MEDAL:

Those who hike the trail and meet all requirements are eligible to wear the medal of the Whitewater Canal Trail. For those who hike the trail more than once there is snap-on pin to show that they have repeated the hike. Also, for all Scouts and Explorers who wish to take the trail by canoe there is available a small snap-on canoe to be attached to the ribbon of the medal. The cost of the medal is $2.50, with an additional charge of $.75 for the repeat pin and $1.50 for the canoe.

TRAIL REQUIREMENTS:

1. Be properly registered with Troop or Post, and have completed all Tenderfoot requirements.
2. Have completed application to the Trail Committee.
3. Hike the complete trail in one day.
4. Have an adult leader in charge of the unit, and hike together as a unit. (A trail master or hike leader will be assigned to groups needing leadership.
5. Treat trail signs with respect. (They are there to show the way.) Any person found destroying them will forfeit their medal.
6. You may be checked at different times along the trail. Follow the arrows carefully, and be alert.
7. The danger of snakes is small. However, it is suggested that someone in the unit have a snake bite kit with them on the trail.

FOR CANOEISTS:

1. Explorers and Scouts taking the Canoe Trail leave from the Feeder Dam and proceed down the canal to Clevenger's camp. Here you must beach your canoe and hike to Boundary Hill, which is the end of the trail for canoeists.
2. It is recommended that each canoe have a person who holds the canoeing merit badge and lifesaving badge. (This trail is not for amateurs!)
3. The trail committee does not provide canoes, but recommends the use of plastic or aluminum canoes.
4. Long trousers, suitable shoes for canoeing, and sun hats are a must. All personal valuables should be placed in plastic bags and lashed in the canoe before starting your trip.
HISTORY OF THE WHITEWATER CANAL TRAIL

Transportation was a major problem in pioneer days. Wagon trails, pony express, and the stage coach lines had to give way to the development of highways, canals, and railroads. These were progressive steps in the development of the transportation system in the United States. They dovetailed into each other historically and functionally. Each succeeded the other as the rapid development of the country called for cheaper and faster transportation.

As early as 1822 a delegation from Wayne, Randolph, Fayette, Franklin and Dearborn Counties met at Harrison on the Indiana-Ohio line to discuss the feasibility of building a canal along the West Fork of the Whitewater River.

Surveys were made by the U. S. Engineering Corps, but no decision was made from the first survey.

In 1834 the Indiana Legislature instructed the canal commissioners to make another survey from Nettie Creek near Cambridge City to Lawrenceburg. The Engineers completed the survey on January 5, 1835, and recommended construction of the waterway. Contracts for the building of the canal were let September 13, 1836.

After construction had begun, it was determined that there was a fall of 491 feet in the 76 miles between Cambridge City and Lawrenceburg. The Engineers reported that construction would be rendered expensive by the great amount of lockage between these two terminals. Their plan called for 56 locks and 7 feeder dams in the Whitewater River—the latter averaging from two to eight feet in height. The canal had to cross the Whitewater River at two points, and also cross 10 creeks. This called for aqueducts to carry the canal across the streams.

It was decided to extend the canal from the Ohio River to Hagerstown, Indiana. The strip built from Cambridge City to Hagerstown was completed in 1847, and was financed by private enterprise companies.

The canal boats operating on the canal were privately owned, and paid toll fees to use the waterway. Cattle, freight, passenger, and merchandise were the main items to be hauled to and from various points of disembarkation. Freight was carried for a fee of $2.00 a ton, while passengers could make a round trip (which included board and lodging) for a fee of $3.00. The round trip from Hagerstown to Cincinnati required a week.

POINTS OF INTEREST

Among the many interesting things you will see while hiking the Whitewater Canal Trail is a fifteen mile section of the canal which has been restored by the State Conservation Department of Indiana at a cost of $122,550.

While taking your hike you will start at the Feeder Dam located just east of Laurel, Indiana. As you proceed southward along the canal you will cross over, and walk on, many of the old locks. At various points along the trail you see several twin bridges where the canal flows under the railroad.

At Metamora you will see an old grist mill and lock. South of the mill is a restored aqueduct, one of two aqueducts still in existence in the world, and the only one which is covered. The other aqueduct is located in Holland.

Here at Metamora you will also be at the point which the United States claims is the only place where five types of transportation may be seen—air, river, railroad, canal, and highway. Here also, you will find one of the locks which has been restored and is in actual use when requested by groups.

Most of the hike is on the actual tow path used by the horses to pull the canal boats. At no time will you be more than 60 feet away.
TO HIKE THE TRAIL:

First, read the trail requirements as outlined in this folder.

The trail follows the route of the canal, and should take about five to six hours to hike. It would be well to start early and allow plenty of time to enjoy the sights.

You may hike the trail any time of the year, but early spring and late fall bring out the natural beauty of the Indiana Woodlands.

The trail is adequately marked with bright orange arrows with the words “Whitewater Trail” lettered in black. Follow the arrows carefully. Don’t miss your turns!

Make sure that your trail application is made out carefully, and is mailed with all fees to the Trail Committee.

All Scout groups who reside outside the boundaries of the Whitewater Valley Council should secure Tour Permits to help plan a safe and enjoyable trip. See your local Council office for tour permit applications.

CONDUCT:

It is essential that hikers maintain a high standard of courtesy and consideration toward the state and private property through which they hike.

There will be no need for axes or long knives on the hike. Unit leaders are asked to cooperate with us on this request. Any act of vandalism along the trail could result in the closing of the trail.

The people along the way are very happy to have the Scouts visit their communities. Help us continue the good relationship which exists with them so that many others may enjoy the trail. Don’t be a Litterbug!

REFRESHMENTS:

Sack lunches may be carried on the trail, or you may purchase food at the half-way point. Holdbrand’s Grocery at Metamora is a check point and you may buy pop, candy, milk, meat, etc.

For hikers the finish point is Emmet’s Tire Service at Brookville, Indiana, on Highway 52. You may get refreshments and trail novelties here, and this is where you get your medal for completing the hike.

Please dispose of all refuse carefully. Do not discard it along the trail.

A canteen should be carried on the hike. It can be refilled at the public picnic grounds at Metamora.

CAMPING FACILITIES:

Overnight camping facilities are available on a limited basis. At the Laurel Feeder Dam, the starting point, you will find fireplaces, outside rest rooms and plenty of fire wood. Water may be obtained at the farmhouse across the road until the proposed well is completed.

When using campfires at the camp site be sure to keep them controlled. A spark could endanger the lives and property of those nearby. Be sure to put the fire out when you leave the site.

Other camp sites are available at Yellow Banks (south of Metamora).

CLOTHING:

The official uniform should be worn by all Scouts—and by leaders if possible. A scout or camp T-shirt may be worn in the summer, but long trousers are recommended at all times. Scouts who do not have uniforms should have a written statement from their unit leader to this effect. A change of shoes and stockings are highly recommended for all hikers.
DIRECTIONS TO WHITENWATER CANAL TRAIL

1. Take leading highways to Laurel, Indiana.

2. Proceed to stop-lite, turn right or left, whichever direction is to the East, and cross the bridge to the Whitewater State Memorial marker.

3. Turn south and follow dirt road across the railroad tracks to Whitewater Feeder Dam.

4. Trail starts at Feeder Dam.

5. If you want to arrive early, you can camp overnite at the State Feeder Dam Camping Grounds.

6. To start on the trail, follow the trail markers, painted orange with black lettering. This will set your course on a southeastern direction.

7. Be sure to observe all historical sites, since your trail checkers may ask questions concerning various points of interest.

8. When you arrive at Metamora, you can leave the trail and visit refreshment centers.

9. One mile past Metamora, you will arrive at picnic area, where a sack lunch can be eaten. There is fresh water located there also. Suggestion - Bring the family and have a picnic at this point. You are halfway.

10. After leaving Metamora, proceed toward Brookville to the finish.

11. Please keep the trail, camping & picnic sites clean. Be sure to visit the sites in town. Good luck, be careful, take caution, and enjoy the trail.

Whitewater Trail Committee