

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

 NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

 SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS
1 NAME

HISTORIC THE OLD LOCK PUMP HOUSE

AND/OR COMMON The Old Lock Pump House

2 LOCATION

STREET & NUMBER

CITY, TOWN

Chesapeake City (South) VICINITY OF

-- NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT
1st

STATE

Maryland

CODE

24

COUNTY

Cecil

CODE

015

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES, RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME United States Department of the Army: Corps of Engineers

STREET & NUMBER

United States Department of the Army

CITY, TOWN

Washington

VICINITY OF

STATE

D.C. 20314

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE
REGISTRY OF DEEDS, ETC.

Cecil County Courthouse

STREET & NUMBER

Main Street

CITY, TOWN

Elkton

STATE

Maryland 21912

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Building Survey

DATE

1964

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Library of Congress/Annex

CITY, TOWN

Washington

STATE

D.C. 20450

77 DESCRIPTION

CE-124

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Old Lock Pump House was originally located on an island between Back Creek and the Chesapeake and Delaware Canal on the one side and Broad Creek, which was made into a holding basin filled by a tide lock from Back Creek, on the other.

There was in 1837 only one building, called the Old Steam House, on the property. It housed an old steam engine and boilers. The equipment located in this building no longer exists. This was the original Old Lock Pump House. By 1851, numerous additions had been made. Directly adjacent to and west of the old steam house was built the new engine house. To the east of this engine house was the wheel house with its gigantic lift wheel. Then again in 1854, new additions were made. A new engine was placed on the east side of the wheel house. This new engine more than doubled the pumping capacity of the original installation.

The complex, completed in 1854, contains the great lift wheel, which is 38 feet in diameter and capable of pumping 20,000 gallons (or 130 tons) of water per minute making only one and one-half revolutions. The two engines installed in 1851 and 1854, were both built by Merrick and Sons of Philadelphia. The gigantic wheel is encased in a stone wall 18 feet, 8 inches wide and 22 feet deep, originally, into which water was led through a tunnel to nearby Back Creek. The Locks were rebuilt in 1853-54 following the installation of the lift wheel pumping plant at Chesapeake City.¹ One must remember that these improvements all occurred during a time when "railroads were bringing serious competition to waterways."²

In 1856 all roofs in the complex were destroyed by fire. The roofs were replaced and remain today, except the roof place atop the oldest building, the Old Steam House. At present there are five buildings joined together, which make up the Old Lock Pump House complex. Built at separate times, the five structures demonstrated some advanced planning for they fit together in one harmonious unit and have one basic design.

The Lock Pump House has not been used in its original capacity since it was shut down in the early twenties. The Old Steam House is presently used as a storage area. The three inner buildings contain the two engines, and great lift wheel. The westernmost building is used as a museum with exhibits which detail the transitions in the history of the Chesapeake and Delaware Canal as well as the Old Lock Pump House. Located here is also the office of the tour guide. All these buildings are joined together to form the Old Lock Pump House.

The Corps of Engineers recognizes the preeminent value of the Old Lock Pump House and preserves it virtually intact since it went out of operation in 1926. The Corps maintains this unique engineering survival in very good condition and has made it available to a small, but steady, stream of visitors.

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1829

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Old Lock Pump House at Chesapeake City (South), is unique in that it is largely intact and the heavy machinery in it has hardly been changed since its installation over a century ago. Long preserved and made available to the public by the Corps of Engineers, the Old Lock Pump House had the added distinction of being probably one of the first engineering monuments recognized as such in this country.

The idea of a canal which transversed the famous Delmarva Peninsula had long been proposed, "first in 1661 by Augustine Herman, the Dutch envoy from New Amsterdam (New York) to St. Mary's in Maryland."¹ Between 1800 and 1826, there were more than four attempts at canal construction, all of which were aborted: one attempt occurred in 1804-06 but because of a lack of money this failed. Another effort was scuttled in 1824. Numerous surveys were conducted in the periods of interlude and two other routes were proposed before the final present route was accepted. By October 17, 1829, the Chesapeake and Delaware Canal had been completed and the company announced that the canal "was open and ready for business."²

The canal systems were an integral part in the progress of American technology and were also a lifeline of arteries which connected inner parts to the country in both ideas and commerce to the ocean ports of the seaboard, before any major highways or networks of railroads. The Chesapeake and Delaware Canal, sometimes referred to as the parent of all canal projects in the United States, because it was the first to be surveyed in 1764, was the vital east-west link of Delaware's Atlantic coast to both Maryland's and Pennsylvania's Chesapeake ports. The Old Lock Pump House was an integral and necessary part of the proper function of this canal's connection. The life span of the Old Lock Pump House runs parallel to the prosperity of the canal.

Built in 1837, to improve the operation of a key section of the Chesapeake and Delaware Canal at Chesapeake City, the Old Lock Pump House and its contents remain a standing memorial to American engineering ingenuity.

1. "The Chesapeake and Delaware Canal" booklet published by the U.S. Corps of Engineers, Philadelphia District, 1974, p. 1.

2. Ibid, p. 2.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CE-124

- Bath, Grevillo, "The Lift Wheel Pumping Plant of the C & D Canal," An Engineer's Miscellany, Philadelphia, 1938.
 "The Chesapeake and Delaware Canal," published by the United States Corps of Engineers, Philadelphia District, 1974.
 Snyder, Frank E. and Gress, Brian, The District: A History of the Philadelphia District, U.S. Army Corps of Engineers 1866-1971, Philadelphia: U.S. Army Engineers, 1971 (continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 9 acres

UTM REFERENCES

A	18	4307100	4375480	B	18	4303200	4375480	
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING	
1	C	18	4303200	4375290	D	18	4307100	4375290
		ZONE	EASTING			ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

See continuation sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joseph Scott Mendinghall, Historian (Original form completed by Frank S. Melvi)

ORGANIZATION

National Park Service, Historic Sites Survey

DATE

STREET & NUMBER

1100 L Street, NW

TELEPHONE

CITY OR TOWN

Washington

STATE

D.C.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

(NATIONAL HISTORIC LANDMARKS)

(NATIONAL HISTORIC LANDMARKS)

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CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

The Old Lock Pump House sits on a tip of land between Back Creek (Mooring Basin) and the Chesapeake and Delaware Canal. This land is a United States Reservation operated by the Corps of Engineers. Located also on this property are six other buildings. The Engineers' offices are west of the Pump House across a small parking lot. Directly behind the Pump House to the south are three buildings used as a paint shop, a store house and a garage. Located at the extreme tip of the point are two carpenter shops. The Engineers' offices, the garages and carpenter shops do not add the national significance of the landmark.

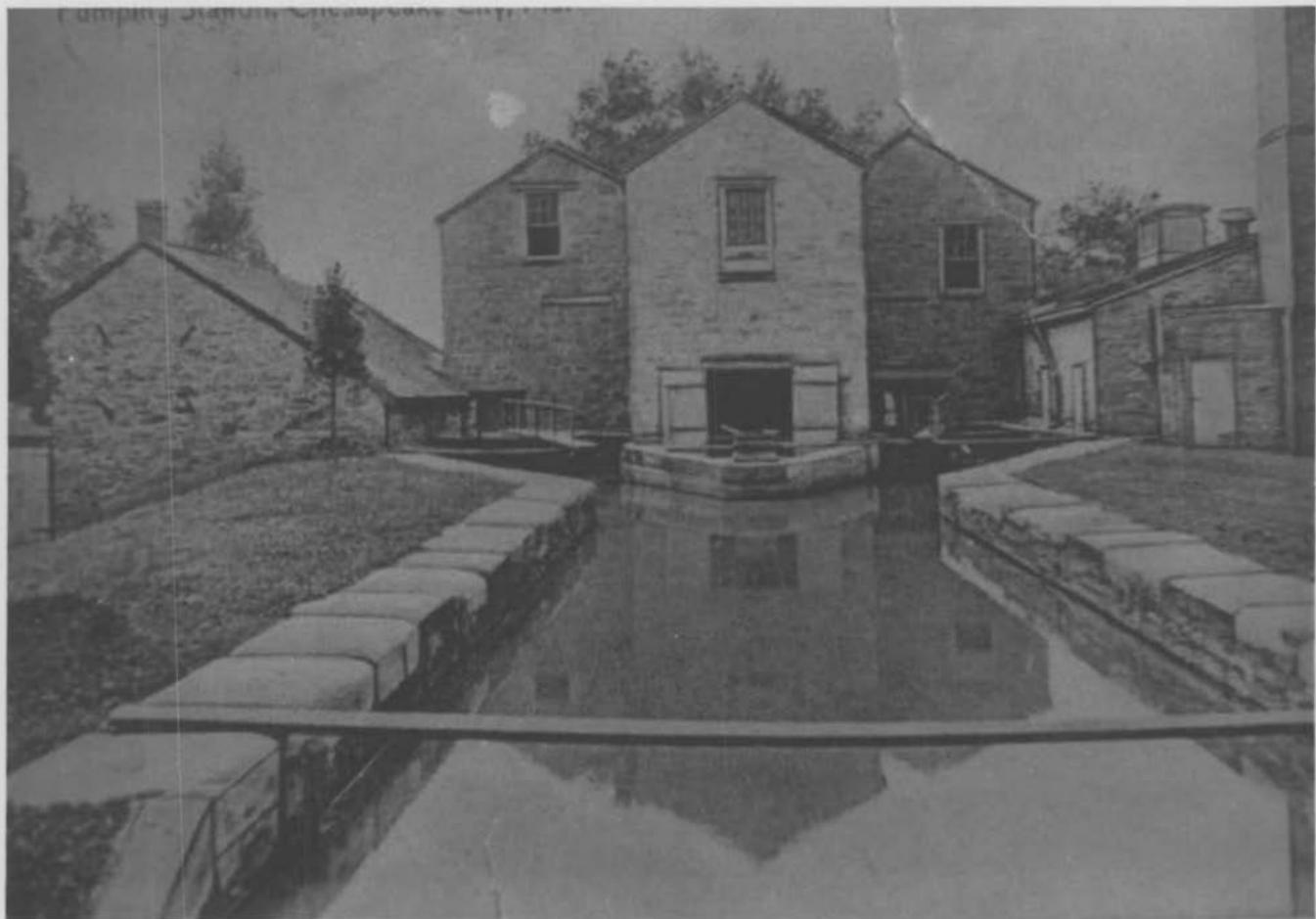
Entering from the south gate, proceed in a south-southwesterly direction along the fence to Back Creek (Mooring Basin), thence proceed along the northern shore line of Back Creek, which runs in a northwesterly direction and joins with the Chesapeake and Delaware Canal, thence proceed east along the southern shoreline of the C and D Canal to the fence located just east of the Old Lock Pump House, thence in a southwesterly direction along the fence to the point of origin.



CE-12A old Lock Pump House

PJB 2/18/95

Pumping Station Chicago Lake City



CE-124

Chesapeake City Pumping Station

Postcard



CE. 124

Old Lock Pump House

882

7/73



AP 197

CE.124

Old Lock Pump House, Cosapeake City 7/73 



LOCK AND BACK CREEK, DELAWARE & CHESAPEAKE CANAL. CHESAPEAKE CITY, MD.

CE 124

Photograph of Old Canal owned by Joseph

Senior of Chesapeake City

The Government
of this canal was begun on
the 17th of April 1824 by
John E. Smith, the Chairman
of the first committee of work
above water and all the
work was completed and
finished.

It was accepted by
Robert M. Lewis, master
of the canal, on the 17th of
October 1829.

As the progress through the
canal had been so slow
and the work so long
continued, the Government
of this canal was begun on
the 17th of April 1824 by
John E. Smith, the Chairman
of the first committee of work
above water and all the
work was completed and
finished.

It was accepted by
Robert M. Lewis, master
of the canal, on the 17th of
October 1829.

THIS TABLET
IS ERECTED BY THE PROPRIETORS
OF THE
CHESAPEAKE AND DELAWARE CANAL,
TO COMMEMORATE ITS COMPLETION
ON THE 17th OF OCTOBER, 1829;
AND
TO STAND AS A
TESTIMONIAL OF THEIR GRATITUDE

TO
JAMES C. FISHER, PRESIDENT,
AND
THOMAS P. COPE, JOHN E. KANE, ROBERT M. LEWIS,
ISAAC C. JONES, ROBERT WHARTON, THOMAS FENNETT,
JOHN BISHOP, ANDREW WHITE, AND WILLIAM PLATT,
DIRECTORS OF THE COMPANY.

SECRETARY AND TREASURER HENRY D. GILPIN,
ENGINEER IN CHIEF, DENNIS WRIGHT,
ENGINEER RESIDENT, DANIEL LIVERMORE,
SUPERINTENDENT, CALHUN NEWBOLD, JUNIOR.

Length of the canal from
Wells at water level to
Wells at bottom 36 feet.
Depth of canal 12 feet.

Depth of excavation
at Summit 20 feet.
Entire width of canal
at surface 200 feet.
Excavation from first cut
3,500,000 cubic yards.

Length of Locks 200 feet.
Width of Locks 22 feet.

Length of
Summit Bridge 247 feet.
Height above water level
20 feet.

Total Cost £2,000,000 Dollars,
of which \$1,000,000 was paid
by the Canal Proprietors,
\$1,000,000 by the State of
Pennsylvania,
\$500,000 by the State of
Maryland,
£25,000 by the State of
Delaware,
and the remainder by Citizens
of Pennsylvania, Maryland
and Delaware.

CE.124

Old Lock Pump House (Tablet) N73 882