

Delaware Canal Landmark and Mileage Chart (Version: DelcanLandmark 241108)
Update Notes: **Seventh Edition, November 8, 2024**

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MP 9.530: Remove: (*trail detour*). Add: (pedestrian ramps N&S sides, opened 2024)

MP 14.376: Add: replaced 2024

MP 15.117: Change 95 to 295. Change: Scudders to Scudder

MP 17.325: Add: replaced 2024.

MP 19.120: Remove: Malone's Upper Bridge ("Buckstone") (*David Library*). Replace as shown.

MP 21.789: Change: (repaired 2008) to (removed 2024; to be replaced)

MP 21.819: Add: repaired 2024

MP 23.990: Change: bridge and inlet gate to Delaware (E of canal) to towpath diversion (peninsula) & inlet gate to river

MP 24.001: Remove: bridge at *River House (former Odette's location) (blocked to vehicles)*. Replace as shown.

MP 24.044: Remove: MP 24.044 *access / culvert to River House*

MP 24.054: New entry to replace 24.044: River House

MP 24.094: New entry: new bridge (2024) to towpath diversion (peninsula) & inlet gate to river

MP 24.481: Add: Bridge

MP 24.577: Add: Bridge

MP 24.640: Add: Bridge

MP 31.111: Removed aqueduct superstructure and center pier 2022. To be reconstructed.

MP 35.176: Add: (*major repairs 2024*). Superstructure replaced and abutment repaired. Correct West Geogr. is -75.07397, not -75.07324. The new number is from Google Earth (there is good agreement with the North Geogr. number). It appears to PRS that the incorrect number arose from an error early on in the process of coordinate development.

Column P in the hidden columns of the spreadsheet shows a difference in the UTM's for NAD 83 and NAD 27 to be 93 meters whereas every other point in the spreadsheet shows a delta of 31 to 33 meters. PRS didn't notice this discrepancy at the time, and judges it is not worth the effort now to track down the origin.

MP 35.557: Add" (*major repairs 2024*). Superstructure replaced and abutment repair.

MP 42.360: Superstructure removed 2023, to be reconstructed. "Sphars" to "Spahrs".

MP 42.701: Add: repaired 2024

MP 43.000: Change: Canal Road to Canal Lane, Add: (replaced 2024)

MP 44.270: Change: (*stone arch culvert, lined and repaired 2015*) to (*stone arch culvert, to be replaced and enlarged 2025*)

MP 44.887: Add: highlight code color for parking.

MP 47.878: Add: (*closed, to be replaced*)

MP 46.730: New: for lack of space, created duplicate MP entry and separated out "Park restricted vehicle bridge" from the Lock 20 entry.

MP 48.71: Add: (*repaired 2024*)

MP 53.104: Add: "South" to Canal Rd. Insert value for North Geogr. coordinate, 40.62732.

MP 52.69: New: South end of first of three concrete "Armored" sections of the towpath. Designed to resist damage during flood conditions. Mileage obtained by average of interpolation of measured coordinates* and MPs 53.000 and 52.136.

MP 52.73: New: North end of first of three concrete "Armored" sections of the towpath. Designed to resist damage during flood conditions. Mileage obtained by average of interpolation of measured coordinates* and MPs 53.000 and 52.136.

MP 53.26: Updated to: Raubsville culvert (*under construction 2024*)

MP 53.711: Add: "North" to Canal Rd.

MP 58.36: New: South end of second of three concrete "Armored" sections of the towpath. Designed to resist damage during flood conditions. Mileage obtained by average of interpolation of measured coordinates* and MPs 58.000 and 58.899.

MP 58.38: New: North end of second of three concrete "Armored" sections of the towpath. Designed to resist damage during flood conditions. Mileage obtained by average of interpolation of measured coordinates* and MPs 58.000 and 58.899.

MP 58.48: New: South end of third of three concrete "Armored" sections of the towpath. Designed to resist damage during flood conditions. Mileage obtained by average of interpolation of measured coordinates* and MPs 58.000 and 58.899.

MP 58.55: New: North end of third of three concrete "Armored" sections of the towpath. Designed to resist damage during flood conditions. Mileage obtained by average of interpolation of measured coordinates* and MPs 58.000 and 58.899.

* The coordinates shown in the Landmark and Mileage Chart for the termini of the three Armored towpath sections were obtained using cell phone GPS while standing on the towpath. Courtesy of Emma Menzel, Delaware Canal State Park / DCNR.

Delaware Canal Landmark and Mileage Chart (Version: DelcanLandmark191101)

Update Notes: **Sixth Edition, November 1, 2019**

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MP 0.773: move (*originally a "bump bridge"*) to MP 0.962.

MP 0.962: insert per MP 0.773.

MP 5: Add: (*location of "Canal Boat Graveyard"*)

MP 7.609-7.713: Add: *rerouted for safety in 2019*

MP 8.691: Remove: "Conrail Tracks over culvert (**trail detour**)(*the "Hill Climb"*)".
Replace as shown.

MP 8.746: Add: (*NJ Transit*).

MP 10: Add: marker on W. side of towpath.

MP 12: Add: (*location of "Wide Waters"*)

MP 12.261: Add: Blue highlight indicating restroom now present.

MP 15.227: Add: (*Scudder Falls bridge access*)

MP 17.905: New entry: *small stream enters canal on W side*

Note that this stream first crosses Taylorsville Rd. 0.24 mile N of Rt. 532 intersection.

MP 19: actual location because of positioning mistake is 18.994.

- MP 22.164: Delete: (*Neely's Creek?*).
- MP 24.001: Replace: bridge at Chez Odette with bridge at *River House (former Odette's location)*
- MP 24.044: Replace: *Chez Odette* with *River House*
- MP 24.30: Replace: (BOAT RIDE) with (*former boat ride landing*).
- MP 24.53: Insert *aka* before *Ingham Creek*.
- MP 26.136: Add: (*replaced 2019*).
- MP 26.799: Add: (*replaced 2018*).
- MP 28.024: Add: (*rebuilt 2016*).
- MP 28.20: Replace "*suspension*" with "*Roebing Co.*". See p. 17 of *Bridges over the Delaware River*, Frank T. Dale, 2003. According to the author, locals called it a Roebing Bridge but says it is uncertain if Roebing built it or it was a copy.
- MP 31: Add: marker on W. side of towpath.
- MP 32.712: Change: at Kinsman Company to: (*behind Kinsman Company in Point Pleasant*)
- MP 32.750: Add: (*replaced 2001*).
- MP 36.86: Insert: stream enters from W (survey notes "embankment protection" opposite). Note that you can see culvert/bridge over River Road.
- MP 43.279: Add: (*rebuilt 2013*).
- MP 44.513: Insert *aka* before *Mulligan's Bridge*.
- MP 44.887: Replace: (*to Bucks County Property*) with (*and adjacent parking lot, Ringing Rocks Trail Access*).
- MP 46.730: Remove: (*Narrow's Lock*).
- MP 49.267: Insert: *aka* before *Durham Creek*.
- MP 50.28: Insert: Company between Roebing and bridge.
- MP 52.136: Remove apostrophes, insert *aka* before *Kleinhans Creek*.

MP 54.171: Insert: *aka* before *Woody's*