jersey. A member of the Nanticoke Lenni-Lenape Tribal Nation, he served as an elected Tribal Councilman from 2004 to 2019, is currently the first Principal Justice of the Tribal Supreme Court of the Nation

For more information, visit <https://williamtrenthouse.org>.