

July 2012

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Some of the nice A's that were at the Shelman Meet.

August 19, 2012

Cook Forest Dice Run sponsored by The Ridge Runners



Cook Forest State Park 113 River Road, Cooksburg, PA

The Ridge Runners Chapter would like to invite you to our area for our second Penn-Ohio meet. We want to share Cook Forest State Park, rated one of America's top 50 state parks by *National Geographic Traveler* magazine. It's "Forest Cathedral" is a National Natural Landmark of old growth timber. The Clarion River provides a scenic background for our dice run. Dice run begins at 9:00 and continues until 12:00. We will meet at Shelter 2 on Forest Road (see directions). Say a prayer that rain does not attend this event as it did in 2010.

Hotels BOOK AS SOON AS POSSIBLE—ROOMS LIMITED
For Clarion Hotels take I-80 exit 62
Mention you are with Penn-Ohio Model A Club
Comfort Inn
129 Dolby St., Clarion, PA
Rate: \$74.99/2 doubles
814-226-5230

Hampton Inn
4 Hospital Drive, Clarion, PA
Rate: \$109 for 2 queens, hot breakfast
814-226-4444

Holiday Inn
45 Holiday Inn Rd., Clarion, PA
814-345-8082

Microtel
151 Hotel Drive, Clarion, PA
Rates \$44 –\$54
814-227-2700

Cook Forest Area Hotels
Mention you are with Penn-Ohio Model A Club
Microtel Inn and Suites
252 Cherry St., Marienville, PA
814-927-8300

Coffee and doughnuts 9:00—11:00
Lunch available: 11:45—1:00
Group business meeting 1:00

Lunch: Fine Dining in the Park
Catered by Montana's Cafe
Choice of Roast Beef or Baked Chicken
Mashed potatoes and gravy
Green beans
Tossed salad and roll
Pie and beverage
\$ 13.00 Reservations required

Yummy Food!



CHINESE AUCTION

50/50 DRAWING

Things to do:
Sawmill Theater: Cook Forest
Narnia
8 pm, Aug. 18, tickets \$14
Reservations: 814-927-5275

Wine Festival Weekend
Cook Forest State Park

Sawmill Center for Arts
Local crafts stores
Farmer's Inn: zoo, mini-golf,
Good food



Directions:

From West directly to park: take Exit 60 off Interstate 80, then take PA Route 66 to Leeper. At the stop light in Leeper, turn right on Route 36 south, and after about 7 miles turn left on to Forest Road toward the Sawmill Theater and Log Cabin Inn. Shelter 2 is about one mile from the intersection on the left side of the road (across from the Log Cabin Inn)

From Clarion Hotels: leave hotel and travel Route 68 to Clarion's Main Street. At the intersection, you will see the Clarion County Courthouse, go straight through the intersection and follow Route 573/State Route 1005/Miola Road for 11 miles. When you come to the intersection of Miola Road and Route 36, turn right and travel to Cook Forest State Park, pass the Ridge Campground and Fire Tower Roads and turn left as you go down the hill onto Forest Road towards the Sawmill Theater and Log Cabin Inn. Shelter 2 is on the left about one mile from this last intersection.

Name: _____ Chapter: _____

Choice: Roast Beef _____ Baked Chicken _____ @ 13.00 = \$ _____

Make check payable to : Ridge Runners

Send: Darlynn Fink 261 Kohlersburg Rd., New Bethlehem, PA 16242 phone: 814-275-3070

*****Reservations must be submitted by Saturday, August 4th *****



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The Penn-Ohio "A" Ford Club Inc. is a non-profit corporation of Ohio and is dedicated to the preservation and restoration of the Model "A" Ford. The "A" QUAIL CALL is the official publication of the Club and is published eight times a year. Membership is available to interested persons at the rate of \$30.00 per year. No part of this publication may be reproduced without the written permission of the editor of the "A" Quail Call.

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269 E. Market St.
Warren, OH 44481

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CRANKSTERS Chapter: Valley City OH Area
President: **Ron Becker**
2787 Circlewood Dr.
(440) 779-1610

RIDGE RUNNERS Chapter PA Area
President: **Bob Fink**
261 Kohlsburg Rd, New Bethlehem, PA 16242
(814) 275-3070

Notes from the Editor's Desk



I just returned from the Penn-Ohio Tour and the Zavackys, with the help of Arlene and Tom Paul, put on a very nice tour packed with all kinds of sites to see. We had a couple of warm days and one day some of us were caught in a bad hail storm, but all-in-all the weather was pretty fair. We got to see Jane's and Terry's different collections and they had quite a bit of interesting items on display. I'm sorry to say I had to leave to return to work one day and then had to leave early due to our dog sitter having emergency surgery. If you haven't gone on a tour yet, you don't know what you are missing.

To all correspondents: if you have email, please email your chapter news. Please email to ModelAJ@NEO.RR.COM. I appreciate those who use this method. If you don't know how to attach pictures, you can send pictures separately in the mail and I will scan them.

Correspondent deadlines:

July 5	August Issue
August 5	Sept.-Oct. Issue
Nov. 5	Nov.-Dec. Issue
Feb. 5	Feb.-Mar. Issue

Newest Members

Gary & Catherine Reed	3475 Sparrow Flight Dr.	Seven Hills, OH 44131	216-789-4424	Cranksters
James Daugherty	1002 Skinner Ave.	Painesville, OH 44077	440-221-4979	NEO
John & Margaret Rozic	21 Woodlawn Dr.	Freeport, PA 16229	724-295-4589	Ridge Runners

Change of Address Form

Please be sure to mail in this form when leaving for your winter home or returning to your summer home or if you move. It must be in my hands TWO WEEKS PRIOR to leaving for your summer/winter/new residence. I need to be able to decide which address to mail the next A Quail Call to based on the mailing date. Per Penn-Ohio By-Laws, returned mail results in a suspension of the publication until a current address is provided and reimbursement is made to Penn-Ohio for the cost of another A Quail Call.

Mail to Carol Pennington, Editor
5286 Pierce Rd. NW
Warren, OH 44481

Name: _____

New Address: _____

Cointact phone number: _____

I will be arriving at my residence on _____,

Please mail my A Quail Call to the above address until I notify you, I understand that failure to notify the editor in a timely fashion could result in my A Quail Call being suspending.

Signed: _____



Director: Terry Zavacky

On May 20th we traveled to Richland Rural Life Center in Mansfield, Ohio, for our Penn-Ohio May meet. This was our trunk-swap meet. I didn't buy a thing. I was looking at some items but the person packed up, and he was gone AWOL. I hope to see it the next time. We had a very nice meal and a great day. Thanks. Great job, Shelman! It was a great day to drive the "A." We had '50 "A" and a total of 77 cars register. This was a good turnout! There also were a lot of great door and Chinese auction prizes. That weekend Jayne and I stayed at a B&B. They were having a wedding when we arrived and also met a group of girls out for the weekend. We had several bottles of wine and dinner which made for a great evening. A big thanks goes out to all who participate in these programs for the chapters.

On July 15th we will be head to Albion, Pa for our July Penn-Ohio meet which will be held by Erie Chapter. We are looking forward to a great day, and we will be having a poker run meet. HAVE A GREAT DAY!!!

As you all know, PENN-OHIO is having financial problems and as Director, I have decided we will no longer publish a hard copy of the "QUAIL CALL" magazine as of September 1 2012! You will have to go to our web site to receive it. Remember it's still the same magazine but on the web site only. To change this, we will need to rewrite our by-laws. This will need to be done by our next board meeting in November. We have a committee together to hopefully work this out.

Remember also to keep looking at the upcoming event listing on our website for updates as new items are being added every week.

REMEMBER TO KEEP THE MODEL "A" ALIVE!

Terry Zavaky

Shelman Swap Meet

Shelman Chapter wants to say "THANK YOU" to 15 vendors AND all the Penn-Ohio shoppers at the May 20th Trunk Swap Meet. Items for sale varied from pot scrubbers to crafts, to plants and of course Model A parts! The Richland Rural Life Center in Mansfield was truly a beautiful setting for the 50 Model A's and 73 participants that registered on that sunny spring day.



Penn-Ohio Meets for 2012

<u>EVENT</u>	<u>DATE</u>	<u>CHAPTER</u>
July Meet	July 15	Erie
August Meet	Aug. 19	Ridgerunners
September Meet	Sept. 16	Copus Hill
Fall Banquet	Oct. 14	Five Points

Many Thanks!

We wish to thank all who donated prizes and ask our members to patronize the companies listed below who have been so supportive of Penn-Ohio. Thank you!

Ameriflag, Inc., Don Workman, member

Bratton's Antique Auto Parts

Engine Service, Dwayne Roach, member

Fargo Machine

Gaslight Auto Parts

Mac's Antique Auto Parts

Mike's "A" Ford-able Parts

Smith & Jones Antique Auto Parts

Snyder's Antique Auto Parts

	Fall Banquet Oct-11	Spring Banquet Apr-12	Shelman Meet May-12	P-O Tour June-12	Erie Meet July-12	Ridge- runners Tour Aug-12	Copus Hill Meet Sept-12	Chapter Cars Total
Copus Hill	7	7	8					22
Cranksters	1	19	8					28
Erie	1	2	1					4
Five Points	10	12	5					27
Flying Quail	3	4	2					9
Keystone	0	1	0					1
Mohican	2	3	2					7
NEO	10	6	2					18
Ridge Runners	0	0	0					0
Rubber City	6	6	3					15
Shelman	2	3	9					14
Tri-County	1	3	1					5
Non-Affiliate	1	4	5					10
Total	44	70	46	0	0	0	0	160

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"A" Ford Club!

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Penn-Ohio Chapter News



Five Points
Correspondents:
Julie Lelesch

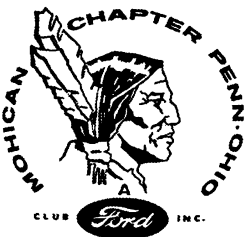
What a beautiful day for a ride in the A's. After a short meeting at the Circle Grill in Deerfield. Pete November driving his Cadillac led the way to Atwood Lake for lunch at the Lighthouse Grill. The caravan of A's included Judy and George Thorpe, Don and Martha Urchek, Von and Kathy Wolfe, Kenny Schonce and Betsy, Nancy and George Allison Ed and JoAnn Blessing, Ken and Gerry Stafford, Gene and Donna Green, Tom and Ann Olsen and new members Joe and Bonnie Rossi.

Jim and Pat Stafford drove their the speedster for the first time and were prepared for the weather with aviator helmets, protective glasses and period coats.

Others that joined the ride in their modern cars were Bob and Rita Gardner, Ray Razzano and Roger and Betty Yost were passengers in Pete November car. Their A's still needed a little work before they were road worthy.

The drive to Atwood Lake was great. We arrived in time for lunch at the Lighthouse Grill and sat on the deck overlooking the lake, It was a relaxing time as we watched the sailboats and pontoons pulling in and out of the marina . after lunch some of use visited the gift shop while others checked the boats.

We started to head for home and it wouldn't be a Model A trip without a breakdown. Ken and Gerry Stafford's car began to spit and sputter about a third of the way down the road.. The group pulled off the road to check on the problem. With a poke here, a shake there and some lubricant in the gas tank, the Stafford's A was ready to go.



Mohican
Correspondents:
Betty Smith

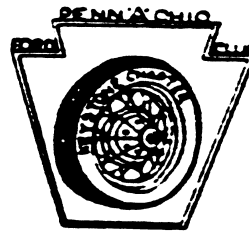
We met Saturday, May 19th at the Dolly Madison House Inn in Brewster. Our hosts were Jim and Liz Fink and we thank them for all they did. Those

attending were Clyde & Ruth Mayberry, Gary & Ginny Heckathorn, Raymond & Natalie Fahrni, Dave & Donna Anderson, Don & Shirley Buehler, Paul Rowlands, Luain Graff and the Smiths. The Inn is part of the Brewster Parke Nursing Home complex. We ordered from the menu - many choices and good food.

President Dave called the business meeting to order. Health conditions for several members were updated. We discussed Penn-Ohio finances. Final arrangements were made for going to the Penn-Ohio meet on Sunday. The 50/50 drawing was won by Ginny.

After the meeting those who wanted were taken on a short tour of the Inn facility. This is technically a Bed & Breakfast set up - the guest rooms are nicely furnished.

Our thanks to Shelman Chapter for an interesting and sucessful Penn-Ohio meet as all worked out nicely!



Keystone
Correspondant:
Wilda Boyd

Keystone chapter met in April at the Safari Restaurant, Meadville, PA. Hosts were Bonnie Zahn and Richard Hiles. There were thirty-one members and four guests in attendance, with one Model A driven. After a delicious meal, President John Tucker presided over the business meeting.

A thank-you note was read from the Salvation Army for the donation we gave in memory of Gordon Gebhardt, our long time member who passed away in January.

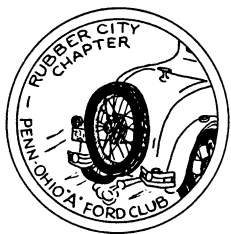
Glen Peterson, owner of the Safari Restaurant, shared his adventures in trophy hunting. The many species of animals that he has "bagged" are so beautifully displayed in the restaurant foyer and on the walls. I especially like the large polar bear that greets you as you enter! He has animals from USA, Africa, New Zealand, Alaska, Russia and many other countries. He started his collection in the early 1970's. He enjoys old cars as well and a beautiful Rolls-Royce was near the outdoor entrance. The restaurant overlooks the scenic gold course.

Kathy Riley won the fifty-fifty prize. African

violets were presented to Dot Woods, Mary Jane Fenton, Linda Payne, Joyce Romesburg, Carol Macri and Chris Schaaf when their numbers were drawn.

Keystone chapter met in May at Coal-Oil Johnny's restaurant in Pleasantville, PA. Hosts were Roger and Cheryl Anderson and there were 26 present, including Woods' grandson, Rayan, and Byron's brother, Lavern Carson. Six Model As were driven, plus one antique and one classic car. Summer has arrived!! Dick Hiles won the fifty/fifty prize. After a short business meeting we traveled by caravan to Simpler Times Museum near Tidioute, PA. It was an enjoyable time of memories and guessing what some things were. There were Fords from 1913-1966. Many tractors and other farm machinery, gas engines, household displays, and a working model of 10 Well Oil Field, among many other things.

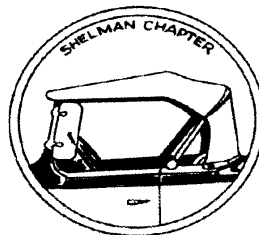
Keystone chapter met at Kings Restaurant near Barkeyville, PA on June 3. Host was Gerry Woods and there were 20 in attendance. This included Anderson's granddaughter, Aubrey; Jerry Kolavic, a Ridgerunners member, and his father-in-law, Lloyd, from San Jose, California. Gerry Woods was host and had planned a great time of watching go-cart races (he races in the 50 plus age group) but the races were cancelled in the morning because of a big rain storm! We hope to see them at another time. It was a very unusual day weather-wise. Bob was good enough to put my side curtain on and with the "heat-hole" open we had a very cozy ride to the restaurant. While there we had all kinds of weather—if you glanced out the windows there was heavy rain. A little later there was a hard hail storm for a short time. Soon afterwards, the sun was shining brightly. Three model As were driven. When we arrived back in Stoneboro, the roads were dry and Bob was so happy that he didn't have to hose off under the fenders after a mile on our dirt road. Next month we hope to have nicer weather and many old cars driven. But no matter the weather, it's always great to get together to eat and talk cars.



**Rubber City
Correspondent:
Bruce Rollings**

Memorable Memorial Day- After braving unseasonable heat in Memorial Day parades in Hudson, Green, New Franklin/Clinton, and Canal Fulton, some 50 Rubber City'ers met at Les & Lois

Lucas' for a picnic and story telling, with both food and stories in plentiful supply- a great start to the driving season! We'll next be meeting at the Hudson Elms for car display and, of course, lunch on June 23. The next major Rubber City event will be a 2-day covered bridge jaunt to the Ashtabula area Sept. 8 & 9, hosted by Larry & Linda Norton- Rooms are reserved and sign-up deadline is August 1. Further info can be obtained @ 330-745-4664. We're trying to work in some rolling relic time among assorted t-ball and family oriented activities, and hope to see you out there soon!



**Shelman Chapter
Correspondent
Lee Ann Leonhard**

Cool but sunny skies provided good driving conditions for 11 Model A's of Shelman Chapter for a road trip to Mt. Vernon, Ohio on June 2nd. Plans were to go to a large antique store downtown that was closed due to the Mt. Vernon Street Fair. However, city streets were lined with flea market things for a shopping delight anyway. Our cars drew some attention too!

We drove south to Watt's Restaurant in Utica for lunch and a business meeting. Get Well Wishes were sent to Steve Hoover and Ruth Ousley. Happy 80th Birthday wishes go to Dwayne Roach! No Model A drive is complete without ice cream, so another short mile south to Ye Ole Mill for ice cream cones completed another good outing for Shelman Chapter!



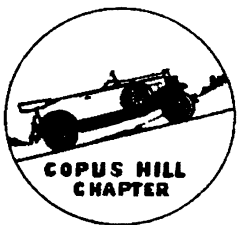
**NEO
Correspondent
Laura Gezann**

It's finally spring and the A's are out and about in northeastern Ohio. Unfortunately the first outing was a bit chilly when six A's and 3 modern cars headed to the Penn-Ohio Spring Banquet. Linda Thirion said she needed more blankets! Moving on to April 28th Geauga Maple Festival parade. No snow, it was damp and cold but that didn't stop the crowds from attending. We had eight cars in the parade and Debbie Lynch said it was freezing! Ok we know it can change in a few hours but SPRING, people, its SPRING!!

Our May Mother's Day meeting was held on May 6th at Lake County Historical Society. Eighteen families were in attendance and many of those went on to the Bravo Restaurant in Mentor for dinner. It was a beautiful day, we had wonderful food and friendly conversation and ended the day with a nice ride home.

The Shelman Chapter hosted the Penn-Ohio Meet in Mansfield on May 20th. Fifty cars and over 70 people were at the Richland Rural Life Center. Don and Debbie Lynch and Frank and Pat Proch represented NEO by driving their A's over 120 miles to Mansfield. Marty Hosta and the Wheelers were also in attendance. The Shelman Chapter featured miscellaneous Model A items for sale by Penn-Ohio members. We took the scenic route back and had dinner in Parkman at the Post House. It was a good Model A day, although it was a hot one (93 degrees)!! Hey guys, quit complaining about the weather. This is Model A weather.

It looks to be a busy summer for NEO. Lots of cruise-ins, festivals, car shows, parades, day tours and weekend tours—something for everyone. And did I mention food? Fish fries, strawberry shortcake, wines, picnics and the Hartville Kitchens!!! We'll be driving those A's to every and any event in the area. I'm sure you'll see us some time this summer. I'll let you know all the details next time.



**Copus Hill
Correspondent:
Mary Jane Saylor**

Ever hear of Brownella Cottage or Shamrock Vineyards?? Neither had most of Copus Hill so Herb and I “educated” them on Saturday, May 19th. We assembled 10 A's and a modern near the Richland Mall and picked up the Davis' on Millsboro Road and by the time we caravanned to nearby Galion and Brownella Cottage (just west of the downtown square) we ended up with 12 A's when the Johnson's joined us. Our knowledgeable guide Amber ushered us into the church across the street and gave us the low down....William Montgomery Brown was born in 1855 and became a scholar and lecturer and started churches all over Ohio....he became a Bishop in 1897...he married Ella Bradford in 1885 and they settled in Galion at Grace Church...her mother paid to have this church moved across the street so their home, Brownella Cottage and carriage house could be built in 1887 (final cost \$6500)



reflecting the high style and wealth of the 19th century. Our tour through the cottage showed different architectural styles and materials throughout including glass-enclosed walkways. Bishop Brown became ill in 1911 and began reading and accepting Marxist and Socialist theories. These views led to him being deposed from the church in 1925. He continued to write controversial pieces until he died on Halloween in 1937 at Brownellamany “strange” noises and occurrences indicate that the “Bishop” may haunt the cottage even today. Very interesting place ..close to home. Our little parade followed us as we zigged and zagged southwesterly to Shamrock Winery which some members thought was “in the middle of no where” and “how'd you find this place”!!! This is a small winery run by Thomas “Van” Creasap, our host and grandson of Dr. Thomas Quilton who planted grape vines here on his farm in 1971 to see if they would grow in a climate NOT perfectly suited to producing quality (or quantity) wine. At first, the grapes went to home winemakers but Shamrock became a bonded winery in 1984. Now, more than 25 varieties of grapes have been planted and the most winter-hardy have survived. The “tasting” (and many did) building served as our dining room for our box lunches delivered by All Occasions Catering from nearby Waldo who also cater



dinners and events at the winery. The original farmhouse serves as the sales area and lots of “bags” were seen heading to the A’s as we thanked Van for a delightful lunch and educational stop. Our back roads continued to Mt. Gilead for the mandatory ice cream stop before heading home.....we hope everybody had a good time and “got sum learnin’ “ today!!!!



**Cranksters
Correspondant
Nancy Haake**

Finally it is driving season after a long winter’s nap for our Model A’s! To start the year out right we began by eating! On Saturday May 5th the Cranksters met at McDonald’s according to tradition and then we headed a short distance to Plum Creek Cabin in Brunswick. There breakfast was waiting—prepared by the great cooks in the Cranksters—Bev, Nancy and Ron. You had your choice of vitals for getting your human engines humming along—a breakfast strata (ham, bacon or sausage), potatoes, fruit, assorted pastries, orange juice, coffee and tea. After filling our bellies, we piled into our A’s and drove along the back roads like little ducklings behind our lead mother duck. We arrived safely at the York Township Historical Society that opened just for our group to tour their village. There were historical society members there to answer questions and demonstrate loom weaving for the group. It was fun to walk around their buildings and inspect the farm tools as well as the classroom that they in one of the buildings. The corncrib was once part of the Barter plantation (member of our group) and now was on display at the historical society. When it was time to leave, everyone headed out on their own—to seek or not to seek ice cream on the homeward trip.

Our next trip was June 2nd where we met at the Valley City Depot for our departure point. See we do start at places other than McDonalds! We began our trip for the drive to Avon at 9:30 in the morning with plenty of time to have a nice leisurely drive to Miller’s Nature Preserve—described as a “tropical getaway” in Northeast Ohio. This Lorain Country Metro Park is their newest addition to their system. The conservatory contains seven different plant and tree collections that are located in three different climate controlled areas, ranging from jungle palms to a desert landscape and over two hundred orchids of every color and description. After fully enjoying our time there we headed out for lunch in Avon at the

Athena Restaurant. The pleasant day of driving ended with our trips home and looking forward to our next trip with the Cranksters.

Sunday the 3rd found us at the Columbia Station Steam and Hit and Miss Engine Show. Member Tom Sampson organizes and oversees the show every year where he is one of the people who has a large collection of the engines started by his father. We wandered around the show that was complete with a flea market and other vintage cars before heading home. Once again it was great to be out and driving our A’s again with old and new friends!



**Ridge Runners
Correspondents:
Darlynn Fink**

The Ridge Runners met on April 21st at Evermoore’s Restaurant in New Bethlehem for breakfast. One of the main topics of discussion was Bob Fink’s hiking adventures on the Appalachian Trail. We were all glad that we were eating a hot breakfast in the restaurant rather than surviving on instant oatmeal at a campsite. The speaker for the day was Don Harvey who talked about putting overdrive into a Model A. A.J. Pennington’s expertise in this area was duly noted by the group. Don then explained about why “going green” has caused problems in cars because the wiring now used is soy based and attracts the attention of rodents that munch on the wiring and cause all kinds of problems. He pointed out that house wiring may also be subject to this and that chipmunks and other rodents could lead us to have fires, etc. His solution was to find old wire that is petroleum based and replace the soy based, inferior wiring. He ended his presentation with a gift to each couple—a birdhouse. He explained how he used PVC pipe to make these creative structures that birds love to build their homes in. The meeting was quite informative and stimulated a lot of discussion.

On May 5th, the Ridge Runners met at Evermoore’s Restaurant in New Bethlehem for breakfast. Updates on Bob Fink, the hiker, were shared with the group as well as a picture of the how much his facial hair has grown and how much weight he has lost. The topic for the day was the completion of the activities calendar for this year. BBQ’s and picnics were planned and a Christmas in July celebration was discussed. The meeting was productive, but short.

The Packet Boat-Transportation By Canal

By Rickie Longfellow

An Ohio Packet Boat compliments of the Columbus (Ohio) Metropolitan Library Staff, from their Photograph Collection

The history of canals goes back to ancient times to the irrigation canals dating around 4000 BC in Mesopotamia, now Iraq and Syria. In Pakistan and North India, elaborate irrigation and reservoirs were constructed. And in Egypt and China, canals date back to 2332-2283 BC and 481-221 BC, respectively. The Hohokam people of current-day Arizona built canals around 500-1450 CE (current era). The deserts now encompassing the Phoenix area had a large prehistoric population, proving that canals were useful in sustaining life.

But canals were used for more than possible drinking water and providing irrigation to crops. In the Middle Ages, travel by water was cheaper and faster. Early roads that washed out with the rains made for slow travel. Passengers wanting to relocate or trade with merchants could carry more goods by boat and arrive sooner.

The downside was that travel was still slow; poles and oars meant manpower to move the boats. Night travel on rivers such as the Nile wasn't possible due to the risk of running aground on a sandbar. Still, seven mph was an improvement over trying to get your horse and favorite chariot out of the mud.

When sails were invented between 2000-5000 BC, travel speed improved for canal and river boats, sometimes considerably, depending upon wind direction.

During the 1700-1800s, ships would sail between Europe and America only when they were full, so scheduling regular trips became a priority. This was known as the Packet Trade, named for the mail packets they carried.

In America, canal building began in the 1790s to connect the 16 States to the lands west for commerce, as well as for taking passengers and families wanting to relocate further west. Unknown to the colonists were the Hohokam's canals in a land they never dreamed of visiting. The 363-mile Erie Canal was built in 1825. The smaller packet boats, or later known as canal boats, were used to carry mail, cargo, and passengers using the canals and rivers. A packet boat was usually 14 feet wide to fit the narrow width of the canals, but could be anywhere from 70 to 90 feet long. The boat could carry up to 60 passengers much more comfortably, faster, and safer than a stagecoach, and it had sleeping berths for overnight travel. Packet boats were often pulled through the canals by a team of horses or mules who walked slowly along the bank. Passengers could cut their travel time in half by canal boat.

One packet boat from Rhode Island named Hannah helped fan the flames leading up to the Revolutionary War. In 1772 a conflict broke out when Hannah was chased by the Gaspee, a British revenue schooner whose job was to collect customs fees and inspect any cargo coming into port. It ran aground pursuing Hannah. The colonists boarded the Gaspee the following morning and torched it, shooting one of the British officers.

Another American packet boat that gained national recognition was The Marshall. It carried passengers from Richmond to Lynchburg, charging \$8 for the 33 hour trip. It averaged approximately four miles per hour. There was a cook on board to prepare meals and there was separate lodging for men and women. In 1863 Confederate General Stonewall Jackson was shot at the Battle of Chancellorsville and died eight days later. The Marshall was used in the last leg of the journey on the James River from Lynchburg to Lexington, Virginia, to return him for burial.

Canal and packet boats' heyday as the lead in transportation phased out in the 1870s, although some remained. Just as the packet boats were an improvement over wagon and horse travel, the canal boat was usurped in the 1870s when trains were at full steam. Trains offered a faster and cheaper way to travel, as well as a more economical way of moving large amounts of cargo.

On occasion packet boats can be found at a historic site. In places such as Roscoe Village, Ohio, a 19th century village on the Ohio and Erie Canal, or in Georgetown, Washington D.C., on the Chesapeake and Ohio Canal, you can enjoy a boat ride pulled by draft horses or mules, and perhaps for a few moments you can go back in time to experience transportation by canal in a packet boat.



Articles reprinted courtesy of the Federal Highway Administration.
If I've repeated an article, I apologize.

Maine's Carriage Roads

By Rickie Longfellow

Fifty-seven miles of rustic carriage roads weave around the mountains and through the valleys of Maine's Acadia National Park on Mount Desert Island.

John D. Rockefeller Jr., bought a summer home at Seal Harbor in 1910. He dreamed of an elaborate system of horse roads and granite bridges to provide access for horse drawn carriages on the island. He knew that with the passing of his generation, the automobile roads would overwhelm America's National Parks and the carriage roads would slip quietly into the history books. Between 1913 and 1940, he worked with the National Park Service to create an elaborate 57-mile system of auto-free horse roads on 15,000 acres of Mount Desert Island's most scenic terrain. He then donated the roads to Acadia National Park for park stewardship. When he died in 1960 the dream faded but was revitalized in recent years to produce a major carriage road renaissance.



The carriage roads are broken stone roads, a type commonly used at the turn of the century. They are approximately 16-feet wide, constructed with methods that required much hand labor. Engineered to contend with Maine's wet weather, three layers of rock, stone culverts, wide ditches and a substantial six to eight inch crown ensure good drainage. Breast walls and retaining walls were built to preserve the line of hillsides and save many trees. Rockefeller aligned the roads to follow the contours of the land and to take advantage of the scenic view. He graded the roads so they were not too steep or too sharply curved for horse-drawn carriages. Large blocks of granite line the roads, serving as guardrails, employing a crew of foresters to remove debris from the roads and roadsides. He financed 16 stone-faced bridges, each one unique in design, to span streams, waterfalls, roads and cliff sides. The bridges are steel-reinforced concrete, but the use of the native stone for the facing gives them a natural appearance. The stones serving as a guardrail are roughly cut and spaced irregularly to create a rustic appearance. Rockefeller's road building techniques and skills came from his father, John, Sr., the founder of Standard Oil. He built and landscaped carriage roads on his Ohio and New York estates.



Back in Time: Maine's Carriage Roads

The Acadia National Park carriage roads have been included in the National Register of Historic Places in 1994. Members of the American Driving Society came to Acadia from 24 states with their horses and carriages to drive "Mr. Rockefeller's Roads" and properly celebrate the Park's carriage road renaissance in 1994. The roads today are managed by the National Park Service to provide the intended slow-paced experience where park visitors can totally escape the automobile.

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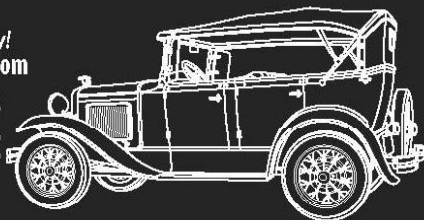
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