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# INDIANA CANALS

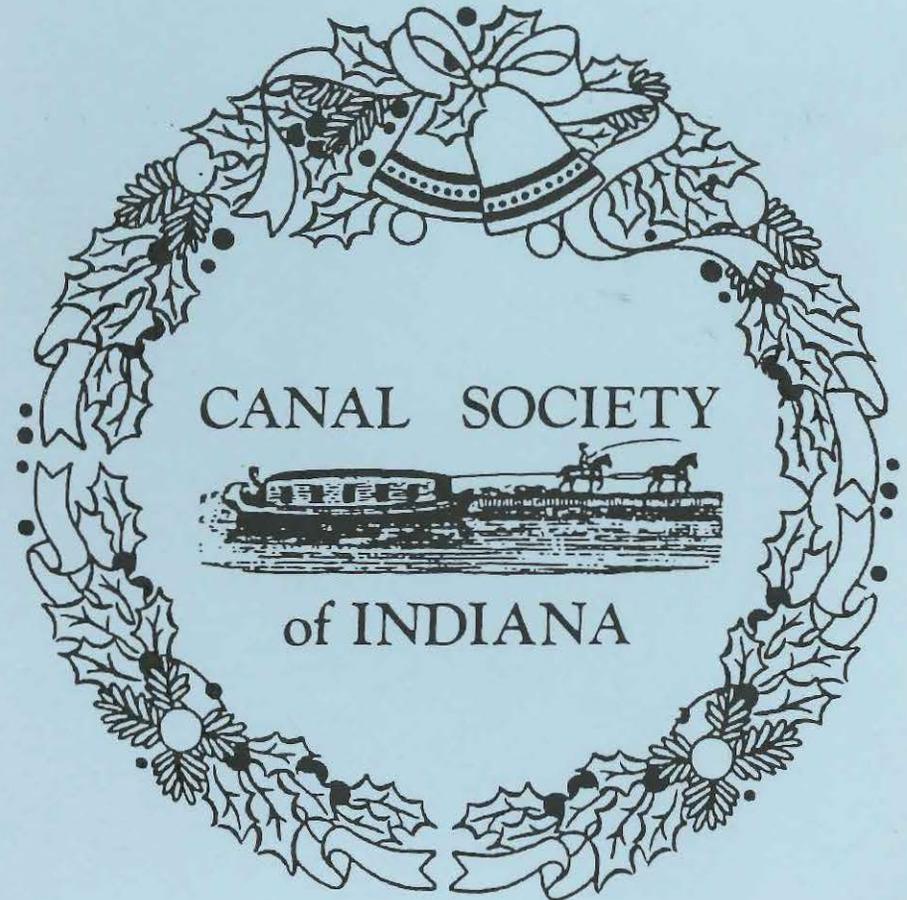
JOURNAL OF THE CANAL SOCIETY OF INDIANA

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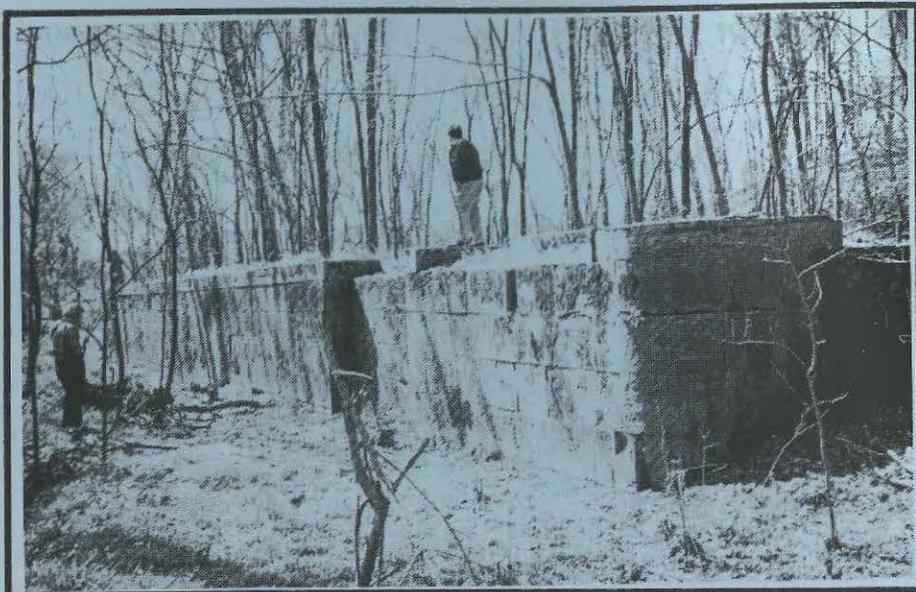
Volume 4, Number 2.

Winter 1992





Stan Schmitt doing field research on the Cross-Cut Canal.  
Lock # 50, timber crib, similar to Lock # 43 in this issue.  
Shown are the remains of the 36' foundation timbers.  
(a la Gronauer Lock).



John Droege, walking below, views remaining wall  
of cut stone Lock # 47 near Riley.  
(1991 April Spring Tour)

With this issue we begin the fourth year of INDIANA CANALS. During 1992 the Canal Society of Indiana has been very active around the state, ie. Groenauer lock, canal celebrations, Peru, Delphi, tours and programs. This, along with continuing membership growth, is the sign of an energetic group. I hope that members will be moved to do their own research, both literary and hands on. Walk a section of canal in your area and let us know what you find. You would be surprised how many areas have never really been explored. There are interesting sites and structural remains out there that we would like learn about for inclusion in future tours. If you're not into this type of exploring there's research. Check your local library, courthouse or museum. Libraries often have original or microfilm copies of canal era newspapers. These are an important source of information on the local effect of canals. Courthouses are also a source of canal information. The Recorder's office could have deed, contract or mortgage information. Unexpected items such as two books of canal boat manifests at the Covington office could possibly turn up. Of course there are also the canal related law suit records in the Clerk's office. Finally, ask at your local canal county museum. Relics are sometimes on display, sometimes forgotten in the corner. A recent stop at the Pike County Historical Society museum was rewarded with the viewing of a plank from the old White River aqueduct. Most of all, look for pictures. There has to be more than have been previously published out there. With the winter season now upon us there is an excellent chance to do canal research. For outdoor activity all the brush and undergrowth will be at a minimum until spring. Things that you would have missed in the summer or would not have been able to photograph are now visible. With the colder weather outside now is also the time for indoor research. As always, we need your articles. All submissions will be used eventually. Send your articles and comments to the editor; Stan Schmitt 3900 N. Fulton #1F Evansville, IN 47710.

The following article was taken from the Spring 1986 issue of Pennsylvania's CANAL CURRENTS.

MAIN LINE CANAL HAULS HOOSIER CANAL FUNDS 1834  
by William Dzombak

We know that canal boats carried all kinds of special cargo and a number of equally notable persons. The special cargo carried by canal boats included window glass, which could not survive a jolting wagon trip over bumpy roads, the iron ore used at the birth of the American steel industry, salt and other kinds of cargo, including the parts of a steam locomotive needed for a railroad that was to replace the very canal boat that carried the railroad locomotive! To that list of noteworthy cargo that was transported on the Main Line Canal, we can add a large shipment of money, carried from Philadelphia to Pittsburgh, from which point the money was sent on to Indiana, where the money helped to pay for some of the construction of the Wabash and Erie Canal. In that case, the Pennsylvania Main Line Canal served to support canal construction, rather than to assist in the displacement and obsolescence of canal technology. And to the list of noted names associated with canal travel, we can add the name of William Linton, Canal Fund Commissioner for the state of Indiana. It was Mr. Linton who, in 1834, made the trip east to negotiate loans from New York bankers and then went on to the federal mint at Philadelphia, to pick up the money, and then travel with that money, by canal boat and then steam boat, on the return trip to Indiana. In a letter addressed to a fellow canal commissioner, Mr. Linton wrote a brief account of his trip from New York to Indiana, in the company of several boxes of money which he had to guard, night and day. Letter from Mr. Linton to Mr. McCarty, Canal Commissioner:

Louisville Oct. 21, 1834

Nicholas McCarty, Esq.

Dear Sir-

I have just got clear of the \$21,400 by

leaving in Bank Louisville the boxes, as Mr. Morrell has been informed, and the others at Cincinnati. I have also left, with Chambers and Garvin, subject to his order, a box of books for Lafayette, Terre Haute, Vincennes, Evansville, and Bedford; and a bundle of hammers for each. Please inform him.

At Madison, the books and cents for that branch were left, and the specie would have been, but for the fact that to insure greater security it was put into large packages, four boxes of \$1000 each into one. Mr. Morrell seems to think that the change was not necessary. Mr. Ray thought otherwise, and Mr. Morrell had time plenty to have ordered otherwise had he chosen to do so, and great trouble and vexation would have been saved me. I, however, believe him totally mistaken as to the expediency, and only regret that the change is not three times as great as it is.

In Philadelphia, at the mint, there is great demand for new coins, in consequence of the depreciation of the foreign coins, and for us to introduce light change which all other banks are throwing away would, to say the least, be unwise. The banks in Philadelphia are lending quarters, eleven-penny bits and passing bits of foreign coins, at 60 days without interest, and would have paid the transportation to Louisville on as many quarters, and of foreign coins, as we would want for years. The mint change is right. The half-dollars was of necessity, and resulted from the disappointment of getting it all in small change. Mr. Ray and myself thought that as the change had to go and as large negotiations for specie had to be made, and no time left for further negotiations, it was safest to get out what would at once answer.

As to the escort, it was not to be done without. And the case of the receiver at Palestine last year, who put his specie in the cabin of a steam boat and slept by the side of it, and who on awakening found that it was, with the yawl of the steam boat, the engineer, and some hands missing, was before my mind and eye.

Nothing but the foolishness of the rogues (and rogues are generally fools) who did not put the yawl adrift after landing their spoil, led to the recovery of the money.

Our money went into cars to Columbia, where at all hours of the night they are changing baggage - the canal being out of repair. It had there to be put on a hired wagon to Harrisburg, and there remain on a canal boat until starting time. It then went to Hollidaysburg, was unloaded and put into cars, unloaded again, after crossing the mountains, and then put into canal boat, and then taken to the depot in Pittsburgh with tons of other freight, which was at all hours of the night changing. There it was put into the steamboat and might have come safely or might not, and I was not disposed to risk it. It is now all over and safe, having never been lost site of day or night.

That was not the only time that the Pennsylvania Main Line Canal carried canal commissioners from the state of Indiana. Earlier, in 1832, fund commissioners Linton and Sullivan traveled to New York City, via the Pennsylvania Main Line Canal, probably, for the purpose of securing a loan of money. When they reached New York, they learned that the loan certificates that they presented were not acceptable because the forms had not been printed in a certain prescribed way. Unfortunately, no one back in Indiana had either the equipment or the skill needed to do printing of that kind, so it was necessary to have the forms printed in New York City and then returned to Indiana so that there the state treasurer could counter-sign the documents, officially committing the state to the terms of the agreement.

Mr. Sullivan carried the freshly printed certificates back to Indiana, returning the way he had come, probably, via the Main Line Canal to Pittsburgh and then by steam boat down the Ohio River to Louisville, Kentucky. After the loan forms had been signed by the state treasurer, they were carried back to New York City by canal commissioner Nicholas McCarty. The loan for

\$100,000 was consummated, eventually, but only after a number of trips across Pennsylvania, by canal. In those days, executives had to do all their own leg work, and it took several weeks to make a "quick trip" to New York to do a little business. But the canal did carry notable business men on missions important to the western territories which the canal helped to connect with the seaboard, and on the westbound trips to the interior, the canal carried exotic cargo in the form of the loan certificates mentioned and enough hard cash to tempt any band of robbers.

The Indiana canal commissioners could no doubt have made their journeys by coach rather than by canal boat, but canals represented state-of-the-art technology in transportation at that time, and anyone who could afford to do so preferred to go by canal rather than overland. The canal commissioners from Indiana had another, more obvious, reason for electing to travel across Pennsylvania by canal, and that reason has to do with the nature of the cargo they carried with them: a load of metal coins that weighed about 1149 pounds! Such a heavy load could not be transported easily by coach or wagon, and there would be the added risk of robbers lying in wait for wagons and coaches struggling slowly over bad roads. Canal boats, with their large carrying capacity, were ideally suited for the transport of heavy and bulky freight. Mr. Linton's shipment of money was not only heavy but also rather bulky, if many of the coins were not silver dollars but small change, including half-dollars (as he mentions)!

But why did Mr. Linton elect to transport metal coins (small change) instead of paper money which (in large denominations) would have weighed much less and occupied little space? The answer is that paper currency, at that time, was essentially worthless. The Federal Constitution of 1787 prohibited the states from making any kind of money other than coins, but the states resisted dictation from the central government. A federal law of 1792 regulated the value of coins but did not control the issuance of paper money, so

several states printed paper money, as did the federal government, to pay for the cost of waging war for independence. Proliferation of paper money soon rendered it worthless. Only coin could be exchanged, or redeemed, for goods of equal value, so metal coins became the only sound money.

It is for that reason that Mr. Linton was encumbered with \$21,400 in the form of coins.

Once again, we see that the Main Line Canal served to facilitate the very kind of business for which it had been conceived and constructed - to facilitate trade and travel between the seaboard and the interior, but who could have foreseen that one day the Main Line would be called upon to carry a load of 'bullion' and, further, a load bound for yet another canal! The visionaries who first promoted canal construction were doubtless pleased to witness the realization of their dreams and forecasts of future progress. The price paid for those beneficial developments may have remained unpaid, but even today it is not uncommon for American banks to "write off" enormous sums of money owed by foreign governments that are unable to repay huge loans committed for the sake of opening up a vast region to human settlement and development. In earlier times, massive investments of human labor, by slaves, were committed to the construction of buildings and engineering works which today we view as monuments worthy of that earlier age, and we tend to minimize the fact that those impressive and beneficial structures were built at a price that was not at the time reckoned accurately in terms of adequate compensation or return for the investment made. How many times today does the "tax-payer" end up bailing out a losing venture? Such seems to be the price of "progress", of trying to do something that seems at the time, to be a good thing to do, or seems to be a thing that must be done.

If that is so, then we must not be too hard on the Americans of 1830 who were victims of canal fever. Most projections of revenues expected tend to be excessively optimistic, cost/benefit ratios exaggerated, and cost over-runs the usual thing.

Why, then, do critics of the Pennsylvania Main Line Canal persist in basing their valuation of the enterprise solely on the number of dollars returned in freight duties. How much did Mr. Linton pay the Main Line toll collectors for the shipment of several boxes of coins? Not much. Perhaps eight dollars. The value of that shipment, to the people of Indiana, far exceeded the few dollars assessed for transport of the funds across Pennsylvania by canal. That's obvious, in the case of a shipment with a manifest value of \$21,400, but it is more difficult to estimate the real value of a few tons of iron ore delivered to what turned out to be the right place at the right time. The canal toll on iron ore was only 1.5 cents per ton-mile.

Canal construction secured other values, less tangible than freight levies but no less worthy, in the final analysis. Our Main Line was there to help the Hoosiers in their quest to reach the moon. The Wabash and Erie, like the Main Line, never made much money, but the effort expended in pursuit of the grand vision animated an entire society, as it has done in our time. And that is no mean accomplishment. A project may blow up in our faces, but we try....

(Ed. note - The extensive end notes from William Dzombak's original article have been omitted.)

From the August 14, 1856 Evansville Enquirer an election year clipping.

The following is the result of a vote taken on Saturday last by the Captain of the Dove, himself a supporter of Fillmore, and the crews of the boats aground in the canal at Pigeon Summit.  
Buchanan 29 Fillmore 3 Fremont 00

\*\*\*\*\*  
For anyone who wants to do some serious canal exploring a copy of the standard structure inventory sheet is included in the center of this issue for copying.

Canal _____	Structure _____	HAER Condition _____
State _____ County _____	Designer (s) _____	
City/Town _____	Contractor/Builder _____	
Street _____	Source of Materials _____	
Associated Waterway _____	DATES OF CONSTRUCTION	
Name of 7.5 Min. USGS Quad. Map _____	Start _____	Completion _____
UTM Coordinates _____	Rebuilding _____	Abandoned _____
History & Use In Service; Use since Abandonment:		
DESCRIPTION: (visible remains at the site)		
Other Works or Events Associated With Site:		
Present Property Owners:	Location of Deed Description:	
BIBLIOGRAPHY (Published, unpublished mss., maps, photographs):		
Agencies, Individuals Interested in Preservation/Restoration:	National Register, HAER, other recognition:	
Investigation Made by:		Date:
Address:		
Return to: INDEXING COMMITTEE Canal Society of Indiana 302 East Berry St. Fort Wayne, Indiana 46802		

If at all feasible, a photograph should be attached to the reverse side, a sketch map of the site in relation to the surrounding area would also help.

The following article from the SUN-JOURNAL of July 1, 1992 was sent by Roseland McCain. As you should all know by now the Carroll County Wabash & Erie Canal Association is in the process of restoring the Case home at their canal park.

Reed Case, Sr.

1808-1871

Reed Case, Sr., was born in Kentucky in 1808; his family moved to Indiana in 1810. He received a meager education, but by age 16 he was a skilled brickmason and ready to start his own contractor business. His first contract was for building the first court house at Danville, Indiana, in Hendricks County. He possessed an unusual executive ability, which helped him to succeed. Three years later, he contracted to build the segments of the National Road, U.S. 40, in Hendricks and Putnam counties. From there he went to Peru in Miami County, where the Wabash and Erie Canal was being built, and had contracts there.

By 1838, Case had secured a contract for part of the canal in Carroll County. He met James Spear of Lafayette, and joined him in their Spears & Case Company. Case was superintendent for much of the Carroll County canal structures. In 1839, Spears & Case Company built the steamboat canal and locks on the Wabash River and the side cut canal which delivered the canalboats to the town of Pittsburg across the river from Delphi. The firm built the papermill race and the side cut which brought the canal to the foot of Main Street at Delphi. There alongside the canal the firm built a warehouse and a packing house and conducted an extensive produce and pork trade. These warehouses in later years are known as Kerlin's elevators.

In 1845, Spears & Case joined James P. Dugan to form Spears, Case & Dugan, creating one of the most successful firms of the area. They were bankers, contractors, manufacturers - men who figured largely in the development of Delphi and Carroll County.

At the east side of Delphi, they built a large packing firm and shipped pork and beef on the canal. Reed Case was superintendent and one of the trustees for the Delphi to Frankfort Plank

Road. He was one of the delegates to attend a railroad convention in Logansport in June 1852. When the Wabash Valley Railroad, now the N & W, was built parallel to the canal and Wabash River, Reed Case was appointed to break the first ground in Carroll County, and he rode the first train to use the tracks June 1856.

Reed Case first built a home at Pittsburg, but determined that the future was better in Delphi, where he built a fine Federal style home on West Front Street. When the first addition was made, elements of the Greek Revival style were added. It is believed that Case built his home in 1843-44, for the "Patrons Directory" of an old atlas shows that he moved to Delphi in 1844. He would have been 34 years of age. In the atlas his occupation was shown as "banker". When the national banking law came into effect, the firm established the First National Bank of Delphi, and Case became the cashier.

Case's station in life improved, and by 1853 he desired a newer home. When a Mr. Foreman left Delphi in 1853 to make his home at the new city, Chicago, Reed Case purchased the Foreman property, a fine brick Greek Revival home on East Main Street, now the law office of Courtney Justice. The home was two years old when Case purchased it.

With the move to the Foreman home, Case then added an extension to his Front Street property and used it as an inn. It was three blocks away from the canal port on West Main Street.

In later years the property was used as an apartment house, and most recently sat idle, prior to its move to the canal area.

The large 1840's structure is quite similar to the Abraham Lincoln home in Springfield, Illinois, both have the same basic style and sizes of rooms.

Mr. Case was the father of four sons and one daughter. Three of the sons became bankers, in Delphi, Chicago and Cincinnati. One son, James, chose farming near Delphi.

Mr. Case died in 1871 at the age of 63... truly a titan among our early settlers.

## WABASH & ERIE CANAL MECHANICAL STRUCTURES

Waste weir in basin at Terre Haute, consisting of a culvert under the tow-path, 40 feet long, 4 by 2 feet in the clear; foundation, 3 inch plank, covering first 2 inch plank, and then 6 inch timbers.

The culvert is joined to a head wall of timbers 18 feet long, planked on the lower side. The wing walls on the upper side are braced apart to keep the slope of the embankment from running into the mouth of the culvert; foundation of the culvert 12 feet B. The water is passed through by one cast iron slide gate, working in a cast frame 2 feet square; stem of gate an iron rod 2 3/4 inches round, with screw at top to raise and lower the same. A short distance below the culvert there is a tumble fall about 6 feet which the water runs into the Wabash River. Lower end of culvert and tumble well protected with stone.

Bridge No.92, double track, on First street in Terre Haute.

Bridge No.93, on Second street, at foot of locks.

Locks No.41 and 42 in Terre Haute, together having 19.2 feet lift, are built of timber on the crib plan, being combined so that three sets of gates answer for both locks.

Bridge No.94 on Market street Terre Haute.

Bridge No.95, pivot, on Lafayette road, Terre Haute.

Bridge No.96 on Fourth street, Terre Haute.

Bridge No.97, pivot, on Fifth street, Terre Haute.

Bridge No.98, on Sixth street, Terre Haute.

Bridge No.99, on county road north of Praire House.

Bridge No.100, double track, on Chestnut street, Terre Haute.

Bridge No.101, double track, on National Road, Terre Haute.

Bridge No.102, road and tow-path, on Bloomington road, Terre Haute.

Culvert No.148, old channel of Lost Creek, length 101 feet, one space 10 by 1 1/2 feet, ends of covering and top planked.

Road bridge No.103 at Dean's.

Road bridge No.104, on Louisville road.

Road bridge No.105, half mile south of Louisville road.

Road bridge No.106, at Ishmael Pugh's.

Waste wier in berm bank, at Church's Run.

Culvert No.149, Church's Run; length 98 feet, two spaces 10 by 2 feet clear, top of culvert 3 feet B.

Lock No.43, of 8 1/2 feet lift, situate four miles south of Terre Haute, is built of timber on the crib plan. The foundation timbers, 12 inches thick, are laid six inches apart on average. Fifteen and a half feet in length, measuring from the upper end, and 31 feet in length measuring from the lower end, are of timbers 36 feet long. Three sticks in the chamber are of the same height, the remainder being 18 feet long.

The cribs are 10 feet wide from out to out, the front and back walls being connected by round ties dove-tailed at both ends. On each side there are six posts and braces, placed against the back wall to prevent the cribs settling inwards. The second stick from the bottom of the back wall projects inward two inches, on to which the posts are notched and prevented from rising. Back of the back wall there are two courses of round timber connected with the back wall by round ties, more effectual to prevent settling inwards. Within the chamber and about the upper gates, the foundation is covered with two courses of 2 inch oak plank, the sides with one course.- Foundation planking secured with wrought spikes 3/8 inch square and 10 inches long, sides with 6 inch cut spikes.

Road bridge No.107.

Lock No.44, of 8 1/2 feet lift, a short distance from No.43. Built on the crib plan as above described.

Culvert No.150, length 94 feet, one space, 10 by 1 1/2 feet, top 2 feet B.

Culvert No.151, Little Honey Creek, cut stone arch 15 feet chord, timber foundation extending across the channel of creek and full length of culvert.

Culvert No.152, length 102 feet, one space 14 by 2 3/4 feet clear. Top of culvert 4 1/2 feet B.

Road bridge No.108, county road.

Lock No.45 of 9 feet lift, built of timber on the crib plan.

Culvert No.153, length 98 feet, one space 10 by 1 1/2 feet.

Road bridge No.109, tow-path attached thereto. Louisville road.

Lock No.46, of 8 1/2 feet lift, cut stone masonry.

Aqueduct No.14, Honey Creek, consists of one middle span of 40 feet, and two end spans of 27 feet each. The string timbers of the trunk are supported by two strong bents, and timber abutments at the end; the bents stand on foundation timber extending across the channel of the creek.

Lock No.47, of 8 1/2 feet lift, cut stone masonry. This is the best lock in the State of Indiana, it was built by Robert Logan, of Pike county.

Culvert No.154, 94 feet long, one space 10 by 1 1/2 feet, top of culvert 2 feet B.

Lock No.48, of 8 feet lift, timber, on crib plan.

Road bridge No.110, at Lockport.

Lock No.49, of 9 feet lift, at the north end of Eel River summit, built of timber, on crib plan.

Culvert No.155, a short distance above lock No.50(ed. note-should be 49), crosses canal on an angle of about 45 degrees. Length 152 feet, one space 12 by 2 feet clear, top of culvert 6 feet B.

Tow-path bridge, half mile above lock No.50 (49).

Road bridge No.111, on road across deep cut.

Culvert No.156, south end Eel river summit, 94 feet long, one space 12 1/2 by 2 feet clear, top of culvert 2 feet B., covering held down by long bolts.

Culvert No.157. Large branch running into reservoir; length 116 feet; two spaces 11 by 2 feet clear; top of culvert 8.3 feet B.

Culvert No.158. Length 111 1/2 feet; one space 10 by 1 1/2 feet clear; top of culvert 7 feet B.

Waste wier at mouth of Eel river feeder, to draw water from the canal, and to fill the Splunge Creek reservoir, as occasion may require. This structure is built of timber. It consists, first, of two abutments, 50 feet apart, built in the form of an L-the lower side being stepped off to correspond with the slope of the embankment. The foundation consists, first, of two sticks of timber, 10 inches square, laid in the direction of the tow-paths, 7 feet apart-the lower side of the upper one corresponding with the upper face of the abutments. Along this upper stick there is sheet piling, 4 feet long, extending to end openings of abutments 10 1/2 feet each side.

On these lower sill there are nine cross timbers for sills of bents notched down, leaving the projections above 6 inches. The space between the cross timbers is filled with foundation timbers 6 inches thick. The timbers are 25 1/2 feet long, extending 5 feet above the upper sill, and an additional course of sheet piling is put in all around the upper end of the foundation, connecting with the first course along the wings of the abutment. The joints in the bents are placed at 4 feet A, affording a spill over the waste wier of about 40 feet. There are two gates, 5 1/2 feet long, raised by rollers and chains-gates suspended by iron bars working from centers at upper edge of foundation. Foundation planked, as also abutments. Top of foundation 1 feet B.

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Eel River Feeder Dam. This dam is 264 feet long and 16 1/2 feet high, from low water. The bed of Eel river at this point, for most of the distance across, is a loose sand, requiring great care and much expense to build a permanent dam. A dam of 180 feet in length, with abutments and guard lock of cut stone, was built by the State at this point, but by neglect the water was permitted to wear a hole through the embankment back of the western abutment, which soon let the whole volume of the river pass around the dam, resulting in the total destruction of the abutment and guard lock.

In making the repairs it was concluded to extend the old dam 82 feet, and to modify its form by the addition of a crib and apron at the foot of the lower slope.

The brush and tree foundation is 100 feet wide. In the old part of the dam there are six courses of foundation trees, and in the new four courses. The crib at the foot of the lower slope is 6 feet high to the top of the covering timber of the same, giving a level apron of 13 feet. In other respects this dam is built on a similar plan to that at Sugar creek and also at Coal creek. The west abutment and guard lock are of timber, built upon the ordinary plan.

The Birch creek aqueduct, on the Eel river feeder, is a simple structure consisting of three spans of 27 feet, supported by timber bents and crib abutments. The trunk is 24 feet wide in the clear, and calculated for 4 feet water. The slopes of the banks are protected with stone. The abutments extend 4 feet below bottom of canal, and rest on a timber foundation.

The next structure on the feeder is a rectangular submerged timber culvert at Pitt's Branch. Two spaces 10 by 2 feet clear. Top of culvert 8 3/4 feet B. Length of culvert 117 1/2 feet.

There are two road bridges on the feeder.

Birch Creek reservoir and feeder from the same to the Eel River feeder.

Culvert for drawing out the water. This structure is similar in all respects to those already described, having four sliding gates for the passage of water. At the west end of the reservoir bank there is a waste weir 300 feet long, consisting of a foundation and breast wall with abutment, same plan as the Pigeon Creek waste weir.

Two road bridges on the feeder, and one small culvert built of timber and submerged. ( TO BE CONTINUED )

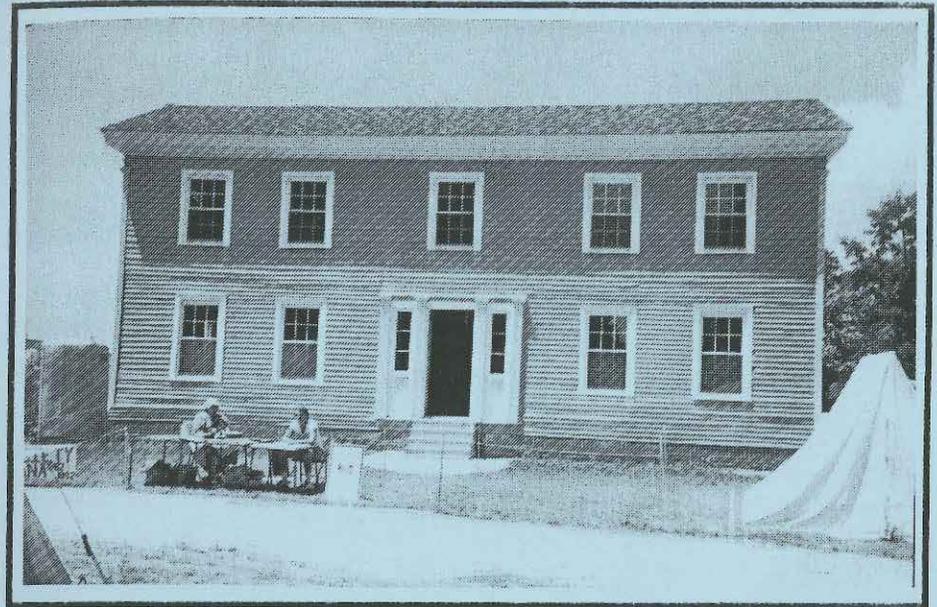
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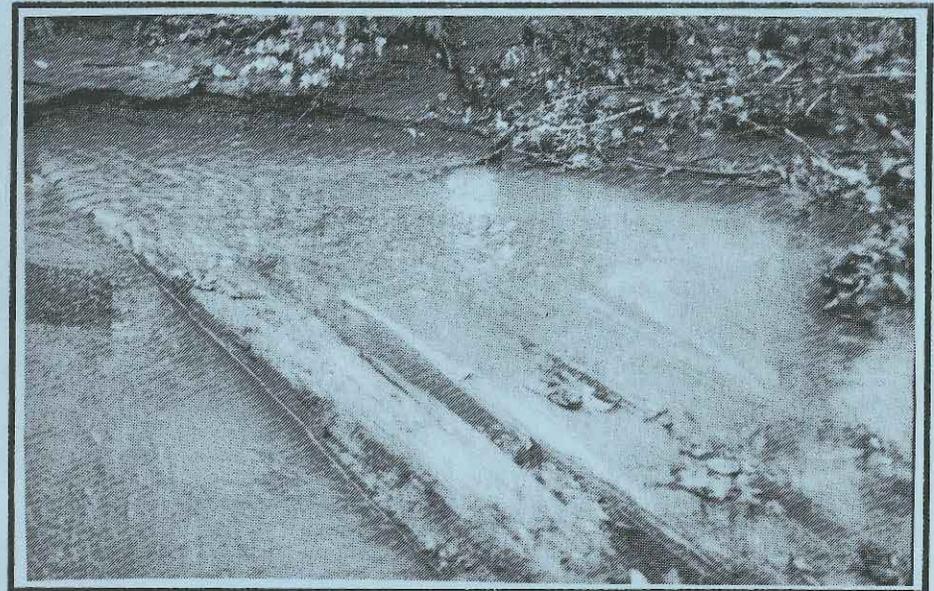
**EDITOR - INDIANA CANALS**

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Reed Case House as it appears today in the Delphi Canal Park. Moved in 1986 from its original location on Front St. Restoration in process. (July 1992)



Timber remains of box culvert # 31 southwest of Ft Wayne. This is similar to culverts #148-158 in this issue.