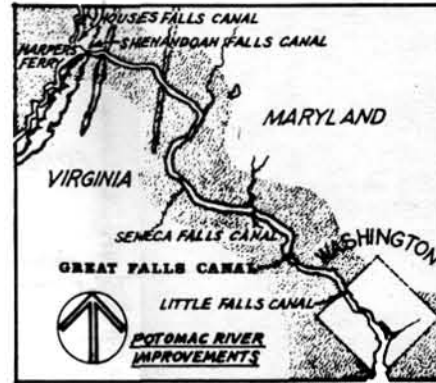


POTOWMACK COMPANY GREAT FALLS CANAL & LOCKS

GREAT FALLS 1786-1802 VIRGINIA

UNDER THE INITIATIVE OF GEORGE WASHINGTON, THE POTOWMACK COMPANY WAS ORGANIZED TO IMPROVE THE POTOMAC RIVER FOR COMMERCIAL NAVIGATION FROM TIDEWATER AT GEORGETOWN IN THE DISTRICT OF COLUMBIA TO WESTERN MARYLAND AND VIRGINIA. A SYSTEM OF NAVIGABLE CHANNELS AND SKIRTING CANALS WERE CONSTRUCTED IN AREAS OF SHALLOWS AND FALLS. THE MOST CHALLENGING IMPEDIMENT TO NAVIGATION WAS THE GREAT FALLS OF THE POTOMAC, 12 MILES UPRIVER FROM WASHINGTON. CONSTRUCTION ON THE GREAT FALLS CANAL AND LOCKS, WHICH SKIRTED THE FALLS BY A MILE LONG CUT WITH FIVE LIFT LOCKS THAT OVERCAME

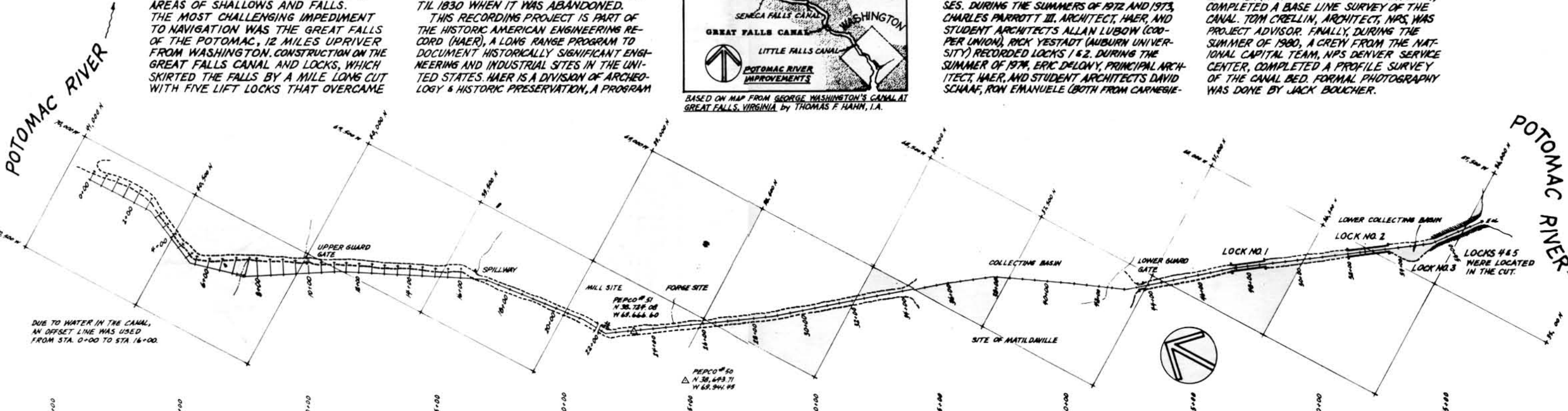
A FALL OF 76 FEET, WAS UNDERWAY IN 1786 AND COMPLETED IN 1801. THE CANAL WAS OPENED TO TRAFFIC IN 1802. THE FIVE LOCKS WERE THE MOST DIFFICULT PART OF THE CONSTRUCTION. LOCKS 3, 4 AND 5 WERE BLASTED OUT OF SOLID ROCK. THOUGH THE POTOWMACK COMPANY WAS ACQUIRED BY THE CHESAPEAKE & OHIO CANAL IN 1828, THE CANAL WAS USED FOR NAVIGATION UNTIL 1830 WHEN IT WAS ABANDONED. THIS RECORDING PROJECT IS PART OF THE HISTORIC AMERICAN ENGINEERING RECORD (HAER), A LONG RANGE PROGRAM TO DOCUMENT HISTORICALLY SIGNIFICANT ENGINEERING AND INDUSTRIAL SITES IN THE UNITED STATES. HAER IS A DIVISION OF ARCHEOLOGY & HISTORIC PRESERVATION, A PROGRAM



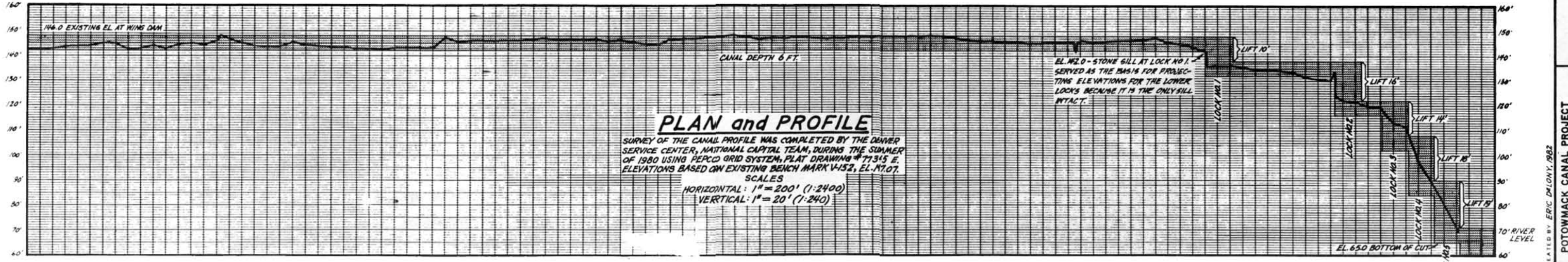
BASED ON MAP FROM GEORGE WASHINGTON'S CANAL AT GREAT FALLS, VIRGINIA, BY THOMAS F. HAHN, I.A.

ADMINISTERED BY THE NATIONAL PARK SERVICE, U.S. DEPARTMENT OF THE INTERIOR. THE FIELD WORK, MEASURED DRAWINGS AND PHOTOGRAPHS WERE PREPARED UNDER THE GENERAL SUPERVISION OF DOUGLAS GRIFFIN, CHIEF OF HAER. THE NATIONAL CAPITAL SECTION, AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE), INITIATED AND COSPONSORED THE PROJECT. FIELD WORK WAS CARRIED OUT IN FOUR PHASES. DURING THE SUMMERS OF 1972 AND 1973, CHARLES PARROTT III, ARCHITECT, HAER, AND STUDENT ARCHITECTS ALLAN LUBOW (COOPER UNION), RICK YESTADT (AUBURN UNIVERSITY) RECORDED LOCKS 1 & 2. DURING THE SUMMER OF 1978, ERIC DELONY, PRINCIPAL ARCHITECT, HAER, AND STUDENT ARCHITECTS DAVID SCHAAF, RON EMANUELE (BOTH FROM CARNEGIE-

MELLON UNIVERSITY), AND ALAN SOLLER (UNIVERSITY OF OREGON) COMPLETED RECORDING LOCKS 1 & 2. ANOTHER HAER TEAM UNDER THE SUPERVISION OF DR. DUANE ELLIFRIT (OKLAHOMA STATE UNIVERSITY), AND STUDENT ARCHITECTS DENNIS DAVIS (RENSSSELEAR POLYTECHNIC INSTITUTE), JOHN FRONDRIF (UNIVERSITY OF PENNSYLVANIA), AND ED HESNER (WASHINGTON STATE UNIVERSITY), COMPLETED A BASE LINE SURVEY OF THE CANAL. TOM CRELLIN, ARCHITECT, NPS, WAS PROJECT ADVISOR. FINALLY, DURING THE SUMMER OF 1980, A GREY FROM THE NATIONAL CAPITAL TEAM, NPS DENVER SERVICE CENTER, COMPLETED A PROFILE SURVEY OF THE CANAL BED. FORMAL PHOTOGRAPHY WAS DONE BY JACK BOUCHER.



DUE TO WATER IN THE CANAL, AN OFFSET LINE WAS USED FROM STA. 0+00 TO STA. 16+00.



PLAN and PROFILE

SURVEY OF THE CANAL PROFILE WAS COMPLETED BY THE DENVER SERVICE CENTER, NATIONAL CAPITAL TEAM, DURING THE SUMMER OF 1980 USING PEPCO GRID SYSTEM, PLAT DRAWING # 77345 E. ELEVATIONS BASED ON EXISTING BENCH MARK V-152, EL. 170.7.

SCALES
HORIZONTAL: 1" = 200' (1:2400)
VERTICAL: 1" = 20' (1:240)