

## Navigation Canal Tunnels of the United States

COMPLETED CANAL TUNNELS								
NAME	CANAL	LOCATION		LENGTH (feet)	YEAR	COST (\$)	PRESENT STATUS	LINKS
		COUNTY	STATE					
Auburn	Schuylkill	Schuylkill	PA	450	1824	unknown	Converted to open cut in 1854	
Big	Sandy & Beaver	Columbiana	OH	3,180	1848	unknown	Intact, but abandoned	
Cincinnati & Whitewater (North Bend or Harrison)	Cincinnati & Whitewater	Hamilton	OH	1,782	1846	\$542,928 (entire canal)	Planned for reopening for foot & bicycle travel	
Conemaugh	Pennsylvania Main Line	Indiana	PA	817	1830	unknown	Blocked, but intact	
Grant's Hill	Pennsylvania Main Line	Allegheny	PA	825	1831	\$85,767	Buried, but intact	
Lebanon (Union)	Union	Lebanon	PA	729	1827	\$30,404	Restored for tour boat travel	
Little	Sandy & Beaver	Columbiana	OH	900	1846	unknown	Intact, but abandoned	
Mason	James River & Kanawha	Botetourt	VA	198	1856	unknown	Converted to CSX Railroad tunnel	
Paw Paw	Chesapeake & Ohio	Allegany	MD	3,116	1850	600,000+	Open to foot & bicycle traffic	

UNCOMPLETED CANAL TUNNELS								
NAME	CANAL	LOCATION		LENGTH (feet)	YEAR	COST (\$)	PRESENT STATUS	LINKS
		COUNTY	STATE					
Bat Cave (Portageville)	Genesee Valley	Wyoming	NY	1,080	n/a	\$250,000	Bypassed unfinished , but remains	
Marshall	James River & Kanawha	Botetourt	VA	2,640	n/a	unknown	Unfinished, but remains	

## Under Canal Tunnels of the United States & Canada

As interesting as tunnels carrying canals through hills, there are also tunnels carrying roads and railroads under navigation canals. The list below was mostly compiled by Richard F. Brown, Jr. and published in The Hoosier Packet of October 2007. Additions have been made.

NAME (Other Names)	LOCATION		CANAL	LENGTH (feet)	YEAR BUILT/(CLOSED)	PRESENT STATUS	LINKS
	TOWN	STATE/PROV					
Thorold	Thorold	Ontario	Welland (4 <sup>th</sup> )	2756	1967	In Use	
Townline (a)	Welland	Ontario	Welland (4 <sup>th</sup> )	1,080	1972	In Use	
East Main Street	Welland	Ontario	Welland (4 <sup>th</sup> )	1,000 +/-	1972	In Use	

Wellington	Montreal	Quebec	Lachine	919	1932/(1994)	Closed	
Henry Kinney (New River/US 1)	Fort Lauderdale	Florida	New River (f)	864	1960	In Use	
Melocheville (Beauharnois)	Melocheville	Quebec	Beauharnois	747	1957	In Use	
Atwater	Montreal	Ontario	Lachine	728/591	1929	In Use	
Great Western Railway (b)	Merritton (c)	Ontario	Welland (3 <sup>rd</sup> )	713	1876/(1915)	Closed	
Saint Remi	Montreal	Quebec	Lachine	486	1954	In Use	
Belle Chasse (LA 23)	Belle Chasse	Louisiana	Intracoastal	unknown	unknown	In Use	
Harvey (US 90 Service Drive)	Harvey	Louisiana	Harvey	unknown	1950's	In Use	
Houma (LA 3040)	Houma	Louisiana	Intracoastal	unknown	unknown	In Use	
Medina (Culvert Road) (e)	Medina	New York	Erie (e)	unknown	1823	In Use	
Eisenhower Lock	Massena	New York	Wiley-Dondero	unknown	1950's	In Use	
St. Davids Road (i)	Merritton (c)	Ontario	Welland (3 <sup>rd</sup> )	unknown	unknown	Closed	
Railway tunnel at Lock 47	Syracuse	New York	Enlarged Erie	unknown	unknown	Closed	
Road tunnel at lift lock (j)	Peterboro	Ontario	Trent Severn	unknown	unknown	In Use	
Road tunnel	Fort Laurens	Ohio	Miami & Erie	unknown	unknown	Daylighted	
Mitchell Ave. Road Tunnel (k)	Hamilton County	Ohio	Miami & Erie	unknown	1877/(1896)	Removed	
Wagon tunnel (g)	near Sidney	Ohio	Sidney Feeder	unknown	unknown	Bypassed	
Wagon tunnel (h)	?	Ohio	Miami & Erie	unknown	unknown	Unknown	

(a) Combined road and railway tunnel

(b) Also known as The Grand Trunk Railway Tunnel, The Merritton Tunnel, & The Blue Ghost Tunnel. Passes under canal between Locks 18 & 19.

(c) Now part of St. Catharines, ON

(d) Tunnel lengths separated by a "/" indicate the length for each tube if there are multiple tubes

(e) A road culvert, the only one ever on the Erie Canal, has existed here since Clinton's Ditch. The original road culvert, on a slightly different alignment, was removed about 1854-1855 as part of the Erie's enlargement. The 1823 cornerstone to the Ditch culvert, listing William E. Perine, Samuel B. Collins, and John Drake, Jr. as its contractors, now makes up part of the foundation of the Vernon Toussaint home at 3704 Culvert Road.

The contract for the Enlarged Erie road culvert is dated October 24, 1854 and lists Conway and Slater as the contractors.

The 1854/1855 Enlarged Erie culvert was substantially rebuilt or replaced as part of the Nine Million Dollar Improvement of 1895. The contract for the new structure was given to Charles A. Gorman and is dated December 7, 1896. The current road culvert represents an attempt during the Barge Canal's construction to preserve, if unknowingly, the historic significance of the structure. The facade of the south end was dismantled and the stones numbered. It was then reinstalled at a new location to allow for the wider Barge Canal channel.

(f) Passes under the river portion of the New River waterway, which includes the New River Canal

(g) This tunnel reportedly carried a wagon road with Mill Branch below through the high fill of the Sidney Feeder. Most of it is gone except for an arch. It is paralleled by Kuther Road which crosses the fill in a deep cut.

(h) This wagon tunnel is rumored to pass under the Miami & Erie Canal between Lockington and Newport. Exact location is unknown.

(i) Passes under the third Welland Canal south of Lock 16.

(j) Part of the lift lock abutment.

(k) Originally, the valley at the future Mitchell Ave. was crossed by a fill with a small 6' diameter drainage culvert about 200' long. In 1877, a single lane road

masonry culvert parallel to the drainage culvert was built through the fill with a temporary wooden aqueduct during the construction period. This culvert collapsed on October 4, 1883. It was replaced by a temporary wooded aqueduct and then a similar masonry culvert. In 1896 / 1897, this culvert was replaced by a 240' long iron aqueduct on masonry piers and abutments. This aqueduct served for the remaining life of the canal, but was removed in the 1920s.

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Revised 11/21/10