

**THE CANAL SOCIETY OF NEW YORK STATE
AND THE PENNSYLVANIA CANAL SOCIETY**

Announce Their Joint

**SPRING 2018 FIELD TRIP MEETING
Delaware Canal
New Hope to Easton, PA**

«««« Important Information about this Field Trip««««

- *TOUR IS FRIDAY AFTERNOON, APRIL 27 TO SUNDAY AFTERNOON APRIL 29.*
- *Tour Headquarters Wyndham Philadelphia-Bucks County*
- *Most of our sites are a short walk from the bus. Optional walking is planned between two adjacent bus stops for two sites.*
- *Train rides on the New Hope and Ivyland RR available on Friday and Sunday.*
- *Several self-driving tours of historic sites outlined in the Tour Guide.*

Program Chairs: *Doug Logan, President of the Pennsylvania Canal Society, Vernon Weigand, Bruce Schwendy and Rob Mangold.*

Lodging Reservations:

Wyndham Philadelphia Bucks County
4700 East Street Road
Feasterville-Treose, PA 19053-6648
(215) 364-2000 hotel

Group Rate- Booking deadline 4/1/18
\$109.00 per night, double occupancy, including breakfast
Refer to PA Canal Society of New York State
CALL (888) 868-4464
Or: <https://aws.passkey.com/go/0427CA>

Directions to Wyndham Philadelphia Bucks County:

**From I-95 North or South: Exit 46B to US 1 toward Langhorne. Travel 6.8 miles.
Exit onto PA 132/East Street Road. Hotel 0.3 miles on left.**

From Pennsylvania Turnpike Rt. 276 westbound: Take Exit 351 to Rt. 132W/ East Street Road. Hotel 0.3 miles on left.

**From Pennsylvania Turnpike Rt. 276 eastbound: Take Exit 352 for PA132/Street Road.
Turn right onto 132. Hotel 1.2 miles on left.**

NOTE: If you would like a copy of the self-drive tours of canal sites in the local area for Friday, or if you have any questions, please contact Bruce Schwendy at banddschwendy@frontiernet.net

SPRING 2018 FIELD TRIP MEETING

Delaware Canal, New Hope to Easton, PA

PROGRAM

Friday Early Bird, April 27

Train rides on the New Hope & Ivyland RR. 32 W. Bridge St. New Hope, PA.

Directions From Hotel: 24 miles, 35 minutes. Exit Hotel, turn right onto Rt. 132. In 0.9 miles take ramp on right to US 1 N Morrisville. Go 6.7 miles, Exit onto I-95 N Trenton. Go 5 miles, Exit 51 New Hope. At end of ramp, turn left onto Tylorsville Road with signs for New Hope. Go 5 miles, turn left onto PA Rt. 32. Go 4.6 miles, left onto Ferry Street, merge into Bridge St. Train rides 12:00 PM - 3:00 PM on the hour. Seating: Traditional Coach \$16.99. First Class \$23.99 and Open Air, wooden benches \$22.99. You may buy tickets at the station. ID yourself as with the Canal group.

Registration at the Hotel Lobby 5-6 PM

Dinner- On your own.

Evening Program- At 7:00 PM in the Wyndham Hotel, New Hope Room.

Bruce Schwendy will give us a short primer on the canal, plus we will have a Friday night trip preview, and other housekeeping details.

Saturday, April 27, 2013

Registration at the Hotel Lobby 6:30 AM -7:45 AM

Breakfast- at the Wyndham Hotel, complimentary for hotel guests registered with the Canal Trip. \$10.95 for others.

Bus Leaves at 8am sharp!

Stop 1- 8:30 - 8:55 AM New Hope, PA. Waterwheel site.

At this site, we will see the wing dam at Wells Falls and site of the waterwheel built in 1832 to supply water to the canal. It was rebuilt in 1880 and remained there until it was washed away in a flood, in 1936. Also visible is part of the original structure of the Union Mills Paper Co. and its tail race. It is now a parking garage for the condominiums.

Stop 2- 9:00 - 9:45 New Hope, Locks 9, 11, locktenders house and Outlet Lock.

Here, as we exit the bus, we will see lock 11, restored and ready to operate. Once the supply of water can be fed to this site, they are in hopes of offering boat rides through the lock. Adjacent to this lock is the locktender's house, currently the home of the "Friends of the Delaware Canal" and interpretive center. We will walk to lock 9 and the outlet lock which passed boats into the river to cross over to an inlet lock on the D & R Canal in New Jersey. These locks are 22 feet wide and were widened in 1852 to pass two boats side by side. The outlet lock, built in 1848, was built to the 22 foot width.

Stop 3- 10:00 - 10:30 Lock 12 and the Paunacussing Aqueduct.

Called the Lumberville Lock from this town named for the lumber yards. The Tinsman Bros. Lumber Yard is still in operation across the road from the lock. This 11 ft. wide X 95 Ft. long lock has "doghouses" which house the miter gate opening mechanisms. Typical of all locks on the canal, the bypass feeder is alongside for the purpose of conveying water down to locks below. 500 feet above the lock we can see the aqueduct, one of nine on the Delaware Canal. On the brief ride to stop 4, and on the New Jersey side of the river, we will see the place where the Delaware and Raritan Canal feeder begins as it takes river water all the way to the D & R Canal summit at Trenton.

Stop 4- 10:35 - 11:15 Locks 13, 14 and the Tohickon Creek Aqueduct

We will see two more locks with masonry in good condition and door hardware. The bus will stop next to lock 13 and its bypass feeder. 850 feet above is lock 14 and above that the aqueduct. This aqueduct started in 1830 as a wooden structure over piers of rubble masonry. It has been washed out and rebuilt at least four times and currently has a wooden flume designed not to carry boats but to carry water to the canal below.

PROGRAM, CONTINUED

Stop 5- 11:30 AM - 12:30 PM Lock 18, Uhlerstown and the Covered Bridge

This site is one of the jewels of this trip! This settlement is reputed to be “the best preserved canal town in America.” Along with the only covered bridge over the canal, we will see the hotel built around 1840, the Uhler home, the locktender’s house, the general store/post office now restored and the masonry openings to the limekilns. Other original buildings and of course, the lock are here, all within easy walking distance.

Stop 6- 12:40 - 1:50 LUNCH in an original General Store..

Now called the Homestead General Store, with lunch served all day, the front door of this beautiful structure opens onto the towpath. Here we can see original interior brick and wood work. A few feet above the store, a bridge crosses the canal.

Stop 7 - 2:10 - 2:45 Lock 22/23 Ground Hog Lock and nearby hydroelectric plant.

Originally two separate locks, this lock was rebuilt in 1852 as a single lock, double wide to pass two boats at the same time side by side, and with a 17.5 ft. lift. It has two drop gates at the upper end which are operative today. The “wicket shanty” next to these drop gates has controls that manually operate the three wickets’ or rotating doors in each gate, to allow water into the lock. These are used to control the flow of water into the canal below. This is the first lock below the guard lock at Easton, just 6 miles away. The electrical generating plant, no longer operative, once supplied power to the Philadelphia and Easton Transit Company. The trolley followed the canal for a few miles in this area to Kintnersville before it veered off to Doylestown.

Stop 8 - 3:00 -3:40 Easton, the beginning of the Delaware Canal, the Junction of the Lehigh River and the Delaware River, “Forks of the Delaware”, and across the river, the entrance to the Morris Canal.

This site contains everything: the lower end of the Lehigh Navigation Canal, the dam in the Lehigh River that creates the summit of the Delaware Canal, and the guard lock that with its gates normally open would pass boats into the summit on the way to Bristol. Alongside the guard lock is a weigh lock on the east side and a bypass lock on the west side to let water into the Delaware Canal during those times when the guard lock was closed. There is a modern fish ladder on this site very close to the location of the original outlet lock, a lock that would lock boats down into the river to cross on a cable ferry over to the entrance of the Morris Canal. It is hard to find a site where three canals came together next to a river that continued to pass lumber rafts to mills below without using any of the canals.

Return to Hotel 5:00 PM

5:45 - 6:30 Cash Bar in Yardley B Banquet Room

6:30 -7:30 Dinner

Following dinner, Susan Taylor, Executive Director of the Friends of the Delaware Canal will speak on “What You Did Not See Today”, where we will see the beauty and usefulness of this great Delaware Canal.

Sunday, April 29, 2018

Train rides on the same schedule and arrangements as on Friday