



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 9.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER OCT 1	DATE 1974

(Number all entries)

Morris Canal
New Jersey, Code: 34

7. Description (cont.)

a boatman's stop, it became also a hotel.

The Waterloo Lock (3W) is in good condition, but incomplete. The walls are still present, but the gates are missing, as is the bridge over the tail race at the end, or foot, of the lock. Plane 4W at Waterloo, at the opposite end of the Waterloo Lake (Basin) is quite evident, if overgrown.

The Saxton Falls Lock (5W) and prism are almost completely intact and in good condition, although some recent repairs have covered parts of the original mason work.

At Rockport is a well preserved portion of the canal prism still filled with water.

There is a water wheel pit at Plane 5W in Port Murray. This plane has enormous potential pending industrial archeological work. The rest of the canal in Port Murray has remains of the towpath and the basin.

Little exists on the surface for Plane 6W.

Of Lock 6W at Port Colden there still exists the Lock Tender's house. It is a 1½ story frame rectangular building covered with modern asbestos shingles. The house is deteriorating.

The grade of Plane 7W, at Bowerstown, is paved over by Route 57. The aqueduct, however, which originally carried the plane over the creek is still present, now carrying the highway over the creek. The aqueduct is an excellent example of canal mason's work.

Lock 7W at New Village is in ruins.

Plane 8W is unrecognizable except for the grade of the slope. Presently used for agriculture.

Plane 9W, the longest and highest inclined plane on the Morris Canal, is flanked on either side by trees, clearly marking the canal path. The owner, a canal fan, has recently excavated the plane house wheel pit to reveal the turbine which operated the plane machinery. There is also a plane tender's house near the top of the rise.

Plane 10W can still be easily distinguished as a canal plane. The stone sleepers (only one row, though), tar drippings, the wheel pit adit, and the tail race exit into Lopatcong Brook are still very much in evidence. The summit, unfortunately, has been leveled somewhat.

Lock 8W is currently a road, but the Lock Tender's House is still standing. The house, built circa 1835, is a 1½ story rectangular frame building typical of the canal houses of that period. Except for two 20th century dormers, the house is essentially as it was originally built.

Locks 9W and 10W in Phillipsburg are also paved over and no evidence of the two locks are visible.

The slope of Plane 11W out of the Delaware River is still visible and basically intact. Much of the brownstone wall of the Lehigh Valley Railroad bridge abutment straddling the plane is intact.