

DESCRIPTION (Visible remains at the site) (Continued)

black powder and reducing with sledges and picks. Spoil was hauled up the shafts by winches and carted to spoil heaps in ravines by (probably horse-drawn) rail cars, or else hauled out of the portals by rail cars to spoil heaps mostly on the river side of the canal. Those heaps are still visible, particularly above the towpath, downstream of the tunnel.

On top of the tunnel, one can trace the tunnel route. On top of each small ridge crossed is an old stone marker (the first of which is on the portal side of Tunnel Hill Road). Five of the six original markers are extant, though leaning or fallen. Though each vertical shaft is 8' dia, each tapers to 2' in the last 12' of shaft. The hole of each is capped with a split capstone of 5' dia buried under several feet of watertight clay fill.

At the tunnel entrance (downstream or north), the tunnel lining is dressed stone and from there until 26' in from the upstream (south) entrance (or portal) the lining is brick four courses thick except under the vertical shafts where it is six. The tunnel has a 12' radius set on 11' vertical walls. The towpath runs on a ledge about 4' wide, equipped with a stout railing about waist high. There are wooden bumpers (railing) on the inner sides of the tunnel to keep canal boats from scraping the brick walls. The height of the tunnel is $24\frac{1}{2}'$, $17\frac{1}{2}'$ above water. There were 82,000 cubic yds of rock taken out in the cutting of the tunnel. The greatest depth of the tunnel above ground surface was 44'.