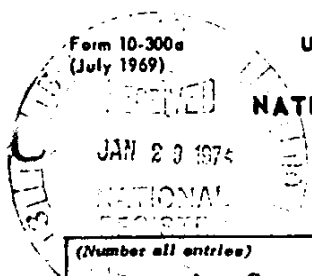


NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 3.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER 3011	DATE 1974



(Number all entries)

Morris Canal
New Jersey, Code:34

7. Description (cont.)

clutch mechanism on the drive shaft in the control tower. The cradle cars, like the canal boats, were hinged in the middle so that they could negotiate the summit of the planes, the summit being that 18 inch mound of dirt at the top of the plane which kept the water in the upper level of the canal from running out. Each section of the car had eight double-flanged wheels which rode on the plane tracks. Each car was equipped with brakes in case of mishap.

Passage over the inclines was accomplished in an average 8 minutes. While the average for a 10-foot lift by lock was also eight minutes, the average lift per plane was 63 feet in the same time. The value and superiority of planes over locks in time and water consumption is clear in comparison.

The Canal Company built and maintained some 140 highway and road bridges over the canal, as well as 3 foot and 3 change bridges. Many other bridges were built by municipal, state, or even private agencies, but always in accordance with Canal Company specifications.

The eastern terminus of the canal was at Hudson and Green Streets, Jersey City, on the Hudson River, opposite Manhattan. Entering through Lock #22E, boats roughly followed the shoreline of old Communipaw Cove, going southward to the Bayonne-Jersey City border. The canal turned at about 4th Street - so sharply that the spot became known as "Fiddler's Elbow" because the canal resembled the bent arm of a fiddler about to play. Heading northwest, the canal reached Newark Bay, which it followed to William Street, where a basin and Lock #21E were located just south of the old Newark Plank Road and Communipaw Avenue.

Beyond Lock 21E the canal entered the Hackensack River, crossed South Kearney, then crossed the Passaic River. Boats were towed cross-current, first by mule and cable ferry, later by steam tug.

In Newark, the canal began with Lock #20E, at the foot of present-day Raymond Boulevard. About 1000 feet westward, near Blanchard Street, was Lock #19E. Then, beyond Market and Canal Streets, the canal sent a branch or spur directly into the Passaic River, where Lock #18E gave boats access to the city's docks.

The main canal continued westward through Lock #17E, an 18-foot lift lock, and went underground, as the floor of Center Market, built in the space above the canal (1858), formed an 1100-foot tunnel from Mulberry Street to Broed. The canal then crossed Halsey, Washington, and Plane Streets to the foot of Plane #12E. At High Street, from the head of the

(cont.)