

**THE WORK
AND
THE WATER**

Matthew López-Jensen



The day started for me
the night before the flood
I was night man water control
the water came up so
fast at Lock 18 that was
trapped at lock with cars
being swamped. The grade
14 came in and got me
out with a ten wheel track
Wow what a day!

-Bill

2013







Non-new season involves a lot of rehab work at our pumpout site. Also, most of our vessels return to the section HQ and go into dry dock. There is a lot of planning that goes into all that work. That becomes a challenge.





• • Alot of People Don't understand • •
• • what a Dredge Boat Actual Does. • •
• • Or the process Involved in this • •
• • Job. Also Alot of Boaters • •
• • Don't understand the need to • •
• • contact A working Vessel Before • •
• • going by us. • •







I work @ Cart Street Dam...
Regulating the water flow when
needed to through the process of
Gates is a process that not many
people would understand. I have
always wanted to work on
the canal since I was a kid. Mostly
due to the rich history of the
canal in Nys.

In 1825, when Stone Masons were
done working the locks in Lockport, they
began building cobblestone houses which
i'm also a fan of. With easy access to
the canal, Farmers businesses flourished
and it is an honor to work on the
Canal because of all of this local
History. Thank you for the opportunity!





tool Complements:

For all Locks, maintenance,
Floating Plant, Shop, etc

Ordering certain Supplies
to get ready for upcoming
Navigation Season







• Most people think we just
• sit and wait for boats. They're
surprised when I tell them that
the person running the lock, paints
the lock, greases the equipment, mows the
lawn, answers the phone + questions. Gives
A "Tour" of the lock, Historical talks
About the old/new canals. Some people
have asked me to help plan their trip
to the area, we also are a water
control structure, so I have to move my
sluice gates per the hydrologist to control
A 17 mile pool between me and Lock 32
in Pittsford. We also monitor rainfall,
snow surveys and report to the National
Weather Service. Last year we received our
100yr certificate from NWS.

Talking with boaters on where they can
find mooring and get a good meal is also
something we do





Flushing with water pressure,

Potential Danger on Valley
itself.

Ice Age Disaster!

Bi-Poller

13 → Big nose — 14









• A lot of people think we
All work on the locks.

Then we'll tell them that we
do heavy setting and picking, we
pick debris (trees and other things) from
canal, we dredge, most people have
no idea.







The ANNUAL rebuilding OF
LOCK Equipment which includes:
UNWIRING & UNBOLTING the MOTORS,
LIMIT SWITCHES, CONTROL BOARDS AND
RESISTOR GRIDS. THE EQUIPMENT IS MANUALLY
REMOVED BY THE "OVER THE HILL GANG" AND
PLACED IN THE WORKSHOP. WE ALSO ASSIST
OTHER LOCKS WITH THEIR EQUIPMENT.

ONCE THE EQUIPMENT HAS BEEN REMOVED,
THE DISASSEMBLY OF THE MOTORS, BOARDS, LIMIT
& OVERTRAVEL SWITCHES AND GRIDS CAN BEGIN.

THE EQUIPMENT IS BROKEN DOWN TO THE
SMALLEST COMPONENT AND PAINTED, POLISHED,
DEBURRED, REVARNISHED AND REBUILT.

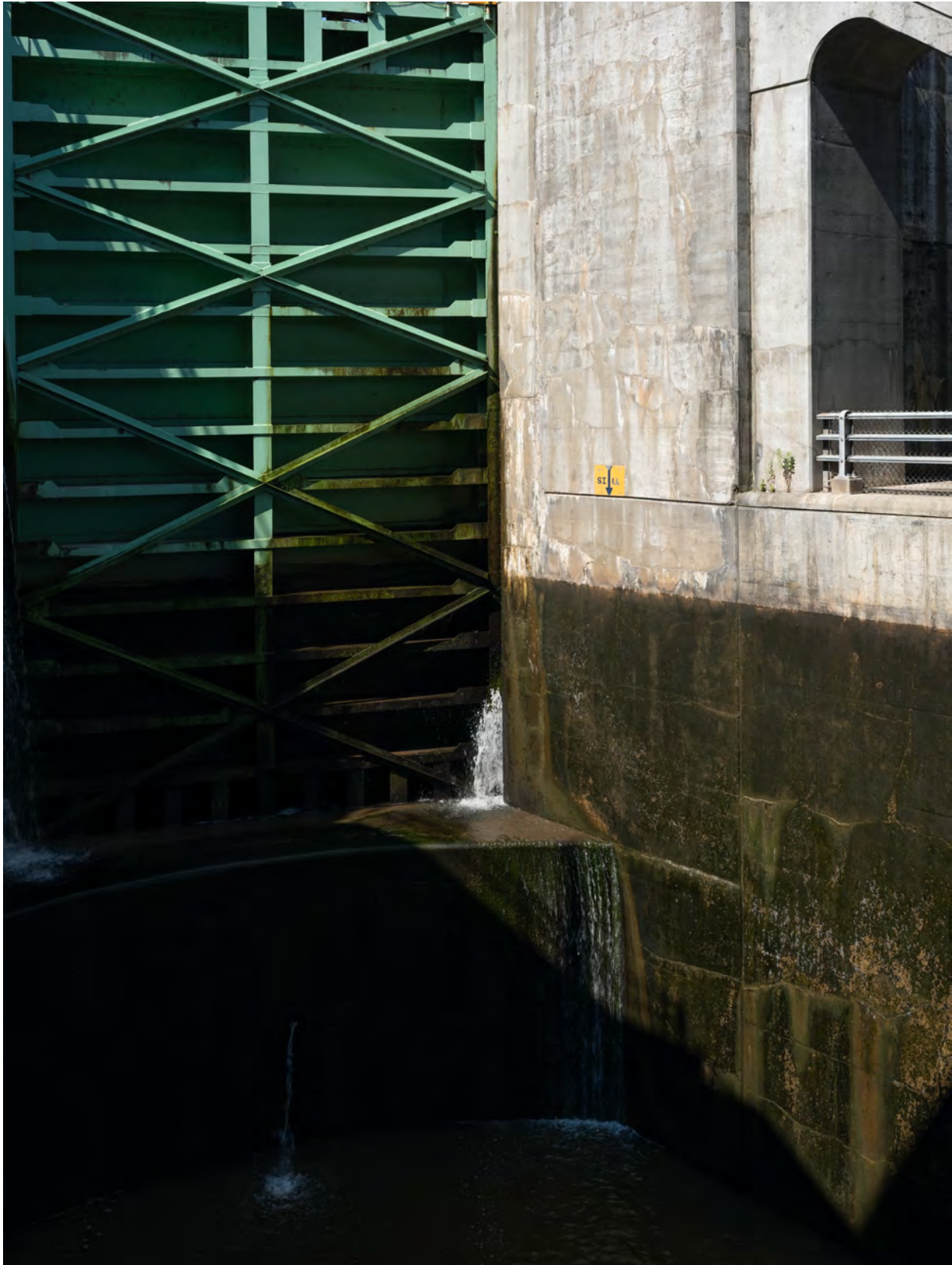
IN SOME CASES, PARTS HAVE TO BE REMANUFACTURED
OR SOMETHING NEWER MODIFIED. ALL SO EVERYTHING
CAN WORK AS INTENDED.





- I think the whole process of communication between the different locks is something that is way more involved than someone outside of the canals would assume - lock keepers, and to some extent, boaters, are always on the phone/radio to each other to coordinate and make travel as seamless as possible for everyone involved.









MAKING REPAIRS TO WORN
OUT EQUIPMENT WITH NO
SPARE PARTS. YOU HAD TO
INVENT YOUR OWN.









Keep staff motivated
and working safely
during the cold weather.







Saving animals from the
Loic chamber that accidentally
- fell in. I saved a Boston Terrier
from the Loic chamber at 28-A
last season.

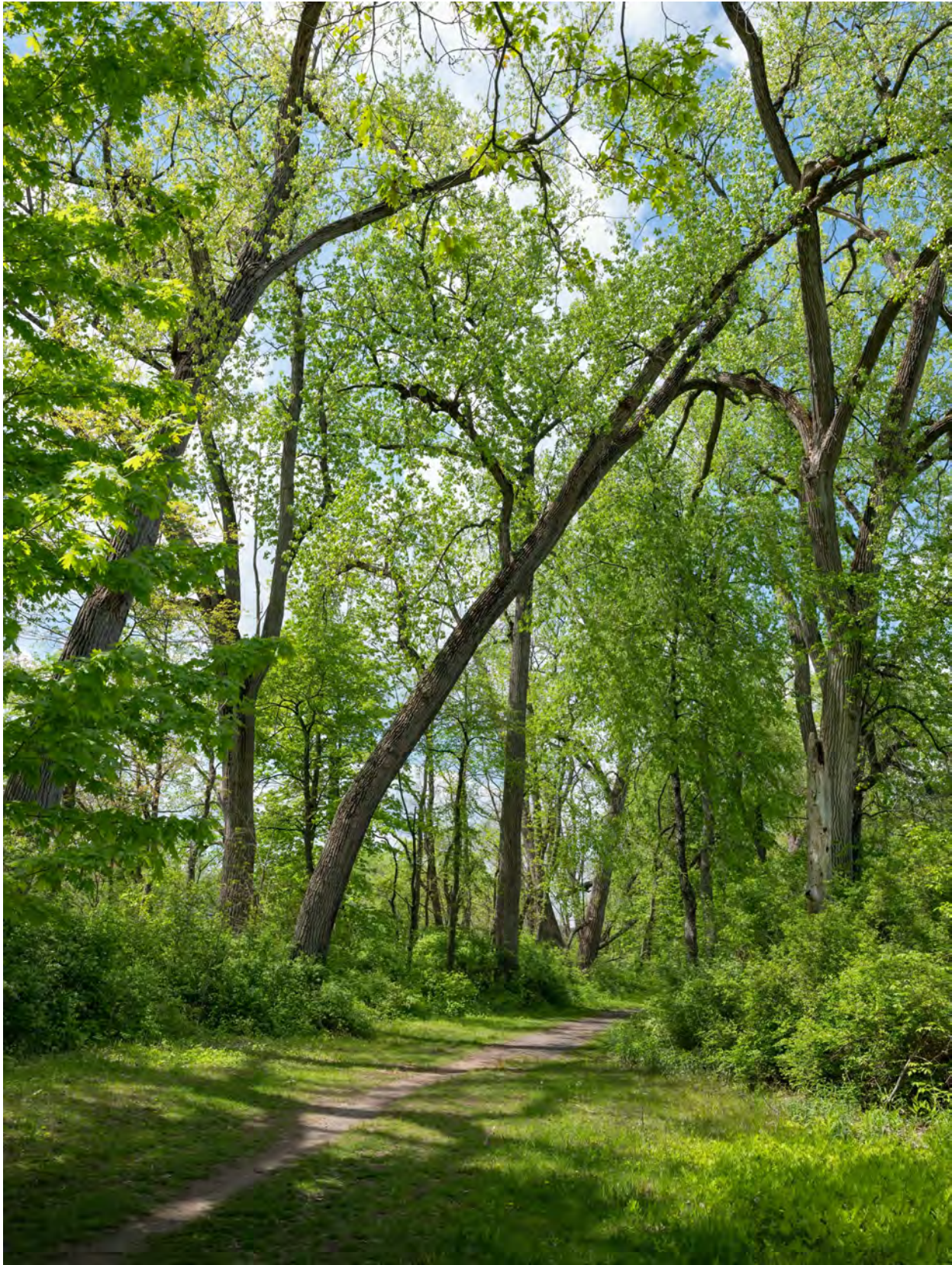
Clearing Ice
- Shoveling walkways keeping
Areas safe. - pulling motors
and electrical components

Keeping equipment greased
- and ready for
the next season

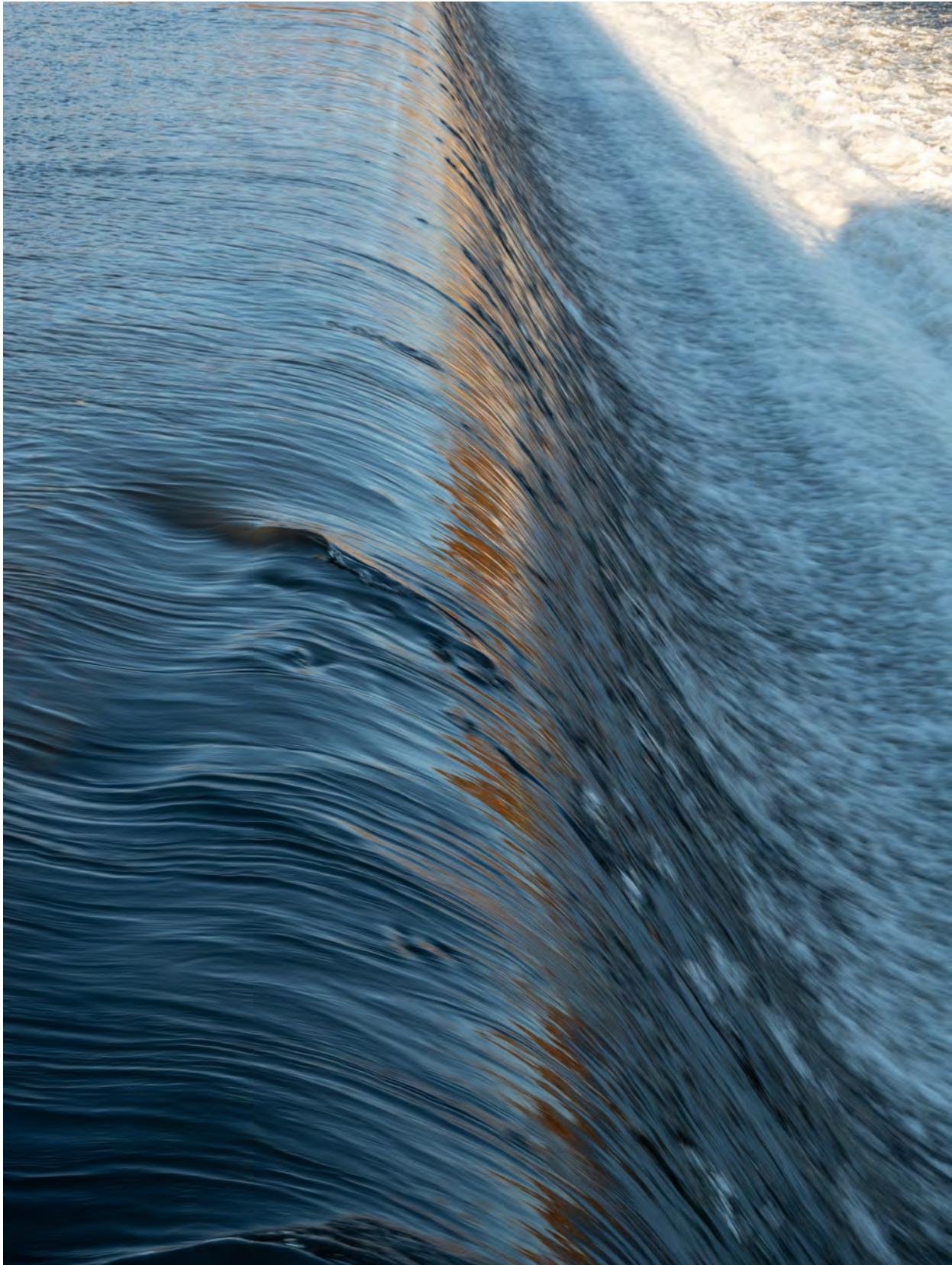




IN THE FALL we REMOVE
HEAVY ELECTRICAL EQUIPMENT FROM
CABINETS. WE MOVE IT TO OUR
ONSITE WORK SHOP WHERE WE
DISASSEMBLE INSPECT AND REFINISH IT
BEFORE REASSEMBLY. THEN REINSTALLED
IN CABINETS BEFORE NAVIGATION
SEASON.











Answer phones

Data entry

Time entry

Payroll entry

run reports for payroll

SAP / CTS

Onboarding employees

problem Assist with/for employees

Process / submit for boat reimbursements

Travel voucher reimbursements

Submit invoices through process director

Log hours of labor into Maximo

Process PO's / requisitions

putting out 'small fires' daily.

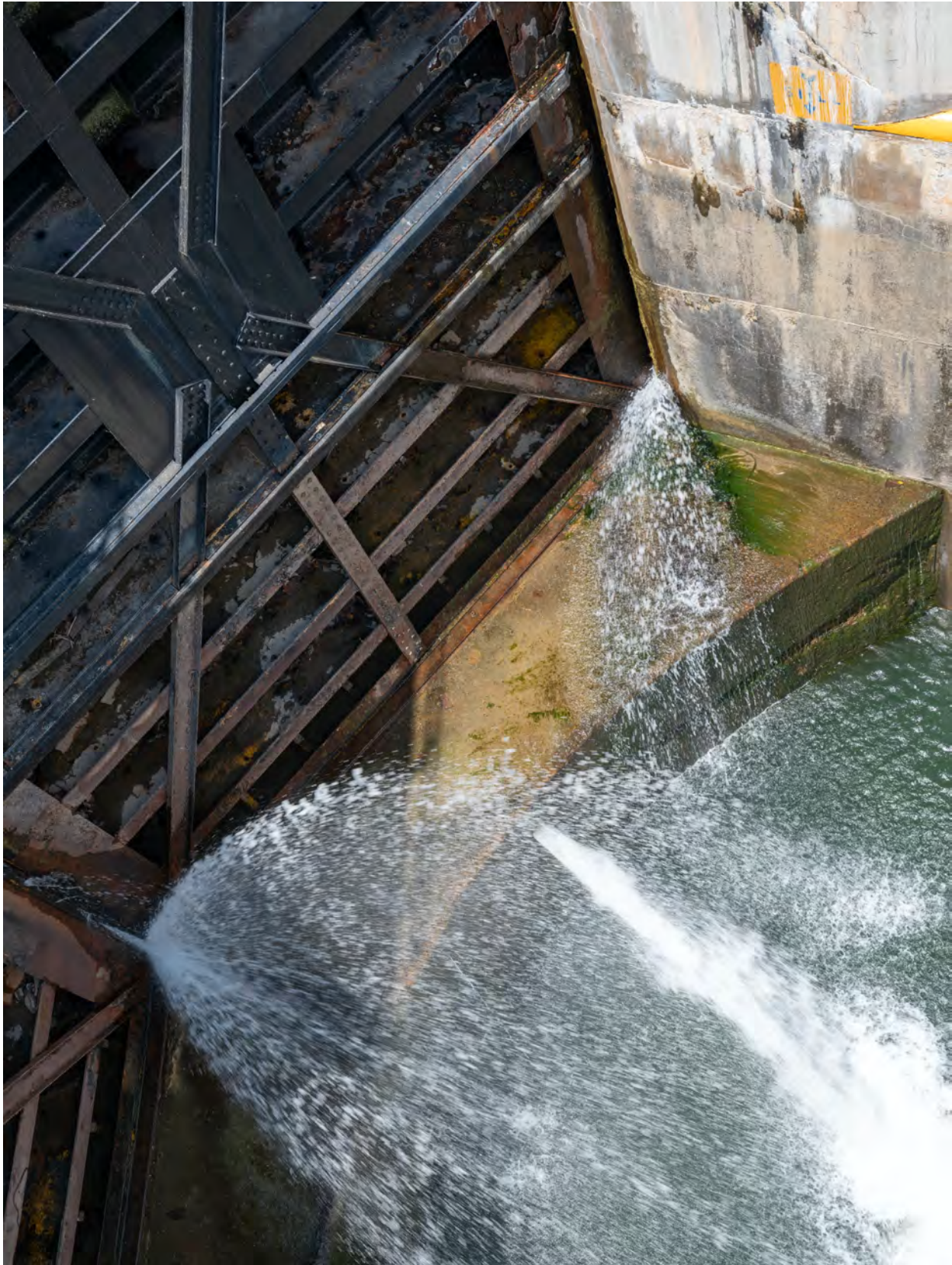
Injury reports

HRAA files in HR
Track job postings
fill out probationary reports











The most challenging part of the non-nav season, for me at least, is the whole 'pump-out' process. I was only really involved during the winter of 2021, but it's a lot of standing around in the cold, especially if you're a smaller, less experienced canal-er like I am/was. I can't lift much, don't have any kind of heavy equipment certifications or welding experience... Lots of waiting to hand other people whatever tools they need, and in my case - a fair amount of fitting into small spaces that no one else can reach. Hard work, but absolutely fascinating.









I work In The Levees during the Winter. I deal with Cold temps. and Slippery Conditions while running Heavy Equipment sometimes on High Levee Banks that are narrow. It can also be difficult to Clean the tracks out at End of Each Day Due to the Dirt and Snow Freezing up













• Keeping the gates free of ice so they are usable when we have to ~~use them~~ change them to keep water level of River at the appropriate level











PLANNING TASKS THAT NEED
TO BE DONE IN A TIMELY
MANNER AND TO HAVE EQUIPMENT
BACK TOGETHER AND FUNCTIONING
FOR THE NEXT NAVIGATION SEASON









DEGREASING

GEARS









The most Challenging
task I face is Working
Hastily with Weather
Conditions and Time
Restrictions We face in
A Short MAintenance
Season in Section 8.

Conditions can be dangerous
@ Locks and Unpredictable
Depending on snow,
Ice, and Time.





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people always ask me what do
you guys do all winter. They don't
understand that when the canal is
closed we are at the busiest time.







Many folks don't understand how our Locks work. Most people think we pump water back and forth when in reality we don't pump any water to operate Locks. They are all gravity-fed.