



# *Ti* Welcome to the Haul Trail Walk!

As you travel along the recreational path, you will be retracing the triumphant journey the steamship *Ticonderoga* made from Shelburne Bay to Shelburne Museum 70 years ago.



Signs along the route share pictures and historical information about the *Ti*. Want to access this information on your mobile device? Scan QR code or visit [shelburnemuseum.org/collection/steamboat-ticonderoga](https://shelburnemuseum.org/collection/steamboat-ticonderoga). Ask an event organizer if you want to borrow a printed copy of these signs.

The *Ti* Haul Recreational Path is 1.4 miles. When the path ends at Harbor Road, we invite you to turn around and return to this spot—a round-trip of 2.8 miles. Please note that return shuttle service is **not provided**. You are welcome to turn around at any time.

The *Ti* Haul recreation path is flat and covers a variety of terrains including pavement, hardpack gravel, and dirt.



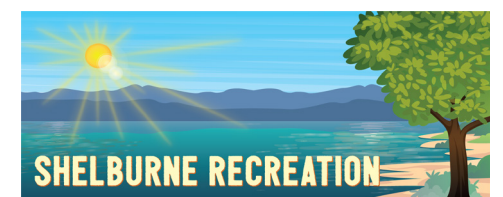


**The *Ticonderoga* was built from late 1905 to early 1906, at a total cost of \$162,232.65—roughly \$6 million today.**

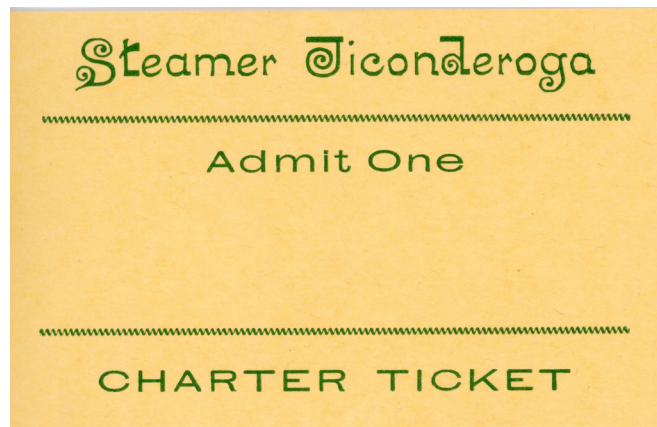


*The Ticonderoga under construction at Shelburne Harbor (detail). (Collection of Shelburne Museum Archives. PS4.20.4-501)*

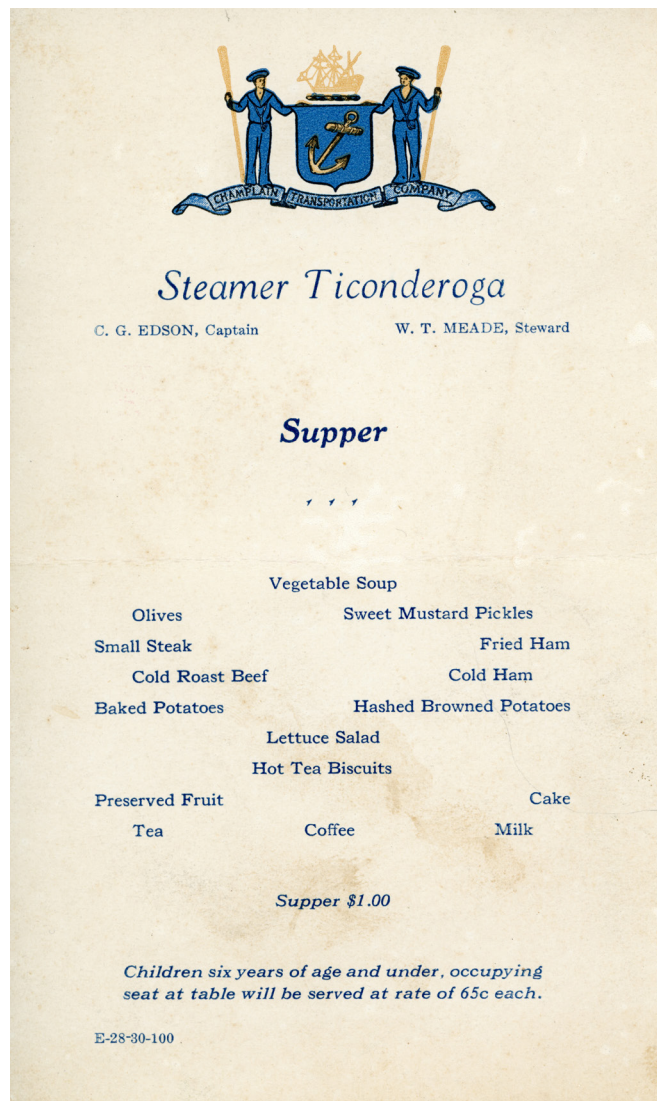
The ship's hull was fabricated by the T.S. Marvel Shipbuilding Company of Newburgh, New York and transported in segments to the Shelburne Shipyard, where construction of the *Ti* was completed. The *Ticonderoga* was launched at Shelburne Harbor on April 18, 1906 and began regular service on August 6 of that year.







In the *Ticonderoga's* first decades of service, the boat crisscrossed Lake Champlain between ports in New York and Vermont including Westport (where an evening train from New York City arrived), Burlington, Plattsburgh, and St. Albans.



**Ferrying passengers was a key function of the *Ti*, reaching a high point of 80,896 riders in 1917.**

Some rode to reach a destination, but many others took a day trip simply to enjoy the *Ti's* luxurious interior, delicious food, and stunning views.

The *Ticonderoga* also regularly shuttled troops and supplies between the military bases in Colchester and Plattsburgh.

A ticket and supper menu from the early years of the *Ticonderoga*. (Collection of Shelburne Museum Archives.)

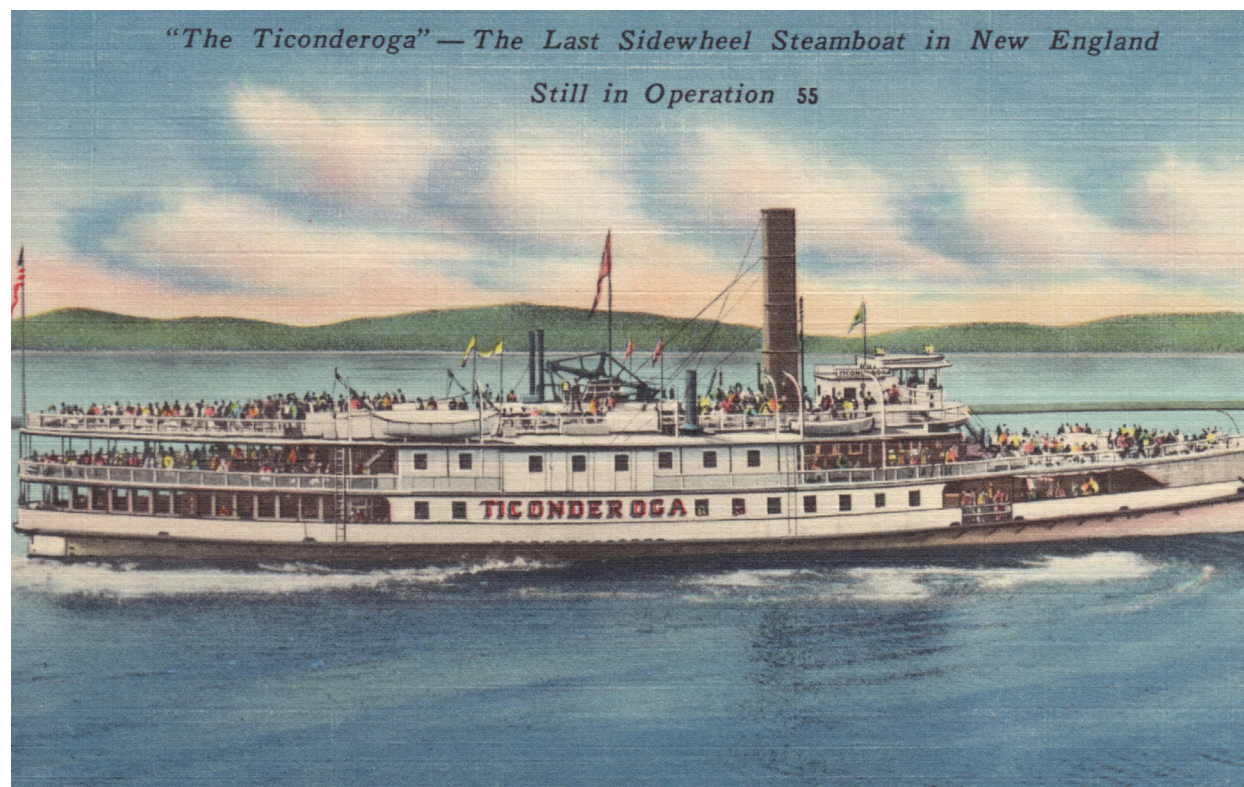




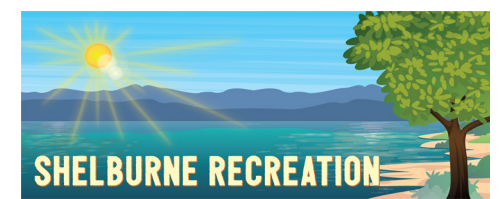


In addition to human passengers, the *Ticonderoga* frequently carried animals—typically sheep, cattle, and horses, but once even a performing elephant!

The boat also transported commercial goods including lumber, coal, oil, sugar, and produce. (Apples were particularly abundant in the autumn.) Although the *Ti* was not originally designed to accommodate automobiles, they quickly joined the list of items being transported. In 1917 alone, a total of 2,762 cars crossed Lake Champlain on the *Ti*'s freight deck.



Numerous postcards of the *Ticonderoga* appeared during the vessel's 47 seasons on Lake Champlain. (Collection of Shelburne Museum Archives.)







An advertisement for a private cruise on the *Ticonderoga*.  
(Collection of Shelburne Museum Archives.)

Starting with the *Ticonderoga's* first year in service (1906), the boat frequently deviated from its regular ferry routes to accommodate public and private events.

On July 6, 1909, for example, the *Ti* carried U.S. President William Howard Taft and dignitaries including the British and French Ambassadors and the governors of Vermont and New York from Fort Ticonderoga to Port Henry. More often, though, the *Ti* served as the floating stage for local events including school outings, corporate parties, and evening concerts.





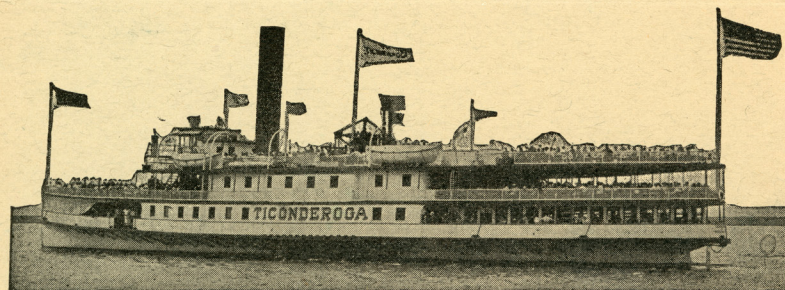
# WEEKLY EXCURSIONS

FROM BURLINGTON  
PLATTSBURG and PORT KENT

WITH STOP-OFFS

Enjoy a delightful boat trip with time ashore  
to visit or shop in Plattsburg or Burlington

**SATURDAY EACH WEEK**  
DURING SUMMER SEASON 1944



Steamer "Ticonderoga"

## SCHEDULE

Lve. Burlington	9:00 A.M.	Lve. Burlington	5:00 P.M.
Arr. Plattsburg	10:30 A.M.	Arr. Port Kent	5:45 P.M.
Lve. Plattsburg	12:00 noon	Arr. Plattsburg	6:30 P.M.
Lve. Port Kent	12:45 P.M.	*Lve. Plattsburg (See Note)	
Arr. Burlington	1:30 P.M.		

\*The evening return trip will leave Plattsburg at 6:30 P. M. or 10:30 P. M. depending on special evening excursions. Check with Purser of steamer or Burlington Office for the returning time.

## TICKETS --- INCL. TAX

		ADULTS	CHILDREN
Burlington to Plattsburg	Round Trip	\$1.25	\$ .50
	One Way	.75	.35
Burlington to Port Kent	Round Trip	1.00	.50
	One Way	.60	.30

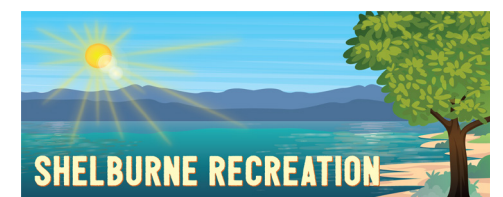
**THE CHAMPLAIN TRANSPORTATION COMPANY**  
Burlington, Vt. Tel. 274

Plattsburg Telephone — 1011, Banker's Boats & Motors Dock  
Keeseville Telephone — 151-W, George S. Dague.

As the golden age of steamboat travel began to draw to a close, income derived from rentals and pleasure cruises grew in importance for the *Ticonderoga* with each passing year.

The challenges were many: newer, more efficient ferries burned oil instead of coal and required smaller crews. Automobile and truck traffic increased steadily on the roadways of Vermont and New York, aided by the construction of bridges spanning Lake Champlain in 1929 (Chimney Point-Crown Point) and 1937 (Alburgh-Rouses Point). The Great Depression compounded these troubles, causing steamboat ridership to drop dramatically.

A broadside advertising the *Ticonderoga's* 1944 season. (Collection of Shelburne Museum Archives.)





## By 1938, the *Ticonderoga* was the last steamer operating on Lake Champlain.



Motorcade organized by the Burlington Junior Chamber of Commerce to kick off the “Save the Ti” campaign, May 1950 (detail). (Collection of Shelburne Museum Archives. PS4.20.9-2c.)

Pleasure cruises and private charters kept the *Ti* literally and financially afloat for a few more years. But by the late 1940s, the boat seemed destined for the scrapyard—or the watery grave of so many other Lake Champlain steamers.

Members of the Burlington Junior Chamber of Commerce organized a “Save the *Ti*” campaign in early 1950, raising \$8,500 in private donations. This was enough to buy the *Ti* one more sailing season but short of the \$10,000 required to pay off the debts the beloved ship had incurred.







Just as all seemed lost, businessman and historian Ralph Nading Hill convinced a fellow devotee of historical preservation to rescue the *Ticonderoga*: Electra Havemeyer Webb. A passionate and prolific collector of Americana, Webb had founded Shelburne Museum in 1947 to display her extensive holdings of art, design, technology, and eventually historic buildings.

**In 1951, Webb purchased the  
*Ticonderoga* for \$20,000.**

She told the Burlington Free Press, “We appreciate the historic value of this ship. ... Our great desire is to keep alive the rich history not only of Vermont, but of Lake Champlain.”

Louis L. McAllister, *Electra Havemeyer Webb during the moving of the Ticonderoga from Lake Champlain to the Museum grounds*, April 5, 1955. Gelatin silver print, 10 x 8 in. (Collection of Shelburne Museum Archives. PS4.20. Album7-24.)







From 1951–1953, Shelburne Museum operated the *Ticonderoga* as a floating museum while continuing to run cruises.

Ridership was respectable but rising costs made further operation on the lake unsustainable. In August of 1953, Electra Havemeyer Webb noted, “The boat has cost me more than any venture here at the Museum. ... I don’t regret it. I am sorry to see the boat stop because it has been a great thing for the public and it’s a great boat.”

On September 20, 1953, the *Ti* made its last cruise on Lake Champlain: a “Glorious All University Harvest Moon Sail” hosted by the University of Vermont, complete with an orchestra and dancing.

A broadside advertising voyages on the *Ticonderoga* when the vessel was run by the Shelburne Steamboat Company, a subsidiary of Shelburne Museum. (Collection of Shelburne Museum Archives.)





**Inspired by their recent success relocating several historic structures, Electra Havemeyer Webb and her advisors made the extraordinary decision to move the *Ticonderoga* 2.63 miles overland to the grounds of Shelburne Museum.**



*Aerial view showing the cradle in front of the vessel before the Ticonderoga was moved over it, December 30, 1954 (detail). (Collection of Shelburne Museum Archives. PS4.20.5-619.)*

After a year of careful planning, on November 6, 1954, a tugboat pushed the *Ti* from Shelburne Bay into a 450-foot basin specially dug for the move. The basin was sealed and filled with water, raising the boat. The water was then drained, gently lowering the *Ti* onto a transport cradle consisting of eight railroad freight car trucks, each with eight wheels.







Crews had to wait until the ground was frozen solid to begin moving the 220-foot, 892-ton *Ticonderoga* overland.

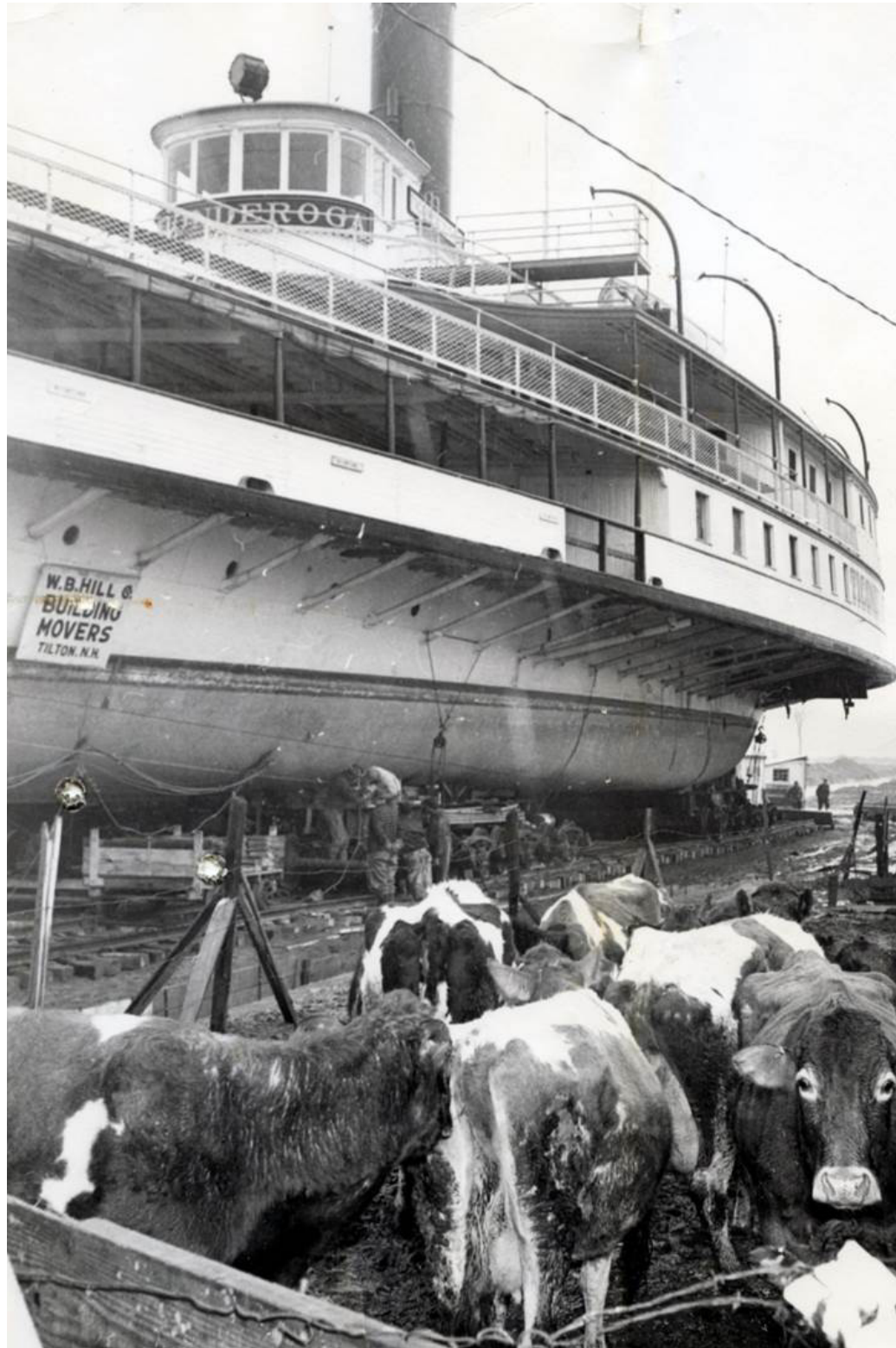
On January 31, 1955, the *Ti* was slowly winched forward on railroad tracks custom-built for the boat's journey. As the ship advanced, crews disassembled the railroad tracks and ties behind the *Ti* and reassembled them in front of the boat, one 300-foot section at a time.

On the first day of the “*Ti* Haul,” the *Ti* moved 150 feet. For the next two months, a boat that had sailed at a maximum speed of 23 miles per hour on Lake Champlain now moved at a stately pace, never traveling more than 250 feet in a single day.

The Ford Motor Company featured the moving of the *Ticonderoga* on the front cover of its complimentary magazine distributed in Ford dealerships around the country in 1955. (Collection of Shelburne Museum Archives.)







The “*Ti Haul*” drew many spectators eager to witness the unexpected sight of a steamship moving over solid ground. While the *Ticonderoga*’s final journey was generally smooth (if arduous) ‘sailing,’ gawkers were occasionally rewarded with a tense moment.

**On March 10, an early spring thaw threatened to strand the *Ti* permanently near Walter Bicknell’s Dairy Farm.**

As the ground under the boat began to erode, dedicated crews worked around the clock to reinforce the track and ties, successfully winching the vessel to firmer ground as fast as possible.

Roger Conant, *Moving the Ticonderoga by Bicknell’s Dairy Farm*, March 10, 1955. Gelatin silver print, 10 x 8 in. (Collection of Shelburne Museum Archives. PS4.20.6-45.)







On April 6, the *Ticonderoga* slowly crossed the tracks of the Rutland Railroad—delaying a northbound train in the process!

**On April 7, 1955, after nearly 50 years traversing Lake Champlain and 67 days of overland travel, the *Ti*'s final, 9,250-foot voyage culminated on the grounds of Shelburne Museum.**

Crews set to work permanently mooring the *Ti* in a custom-built basin.

Roger Conant, *Steamer "Ti" near final berth near Old Colchester Lighthouse at Shelburne Museum, 1955* (detail). Gelatin silver print, 10 x 8 in. Collection of Shelburne Museum Archives. PS4.20.6-183.



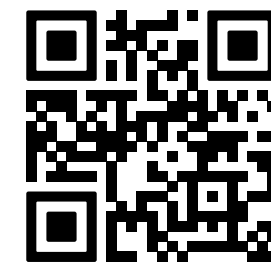


In 1964, the *Ticonderoga* was named a National Historic Landmark. The ship is by far the most visited of Shelburne Museum's 39 structures, attracting more than 5 million visitors since 1955.



Thank you for making this journey and learning about this important part of local, state, and national history. We hope to see you onboard the *Ti* soon!

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Want to support the ongoing care of the *Ticonderoga*?

Make a donation at [shelburnemuseum.org/donate](https://shelburnemuseum.org/donate) to ensure that the *Ti* and the entire Museum flourish for another 70 years and beyond!

