

 **Greene County: Indiana**

1. Greene County was formed in 1821, from unincorporated territory and from a portion of the previous [Sullivan County](https://en.wikipedia.org/wiki/Sullivan_County%2C_Indiana). It was named for General [Nathanael Greene](https://en.wikipedia.org/wiki/Nathanael_Greene), who commanded the southern theater in the [American Revolutionary War](https://en.wikipedia.org/wiki/American_Revolutionary_War), which eventually forced the British army under [Charles Cornwallis](https://en.wikipedia.org/wiki/Charles_Cornwallis%2C_1st_Marquess_Cornwallis) to retreat to [Yo](https://en.wikipedia.org/wiki/Siege_of_Yorktown)rktown. Nathanael Greene (August 7 [[O.S.](https://www.bing.com/search?q=Old%20Style%20and%20New%20Style%20dates%20wikipedia) July 27] 1742 – June 19, 1786 emerged from the war with a reputation as General [George Washington](https://www.bing.com/search?q=George%20Washington%20wikipedia)'s most gifted and dependable officer., (See Wikipedia )

 **Wabash & Erie Canal – 1853 Report to Legislature**

 **# Summary of Structures**

28 Miles of Canal Prism

0 Aqueducts

3 Timber Locks No. 55 - 57

 2 Combined Locks - No. 58 & 59

 1 River Crib Lock – Newberry Dam

 2 Guard Locks – Newberry & Slinkard’s Creek

 2 Guard Gates - below Hubble’s Mills & near Bloomfield

 2 Box Culverts - No. 164 & 165

 2 Timber Arch Culverts - No. 166 & 167

 2 Dams – Newberry & Slinkard’s Creek

 1 Slackwater Crossing: Slinkard’s Creek

 3 Towpath Bridges – Doan’s + 1 & Slinkard’s Creek

 1 Waste Weirs

 12 Road Bridges - No. 119 - 130

*Canal briefly touches into Sec. 35 southwest corner of Jefferson Township, Owen County. The canal follows along the south side of Eel River turning a sharp south at Johnstown into Greene County.*

**Road Bridge No. 119**: At Hubble’s Mill. - Owen / Greene line

**Guard Gates:**

To be used in floods, to prevent the water of the Eel River running down the Canal. This structure consists of 2 short cribs on a foundation of timber and planks. The gate lies flat below bottom of canal when not in use. When required, it is raised and held in its position by the pressure of the water. Paddle gates are provided to draw the water down when the gate is to be lowered.

**Waste Weir:**

 2 ½ miles above Worthington. This structure is built, in all respects, on the plan of that at the mouth of the Eel River feeder already described. (Clay Co.)

**Culvert No. 164:**

 Seaman’s Creek. 3 spaces 12 by 3 feet in the clear. Length 108 feet. Top of culvert 6 feet B. (below canal)

**Culvert No. 165:**

 Just above West Point Commerce. Length of culvert 98 feet. 1 space 3 by 1 ½ feet clear. Top of culvert 3.1 feet B.

**Road Bridge No. 120:** Road to Point Commerce.

**Road Bridge No. 121:**

 Across the canal at Worthington. Small culvert in berm bank passing water into the canal.

**Road Bridge No, 122:**

 Louisville road, 1 ½ miles below Worthington.

**Lock No. 55:**

Of 8 feet lift. 1 ½ miles below Worthington. Built on the crib plan.

**Road Bridge No. 123:** Fairplay road.

**Lock No. 56:**

 Of 7 feet lift. ½ mile below Fairplay road. Built of timber on the crib plan.

**Culvert No. 166:**

 Lattas Creek. Timber arch 26 feet chord. Length of culvert 100 feet. Ring 18 inches deep. Head wall on the towpath side raised extra height to admit of road way over the creek. Top of culvert 2 feet B. Crown of arch planked with 2 inch boards. Towpath over culvert 10 feet A. and berm bank 6 feet A.

**Road Bridge no. 124:** Road from Fairplay to Newberry.

**Guard Gate:**

 Consisting of 2 short cribs; pair of common lock gates with paddles. This gate is required to keep the floods of White River from running down the canal.

**Road Bridge No. 125:** Road to Bloomfield.

**Road Bridge No. 126:** Road to Bradford’s Ferry.

**Lock No. 57:** Of 7 feet lift. Built of timber on the crib plan.

**Road Bridge No. 127:** Road to Bradford’s Ferry.

**Culvert No. 167:**

 Timber arch of 16 feet chord. Length of culvert 102 feet. Ring 16 inches deep. Top of arch 1 ½ feet B. planked over with 2 inch boards. Towpath 10.4 A. and 6 feet A.

**Road Bridge No. 128**: Bloomfield.

**Lock No. 58:**

 Of 8 feet lift. Near the entrance of White River, 4 miles above Newberry. This lock is built on the combined plan. Against a dry wall of sandstone, studding is secured with iron rods and keys, to which 2 courses of planking is spiked. The foundation is made in the ordinary way.

**Lock No. 59:**

 Of 8 feet lift. A short distance below lock 58, which brings the level down to the pool of Newberry dam. This lock is also built on the combined plan, but there is first a crib raised 4 feet high above the foundation and filled with stone. The top of the crib is covered with timber, the front sticks projecting beyond the face of the wall sufficient to receive studding. In all other respects this lock is built like that last described.

**Towpath Bridge:** *on south side of White River*

 Over Doan’s Creek 120 feet long; 2 spans of 60 feet each, with 1 bent in the middle. Bridge above high water of White River.

**Towpath Bridge:**

 50 feet long, half a mile above Newberry dam.

**Newberry Dam:**

 This structure is 444 ½ feet long; and 12 feet high above low water of the river. About 290 feet of the dam is on rock, the remainder is on sand and gravel. The foundation is formed by first, a course of brush about 2 feet thick with men standing upon it. Then 6 courses of ties, the first being 60 feet long and stepping off – the last 43 feet long. Upon this, there is built a crib 4 ½ feet high at the lower, and 6 feet high at the upper sides, - 29 ½ feet wide measured in the direction of the stream. The upper and lower sides of the crib, to the height above noted, are plumb. Between the first and second and third courses of timbers in the lower sides of the crib, a space of 6 inches is left to admit the free escape of any water that may get into the crib through the dam or apron timbers.

 Upon the lower end of the crib are apron timbers 14 ½ feet long, securely spiked to the timbers below and closely jointed together. The crib has 5 courses of lineal timbers in it, held together by round ties, dovetailed at the ends, and securely pinned at the points of bearing. From the apron, leaving a projection of 13 feet, the dam is raised the remainder of its height by 4 sticks of timber laid close together and forming a slope on the lower side of 1 to 4. These timbers are secured in their position by round ties dovetailed into each other and into the upper stick of the square crib, and also by the covering timber and plank. The covering timber is 16 feet long, having their support in the middle. The first course of timber at the upper and lower side of the square crib is 18 inches square. The apron and timbers connected therewith, are held together by 700 spikes 22 inches long and 1 inch square, and 350, 18 inches long and ¾ inch square. The whole crib is well filled with stone – care being taken to put the largest under the apron and the body of the dam, and the fine material near the upper side. At the upper side there is a course of circular sheet piling extending about 4 feet below the foundation, or down to the rock. The upper end of this piling is spiked to the upper tow-stick of the square crib. From the point up to the covering timber, the square crib is planked, making a joint with the covering timber.

 Above the dam, raised to the height of the square crib, there is a bank of gravel and fine stone, topped off with larger stone. Below the foundation of the northwest side of the river, extending out from the abutment where there is no rock, there has been put a large quantity of brush & rock, to protect the abutment and dam from undermining. The comb of the dam was raised 5 feet A. on the upper level from the guard lock down. The northwest abutment of the dam is a crib of timber 60 feet long, 20 feet wide from out to out, and 31 feet high. The upper 4 courses of the abutment are stepped off at the lower end. The abutment crib is held together with round ties dovetailed at the ends. The abutment is built on a foundation of hewn timbers laid close together, placed 3 feet below low water of the river.

 Below the abutment there is a protection wall of timbers 40 feet long, raised 27 feet high, receding from the river at the lower ends as they rise, secured by round ties extending into the natural bank of the river. In front of this wall there is stone and brush protection.

**River Lock:**

 On the south side of the river there is a river lock, admitting of the passage of flat boats, 105 feet long and 21 feet wide. The lock is built on the crib plan, and is of the same height of the northwest abutment. The crib next the river is filled with stone, and the other also to the height of 10 feet. The foundation timber of this lock is placed on solid rock 3 feet below low water of the river.

**Guard Lock:**

 Near the river lock and a little below the range of the dam is located the guard lock, through which the water is admitted to feed the Canal south from this point. The guard lock consists of buttresses to receive and support the gates and cribs on each side between the same raised 5 feet high. Upon these cribs there are posts and cap raised to the desired height. The cribs of the guard lock are raised to the same height as the river lock – say to 22 feet above the bottom of Canal, being 4 feet above extra high water of White River.

 The upper gates of the guard lock there are 8 paddle gates 2 by 3 feet, for the passage of water into the Canal. Just at the upper end of the guard lock there is a culvert for hydraulic purposes, with 4 sliding gates in it 2 by 4 feet.

**Road Bridge No. 129:**

 At Newberry, a short distance below the guard lock.

**Slinkard’s Creek Dam:** *(First Creek)*

 1 ½ miles below Newberry. The bed of the structure is fine sand of the most treacherous kind. The foundation of the dam consist, first, of a course of brush about 2 feet thick, and then 3 courses of round trees – the first 2 are 35 feet long and the upper course 25 feet. The dam is 100 feet long between the abutments, and is curved up stream, having a versed sine of 12 ½ feet. Upon the foundation there are 5 courses of range timbers, each course consisting of 5 lengths of timber 21 feet long. To these timbers the apron timbers 13 feet long and 9 inches thick are secured by suitable spikes. The space between the lineal timbers and the foundation under the apron is filled with stone. The top of the apron is 3 feet above low water of the creek. From the center of the apron the breast of the dam is raised, consisting of 7 courses of timbers 21 feet long and 12 by 18 inches, by which the arch is raised 7 feet high. In every alternate course the range is commenced with a short stick so as to break the joints. The whole is well secured with wrought spikes. The brush and trees are cut off smooth at the upper end and 2 courses of sheet piling 7 feet long driven, the upper ends being spiked to the upper range of timbers under the apron. The piling extends out to ends of the wings of the dam 22 feet. Above the dam there has been put in a large quantity of small stone, fine brush, and other material. The foundation of the dam was put in 4 feet below low water, and the comb is raised 5 feet above bottom of Canal, making the dam 10 feet high above low water.

 The abutments of the dam are 50 feet long and 14 feet wide from out to out. The wings at the upper end are 22 feet long. The abutments rest upon a foundation of hewn timbers laid close together, and they are raised 18 feet high above the same. The lower ends of the abutments are stepped off – top course 34 feet long; and part of face of abutments, planked.

**Slackwater Crossing:**

The boats cross the *(slackwater)* pool a short distance above Slinkard’s Creek dam by means of a towpath bridge. This structure consists of 1 middle span of 60 feet, and 2 end spans of 40 feet each. The bridge is supported by 2 high bents resting on mud sill in the bed of the creek. On the caps of the bents there are sub-chords 30 feet long, upon which the chords are placed and securely bolted. The chords of the bridge consist of 3 sticks to each span 10 by 14 inches, and require no other braces except those extending form the posts of the bents to the ends of the sub-chords. The bridge is 7 feet wide, from out to out. Lateral bracing is introduced in the middle span.

**Guard Lock:**

The Slinkard’s Creek guard lock is located just below the dam. It is built upon the plan of the Newberry guard lock, having 8 paddle gates in the upper gates of the lock to admit the passage of water down the Canal. The buttresses of the lock are raised 23 courses high, making the top 22 feet above the bottom of Canal.

 At the Newberry guard lock the level of the bottom of the Canal is depressed 1 foot, fiving 5 feet water in the Canal from Newberry to the first lock above Maysville. *( Normal depth 4 feet)*

**Road Bridge No. 130:** 1 mile below Slinkard’s Creek.

**Greene Co. / Daviess Co. Line**

**State Line – 289 miles**

 **On July 31, 1847 the W&E Canal was transferred from the State of Indiana to the Trust of the Wabash & Erie Canal headquartered at Terre Haute, IN**. **The Trust agreed to complete the canal to Evansville Indiana on the Ohio River.**