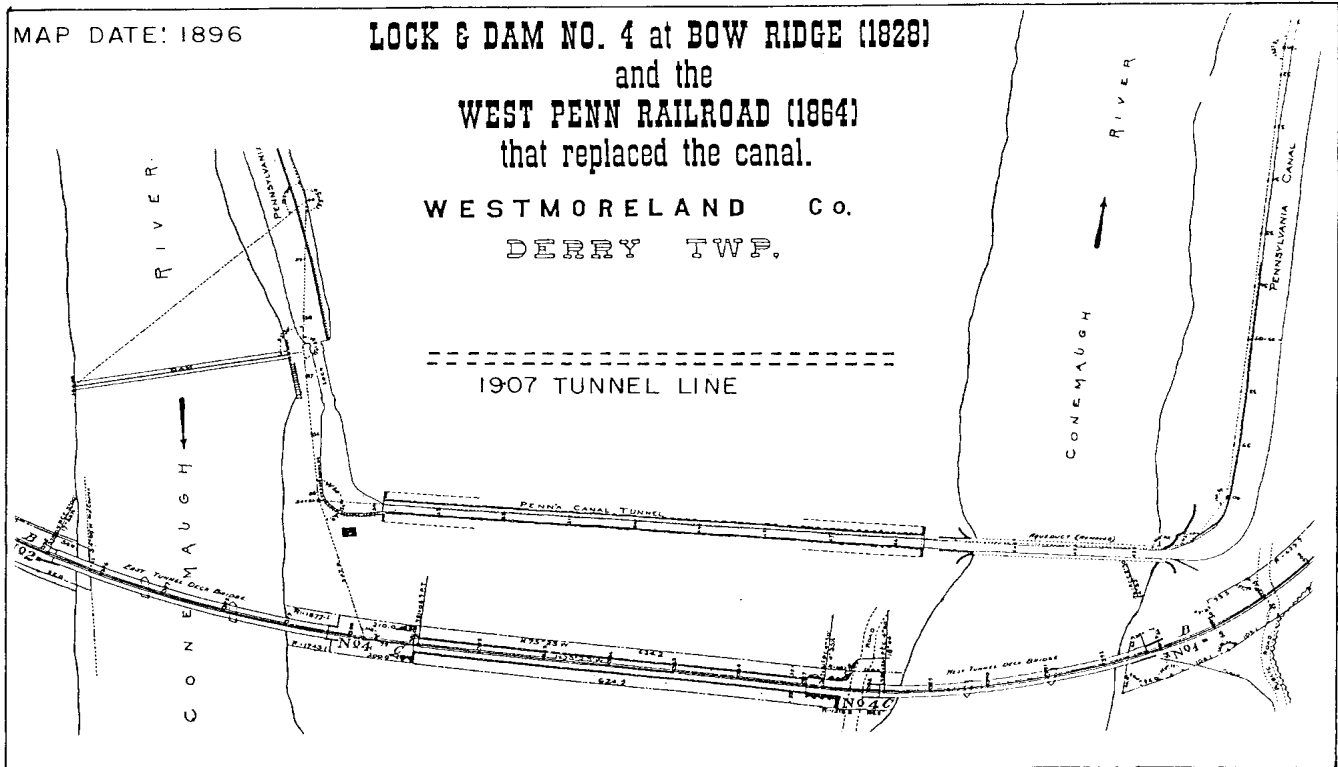


# WEST PENN TRAIL

at

LOCK & DAM NO. 4



Construction of the bridge at the east end of the 1907 tunnel obliterated the remains of a canal lock and dam built in 1828.

Eastbound boats exited from the canal tunnel, turned right abruptly then passed through a guard lock (a lock with zero lift) that served like a vestibule between the canal and the unpredictable river, that had been converted into a pool of quiet water impounded behind a wooden dam, 17 feet high, that spanned the river at this point.

The dam, and the slackwater pool it created, were necessary because there was not enough space for a canal along the base of the bluff, but there was a strip of land just wide enough for a towing path (for the horses used to pull the boats).

Today, the mouth of the canal tunnel is always under the water impounded by the flood-control dam; the tunnel is also plugged with a concrete stopper 20 ft. thick.