

CANAL		(FOR ACS USE)	
MUSKINGUM RIVER IMPROVEMENT		DATES OF CONSTRUCTION & CLOSURE	
STATUS In process of restoration		1836-1841	
LOCATION (ENDPOINTS OF CANAL)		LENGTH	
Dresden, Ohio to Marietta, Ohio		CANAL 4.46 SLACKWATER 86.54 TOTAL 91	
LIFT LOCKS	NBR.	DIMENSIONS	AQUEDUCTS
	12	LOCK CHAMBER 12 120x22 12 175x36	NBR. 0 SECTION SIZE
TUNNELS			
0			
DESCRIPTION: (Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.)			
<p>The Muskingum River Improvement was essentially a slack-water navigation. The Improvement began at Dresden on the Muskingum River, at the outlet of the Dresden Side-Cut, which extended two miles to a junction with the Ohio & Erie Canal at Webbsport. The Side-Cut descended to the Muskingum River in three locks. The Improvement consisted of 11 dams, 5 side-cut canals and 12 locks, with a descent of 125'-6". The navigation was principally by small steamboats of the Ohio River. Locks were of cut stone, dams of timber and gravel with stone abutments.</p>			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:			
F. W. Trevorrow, Apt. 410, 36 So. Pleasant St., Oberlin, Ohio 44074			
none known			
REPORTER'S NAME & ADDRESS:			DATE
Frank W. Trevorrow, Apt. 410, 36 So. Pleasant St., Oberlin, Ohio 44074			July 2, 1973
HISTORICAL SUMMARY: (Original name of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.)			
<p>The Muskingum River Improvement was authorized by Ohio Legislature in 1836 as a branch of the State's canal system. The purpose was to provide a second connection with the Ohio River (The Ohio & Erie Canal terminated at Portsmouth) closer to Pittsburgh and hopefully generate more traffic between the Ohio & Erie Canal and the Ohio River and the Pennsylvania Main Line Canal. The Improvement was completed in 1841, ceded to the Federal Government in 1886, severely damaged by the floods of 1913 and returned to the jurisdiction of the State of Ohio in 1958. Zanesville, the largest town on the Improvement, is of considerable historic interest, located where the National Road crossed the river. The National Road-Zane Grey State Memorial Museum (Ohio Historical Society auspices) is located on U. S. 40 (National Road) east of Zanesville.</p>			
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)			
<p>Fifth Annual Report, 1841, Board of Public Works, Ohio, description "Y Bridge City", Norris F. Schneider, World Publishing Co., Cleveland, 1950, history. "The Muskingum River Improvement", F.W. Trevorrow, TOWPATHS, Vol. VI, p.33, 1968, description, tabular data, map.</p>			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
NATIONAL REGISTER & MAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549			

USE ADDITIONAL SHEETS AS NECESSARY.
TO MAKE AN INDEX CARD SUITABLE FOR FILING, CUT ALONG THE HEAVY LINES AND FOLD BACK ALONG THE DOTTED LINE.

Muskingum River Navigation - Sheet 2

Additional Notes:

As built, the navigation consisted of eleven dams with associated locks. Most of the dams are of wood crib type. During the Corps of Engineers period, a concrete cap was installed to replace the original wood sheathing. Dam 11, Ellis, was rebuilt as a concrete structure by the Corps of Engineers.

All locks are of masonry construction with hand operated gates and valves. All locks are 150 feet x 35 feet and a 4'6" lift. Locks have wooden miter gates at both ends.

Lock and Dam 1, which was located at Marietta, OH, just upriver from the junction with the Ohio River was eliminated when dam construction on the Ohio raised the river level and eliminated the need for the lock.

The navigation is now a state park and the locks are open on summer weekends and holidays. Locks are being rebuilt by the state, one at a time.

Locks and Dams are located as follows:

<u>Lock & Dam</u>	<u>Name</u>	<u>River Mile from the Ohio</u>	<u>Side of River</u>	<u>Notes</u>
2	Devola, OH	5.8	Left Bank	Closed for rebuilding in 2004
3	Lowell, OH	14.2	Left Bank	On short canal
4	Beverly, OH	25.1	Left Bank	On short canal
5	Luke Chute, OH	34.1	Right Bank	
6	Stockport, OH	40.2	Right Bank	
7	McConnelsville, OH	49.4	Left Bank	On short canal
8	Rokeby, OH	57.4	Left Bank	
9	Philo, OH	68.3	Right Bank	
10	Zanesville, OH	76.6	Left Bank	Tandem Locks on short canal
11	Ellis, OH	85.9	Right Bank	

At Dresden, OH, a two mile, side cut canal connected the river to the Ohio & Erie Canal at Webbsport. The side cut canal had an aqueduct (now gone) over Wakatomika Creek at the north edge of Dresden and a flight of three separated locks to descend to the river. The three locks are intact without gates in a grassy area next to Lock Street, east of its junction with River Drive.