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SPRING CONSTRUCTION SEASON COMES TO THE CANAL



Volunteers working on their MWF schedule are moving outdoors now to take advantage of milder weather. Here the decking of the passenger dock is being done while the water level in the canal is down. This dock was given monetary assistance from the Carroll County Community Foundation.



An Amish crew from Grabill, Indiana, provides the craftsmanship for laying stone along the base of the new boat's storage house. The Canal Board is awaiting a major sponsor for this building but in the meantime a name will be painted on the blank plaque above the light. The name chosen is **Hubbard & Harley Lime Company--since 1857**. This identifies a business that might have used of a warehouse like this along the canal in the early days of Delphi. A single boat could enter the far end and float into the slip for loading indoors. Lime was "burned" in huge kilns nearby in the Canal Annex and then shipped to many clients in the east.



Contractor Jack Cohee is enlarging the "turning basin" at Washington Street beside the Stone Arch Bridge while waterlevel is down. Whenever the canal boat runs shorter jaunts just inside Canal Park it will turn around here and at the southwest end of the Park. Bedrock is evident in the shelf to the left of the excavator. Removal will require special equipment coming next in the creation of this basin. The replica boat will draft 21 inches with a full load. The rock will be removed to a depth 3 ft. below the normal water surface.



Seeded and mulched the same day of construction and a silt fence placed below the slope indicates the need for keeping the canal clean and attractive during and after construction. The rock ledge has yet to be removed thus allowing the canal boat to approach the arch bridge straight in line. In the canal's operating era this stone arch bridge wasn't here. Instead it was a higher wooden span that allowed the mules or horses under the far end pulling through on the towpath without unhooking the tow rope.