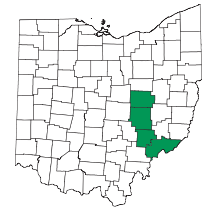




Muskingum River Water Trail



A 112-mile Water Trail

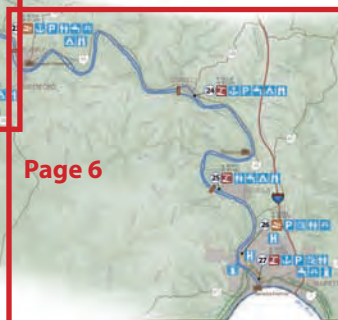
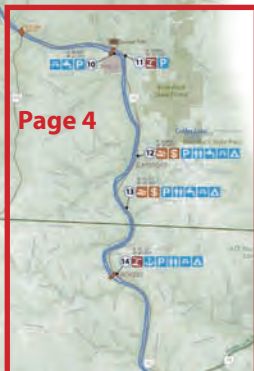
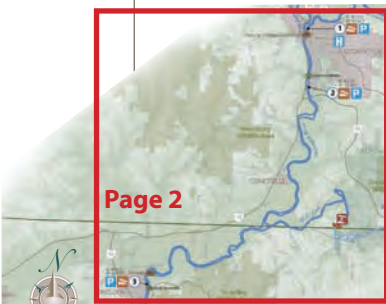
The Muskingum River is the longest navigable river lying wholly within Ohio. It has historically served as a transportation corridor to and from the Ohio River, and its abundant resources have sustained communities throughout history.

The hand-operated locks along the waterway have not inhibited its natural qualities; the river is home to abundant fish, birds, and wildlife. Cities along the river provide ample amenities for through-boaters and day-trippers alike. The area is rich in history and natural appeal, making it an ideal water trail destination for all types of motorized and hand-powered boats.

The Muskingum River is navigable from Dresden to Marietta. However the river channel from Dresden to Ellis is unmarked and difficult to follow.

Some of the tributaries that empty into the Muskingum River are also navigable for short distances and provide excellent fishing. The Licking River, which joins the Muskingum River in Zanesville, is navigable only by canoe or rowboat.

Prior to departing for a boat trip on the Muskingum River, boaters should contact the park office (740-453-4377) to check on river and lock conditions.



LEGEND

- Water Trail
- Water Trail Access
- Boating Hazard
- Dam
- River Gauge
- Launch Ramp
- Carry-In Access
- Launch Fee
- Dock
- Paddle/Pedal Connector
- Parking
- Restrooms
- Drinking Water
- Picnic Facilities
- Gas
- Camping
- Birding Trail Stop
- Hospital
- Underground Railroad Site
- Scenic Byway
- Trail
- Publicly Accessible Lands
- ODNr Areas
- Lakes
- U.S. Routes
- Ohio State Routes
- Interstate Routes

TRAIL AT A GLANCE

Site	Site Name	Phone Number	distance to next site	Riverbank (descending)
1	Baird Concrete Access	740-623-8600	2.5 mi	River left
2	Coshocton City Access	740-622-1465	18.0 mi	River left
3	Dresden Ramp	740-754-3151	6.5 mi	River right
4	Ellis Lock & Dam #11	740-453-4377 Lock 740-453-0033	5.8 mi	River right
5	Kirkbride Boating Co.	740-453-2798	0.8 mi	River left
6	Riverside Park	740-455-0650	1.5 mi	River left
7	Zane's Landing Park	740-455-0650	0.1 mi	River left
8	Zanesville Lock & Dam #10	740-453-4377 Lock 740-452-3147	0.9 mi	River left
9	Putnam Landing	740-455-0650	8.0 mi	River right
◇ OLD BRIDGE DEBRIS ◇				
10	Philo Lock & Dam #9	740-453-4377 Lock 740-674-6191	0.6 mi	River right
11	Muskingum Valley Park District Access	740-455-8237	4.2 mi	River left
12	Green Acres Campground	740-674-6411	2.5 mi	River left
13	Muskingum River Campgrounds	740-674-6918	3.8 mi	River left
14	Rokeby Lock & Dam #8	740-453-4377 Lock 740-962-4223	7.1 mi	River left
15	Malta Ramp	740-962-4971	0.3 mi	River right
16	McConnelsville Wharf Park	740-962-3163	0.9 mi	River left
17	McConnelsville Lock & Dam #7	740-453-4377 Lock 740-962-2724	0.4 mi	River left
18	McConnelsville Ramp	740-962-3163	2.7 mi	River left
19	River's Edge Campground	740-962-2267	5.9 mi	River right
20	Stockport Lock & Dam #6	740-453-4377 Lock 740-559-2371	0.3 mi	River left
21	Big Bottom State Memorial	800-686-1535	5.7 mi	River left
22	Luke Chute Lock & Dam #5	740-453-4377 Lock 740-984-2282	9.4 mi	River right
23	Beverly Lock & Dam #4	740-453-4377 Lock 740-984-4195	10.1 mi	River left
24	Lowell Lock & Dam #3	740-453-4377 Lock 740-896-2296	8.7 mi	River left
25	Devola Lock & Dam #2	740-453-4377 Lock 740-373-8603	3.5 mi	River left
26	Indian Acres Ramp	740-373-5495	1.8 mi	River left
27	Marietta Harbor	740-373-5495	trail end	River left

Lock phones are answered when the locks are open.

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Common Boating Hazards	10
History of the River	11
Underground Railroad, The Parkway, Distinctions	12
Nature of the Area, Fishing	13

Muskingum River Water Trail

For Lock Information

Contact the regional park office for actual dates and hours of operation, fees/discounts and river and lock conditions on the Muskingum River Parkway. The regional park office is located at Dillon State Park, 5265 Dillon Hills Drive, Nashport, OH 43830; phone 740-453-4377; fax 740-453-3872.



1 Baird Concrete Access

On river left. Located on Locust Street, accessed from East Chestnut Street in Coshocton.

On the Tuscarawas River, just upstream of the beginning of the Muskingum River, this access accommodates both shore anglers and motorized boats. The water is shallow here. Just after launching, you will pass under a steel girder bridge that was constructed in 1954.

2 Coshocton City Access

On river left. On Second Street across from the Coshocton wastewater treatment plant. From State Route 16, turn east on State Route 83. Once you cross the Muskingum River, turn left (north) on Second Street. If you intend to launch a hand-powered craft from this access, consider that the next Water Trail Site at Dresden is roughly **18 miles downstream**.

This section of the river is remote, although several township and county road bridges cross the river. The Stillwell Road Bridge in northern Muskingum County is planned for removal in the near future. Towering sycamores shade the river corridor, and a large island sits where Wills Creek empties into the Muskingum.

3 Dresden Ramp

On river right. A motorized boat launch ramp is under construction. Carry-in access is at the level floodplain on river right.

Just upstream of the ramp site, you will encounter two bridges. The suspension bridge (pedestrian only) was constructed in 1914 and is listed on the National Historic Register.

④ Ellis Lock & Dam #11

On river right. Follow the signs from State Route 60 (Richvale Road east, Friendly Hills Road north, to Ellis Dam Road). Paddler's portage is at the small dock at the north end of the campground.

Enjoy the remoteness and scenery of this area, which includes Powelson Wildlife Area. A partially constructed bike trail parallels the river. A short distance downstream you pass under a bikeway located on an abandoned railroad trestle. Zanesville Yacht Club, about 6.3 miles downstream, offers gas to boaters when open.

⑤ Kirkbride Boating Co.

On river right. Privately owned. From State Route 146 in Zanesville, turn north on Linden Avenue. Marine repair and transient dockage (for a fee) is available here.

Kirkbride Boating Company marks the start of the incorporated portion of the City of Zanesville. Several restaurants with boat docks/tie-ups are found in Zanesville.

⑥ Riverside Park

On river left. From State Route 146 go north on State Route 666. Ramp is ADA compliant. Two miles from paddle/pedal connector at ⑦.

Farther north along State Route 666 is the 16,200-acre Tri-Valley Wildlife Area. Combine a paddling trip on the Muskingum River with bicycling to create a unique outdoor adventure. Placing a bike at Zane's Landing Park (⑦) provides a nice alternative to needing a shuttle vehicle to get back to Riverside Park.

⑦ Zane's Landing Park

On river left. Take Exit #154/Fifth Street (one-way south) from I-70. At the second light, turn right onto Market Street. The road crosses railroad tracks and curves to the right to the entrance of the park. Two miles from paddle/pedal connector at ⑥.

A lovely park setting. The famous Lorena Sternwheeler moors here and provides relaxing dinner trips up the Muskingum. The famous Y Bridge, which spans the Muskingum and Licking rivers, can be observed from this site. Sculptures created by artist Alan Cottrill are located in the park and include significant local heroes: John McIntire, Noah Norris, Zane Grey, and John Glenn. The only eternal flame in the nation paying tribute to Medal of Honor Veterans is found at the park. Adjacent to the park are unique stores and eateries. Paddlers should retrieve their boats near the sculptures, where the river bank is not as steep.

⑧ Zanesville Lock & Dam #10

On river left, just downstream of Zane's Landing. Paddlers must enter the lock canal on river left and proceed to the historic lock tender's house to portage. To make arrangements for the raising of railroad bridges that span the Zanesville canal, contact Ohio Central Railroad at 740-622-7390 or 740-622-0090.

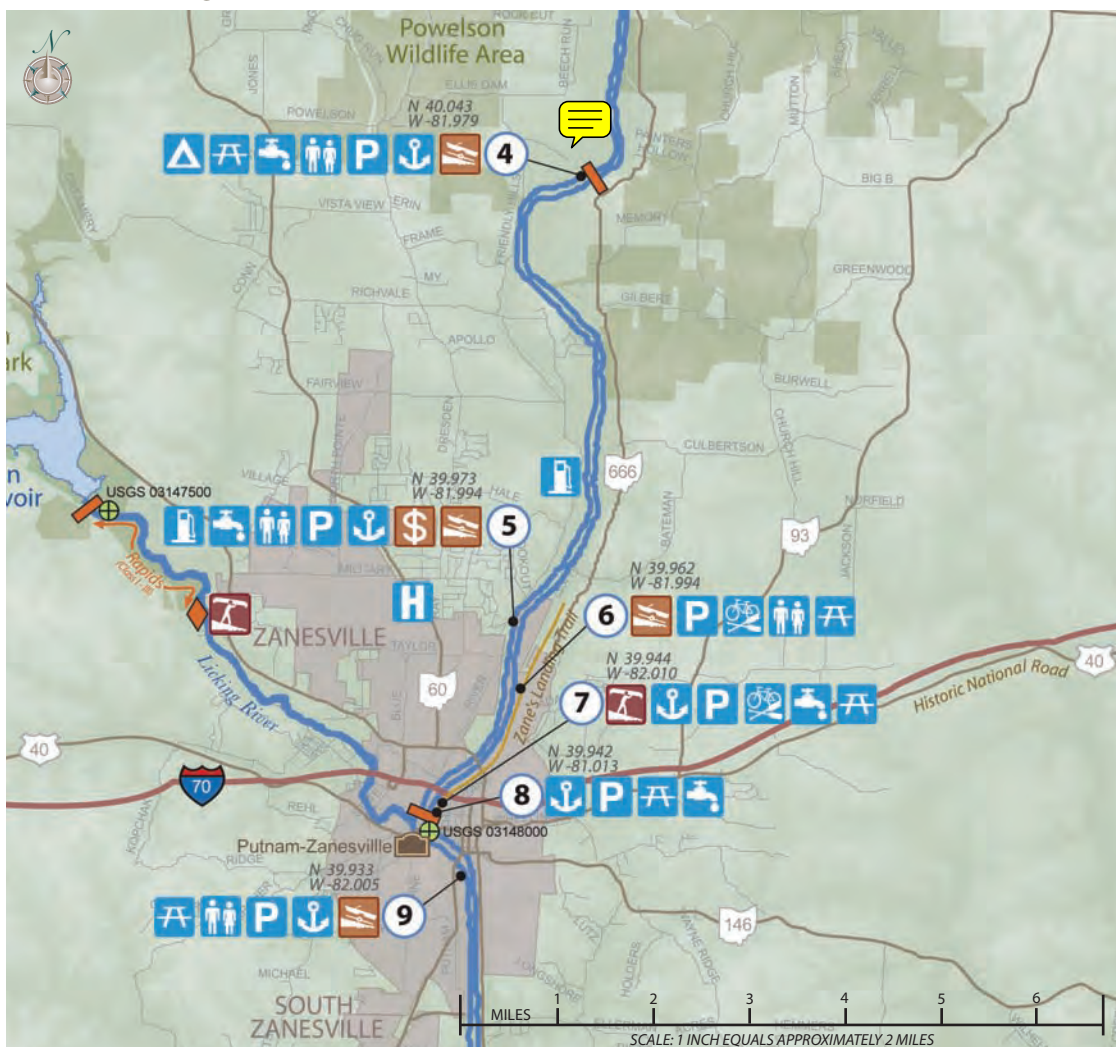
The Y Bridge crosses the river where the Licking River empties into the Muskingum just below the dam. Built between 1837 and 1841, this tandem lock (the only one in the system) has mitered wood gates. The original bypass canal, built in 1816, serves as

the earliest civil engineering improvement on the river and was constructed as an attempt to circumvent the Falls at Zanesville. The long, narrow island adjacent to the lock is the location of the original lock tender's house. A former towpath used for the canal is maintained as park land.

⑨ Putnam Landing

On river right, across from the downstream entrance to Zanesville Lock. Ramp is ADA compliant.

This park is located near the Putnam Historic District, one of the oldest communities in Ohio (established around 1800) that was a significant stop on the Underground Railroad. Motorized boat operators should pay close attention to shallow water in this area. Farther downstream, about half-way to Site #10, be wary of underwater debris left after the dismantling of the State Route 555 bridge.



10 Philo Lock & Dam #9



On river right. Paddlers should lock through; there is no safe portage.

Located near the communities of Philo and Duncan Falls, the Philo Lock was formerly known as the Taylorsville Dam, constructed to harness water power to operate a saw and flour mill.

11 Muskingum Valley Park District Access



On river left. Improvements planned.

12 Green Acres Campground



On river left. Privately owned. Just north of Blue Rock (Gaysport). Food concessions with a deli are available here; gas is available nearby (not on the water). Some camp sites have electric and sewer.

For a side trip, try hiking or exploring nearby Blue Rock State Park or State Forest.

13 Muskingum River Campgrounds



On river left. Privately owned. Just north of the Muskingum-Morgan county line, this campground offers electric sites and waste disposal (pumpout).

14 Rokeyby Lock & Dam #8



On river left. Paddler's portage river left. Primitive camping is available to through-boaters only.

The Rokeyby dam was constructed between 1837 and 1841. A plaque at the site commemorates the lock and dam system as a National Historic Civil Engineering Landmark. Imagine floating downriver during the summer of 1863 when Morgan's Raiders, a group of Confederate soldiers, crossed the Muskingum River in this vicinity. This was the northernmost movement of Confederate troops in the Civil War. Civil War reenactments are celebrated annually in the area.



15 Malta Ramp

On river right. From State Route 60, cross the river on the historic Veteran's Memorial Bridge and go north on State Route 669. Ramp is ADA compliant. Waste disposal (pumpout) is available.

The Veteran's Memorial Bridge was constructed in 1914. Several restaurants with boat tie-ups are in the Malta-McConnelsville area. For rustic features and scenic views off the river, travel the 39-mile Morgan County Scenic Byway, which includes State Route 78 in Malta and McConnelsville.

16 McConnelsville Wharf Park

On river left, south of the Center Street Bridge on State Route 60.

17 McConnelsville Lock & Dam #7

Lock and paddler's portage on river left. Primitive camping is available to through-boaters only.

Revolutionary War General Robert McConnel founded McConnelsville in 1817. The initial lock was constructed in 1830 using cut masonry stone, with the inner wall forming a common wall with the foundation of the McConnel mill. Foundations from the Elk Eye Mill, lock tender's house, and other buildings are still evident.

18 McConnelsville Ramp

On river left. Ramp is ADA compliant, and there are courtesy docks. South of Lock #7 on State Route 376 near Morgan County Fairgrounds.

19 River's Edge Campground

On river right. Privately owned. On North Riverview Road (County Road 2) in Malta.

20 Stockport Lock & Dam #6

On river left. Off of State Route 266 in Stockport. Camping is for through-boaters only. Paddler's portage is difficult, approximately 250 yards.

This lock was constructed in part with ashlar sandstone. The restored Stockport Mill – an inn, restaurant and gift shop – sits across the river from the lock. This three-story mill is the only mill left of the many that once lined the banks of the Muskingum and serves as a reminder of the economic impact that dams had on commerce in the Muskingum River Valley. Look for the blue blazes of the Buckeye Trail, a statewide backpacking and hiking trail that crosses through Stockport and goes over the Stockport Bridge.

21 Big Bottom State Memorial

On river left. Excellent paddling access.

Named for the broad Muskingum floodplain, the three-acre Big Bottom Park was the site of a skirmish between Ohio Company settlers and Delaware and Wyandot Indians in January 1791. The Big Bottom Massacre marked the start of four years of frontier warfare in Ohio, which only stopped when General Anthony Wayne and the Indian tribes signed the Treaty of Greene Ville. A 12-foot marble obelisk and signage commemorate the significance of the site. Downstream of this site the river is remote.

22 Luke Chute Lock & Dam #5

On river right. Additional amenities include pay phone, pet camp area, and horseshoe court. Suggested driving access is Washington County Road 32 or 102 off State Route 339 southwest of Waterford. Paddler's portage is 200 yards.

Most remote of all of the Muskingum River Parkway locks, Luke Chute is named out of spite for Luke Emerson, who built several mills on the river.

The dam Emerson built for the mill here increased water power on the far side of the river, making it difficult for the rivermen to push their boats up the created rapids; in retaliation, they named the site "Luke Chute." Downstream of Luke Chute the river is remote and enjoys heavy wooded cover.

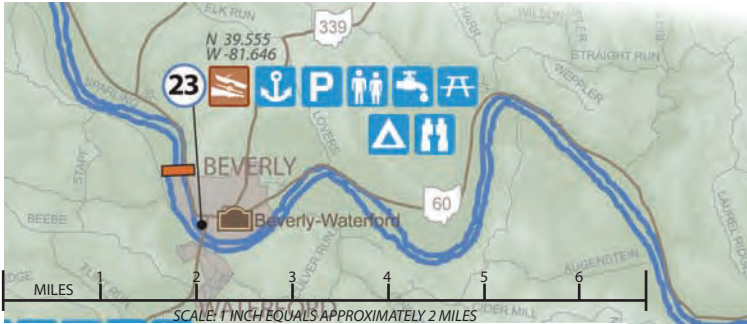


23 Beverly Lock & Dam #4



On river left. Camping is for through-boaters only. The park area has a volleyball court. The river island that lies adjacent to the canal is part of the park.

The bypass canal at Beverly is where the explosion of the sidewheeler Buckeye Belle occurred in 1852 with great loss of life.

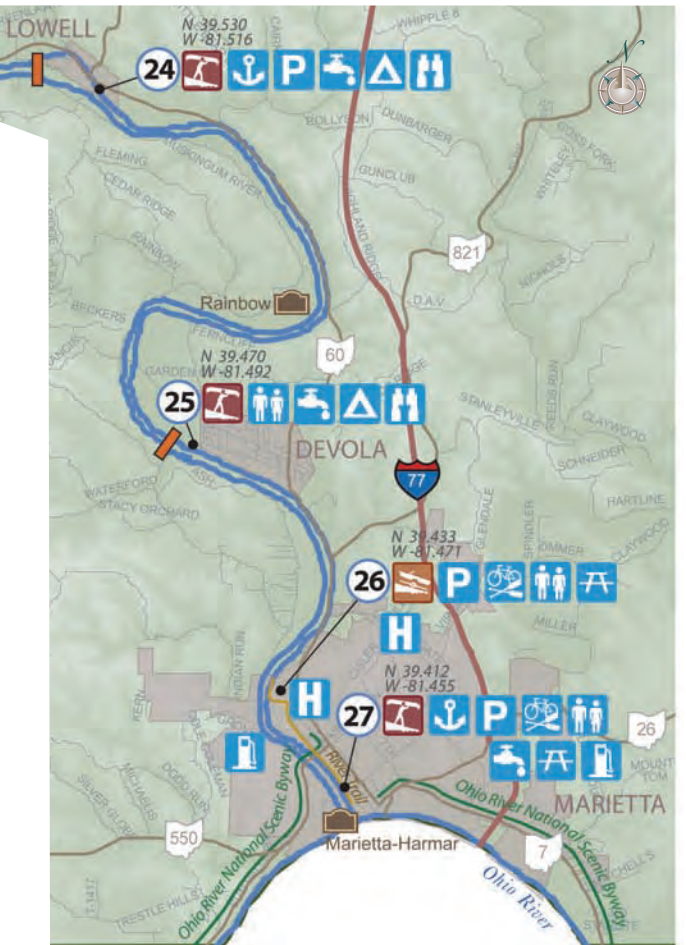


24 Lowell Lock & Dam #3



On river left. Camping is for through-boaters only. From State Route 60, cross the river on the T-shaped bridge on Washington County Road 60. While paddlers can portage around the dam by using Buell's Island, most of the island is private property, and brushy vegetation makes the portage less than desirable.

The Lowell Dam and Lock were constructed between 1837 and 1841. Its bypass canal runs parallel to State Route 60 before connecting to the single-chamber lock, forming Buell's Island. Buell's Island is the largest of the river islands and was named for Perez Barnum Buell, a land developer in the area around 1838. A large recreation park with ball fields is managed by the Village of Lowell. Eleven historic buildings are found on the island, including the restored Strait Run School, built in 1860 and moved to the island in 1994.



25 Devola Lock & Dam #2



Lock and paddler's portage (approximately 125 yards) on river left. Camping is for through-boaters only. About 8.4 miles south of Lowell, take State Route 60 to River Road.

This dam was constructed between 1837 and 1841. Major repairs were made to the lock system in 2005. This lock and dam site has many names, including Devol's, after the Devol family, one of the first families to settle in this area of Muskingum Township.

26 Indian Acres Ramp



On river left. Ramp and restrooms are ADA compliant. In Marietta, turn off State Route 60 onto Linwood Avenue. Two miles to paddle/pedal connector at 27. Marietta Boat Club, about 1 mile downstream on river right, has gas when open.

Large trees shade this site. Recreational opportunities include ball fields, tennis courts, a skateboard park, and an aquatic center. Both Indian Acres Park and Marietta Harbor (27) are located on a paved bike trail, the River Trail. Placing a bike at Marietta Harbor provides a nice alternative to needing a shuttle vehicle to get back to Indian Acres Park.

Lock and Dam #1 of the Muskingum River originally was built here, but was removed when it became obsolete with the change in pool elevation due to the construction of the US Army Corps dam on the Ohio River. The lock walls are still visible on both sides of the river.

Several quaint parks are found between 26 and 27. Sternwheelers and museums dot the river downstream. The Ohio River Museum (Ohio Historical Society; 601 Front Street, open weekends, seasonal) has three exhibit buildings as well as outdoor exhibits. On the river, visitors can take an escorted tour of the W. P. SNYDER JR., the last intact steam-powered, "pool-type" sternwheel towboat in the United States. Other exhibits include the pilothouse from the steamboat TELL CITY as well as a full-scale reproduction of a flatboat from Ohio's early settlement period. Also on site are a series of poles showing the heights of some of the area's worst floods, the highest representing the flood of 1913 at 60.3 feet. A three-minute walk from the Ohio River Museum is the Campus Martius Museum (Ohio Historical Society, limited hours, seasonal).

Historic downtown Marietta contains numerous eateries, stores, and art galleries. The sternwheeler VALLEY GEM makes public cruises out of downtown Marietta. Downstream of the Ohio River Museum is the B & O bridge, a pedestrian bridge that connects the community of Harmar to Marietta. Both Harmar and Marietta served as important stops on the Underground Railroad.

27 Marietta Harbor



On river left. Waste disposal (pumpout), showers, boat and bike rentals, and a concession stand are available at this marina. Shower and restrooms are ADA compliant. Steps lead from the harbor, so paddlers who are carrying boats should be cautious. Two miles to paddle/pedal connector at 26.

Boating traffic here can be heavy, with sternwheelers and motorized boats sharing the water with paddlers. Be courteous and remember the "rules of the road." If you want to extend your on-the-land trip options, the Ohio River National Scenic Byway travels State Route 7 along the Ohio River.

Lock Information:

740-453-4377 (regional park office)

Lock Operation

The dams along the Muskingum River help maintain a consistent depth, which aids navigation. Because dams have one level of water above the dam and another level below, locks are used to assist in safe passage from one level to the other.

All of the Muskingum River locks are hand powered. Gates and valves are cranked open and closed by a Lock Technician. The gates allow boats to enter and depart the lock. Upriver valves allow water to flow slowly into the lock chamber, bringing the water and boats up to the required height. Downriver valves allow the pool level to drop slowly.

The Lock Technician is in complete charge of the operation and determines the number of boats allowed to lock through. Commercial boating traffic takes priority over recreational boaters. Occasionally the locks are closed for repairs. Due to their age, some locks may be closed for an entire season. Call the regional park office in advance of your trip to be sure the locks you want to go through are open and operational.



Cost

All boats going through the lock need to have a Lock Pass. Seasonal or weekend passes are available and range from \$15 to \$50. Passes can be purchased at any lock or through the mail from the regional park office. Contact the regional park office for information.

Hours of Operation

Hours of operation change based on the season.

The Muskingum River Parkway Locks generally are in operation from the middle of May through the middle of October on Saturdays and Sundays from 9:30am until at least 6:00pm. Summer hours are extended and include Fridays and Mondays, and additional hours are added for holidays or special events. Arrangements can also be made to lock through at times outside the normal hours (for an additional fee) by calling the regional park office 48 hours in advance. Contact the regional park office for current hours of operation.



How to Lock Through

- Approach the lock at idle speed and stay between the red and green buoys. These buoys mark the river's navigable channel.
- When you are within easy sight of the lock tender building, give an audible signal (one long blast followed by one short blast) to let the Lock Technician know you want to lock through. Lock Technicians also monitor marine channel 13 and can be notified by radio.
- Stay 300 to 400 feet from the lock until the Lock Technician signals that you may enter. Other boats may need to depart the lock before you can enter it.
- Enter the lock at "no wake" or idle speed.
- After entering a lock, pull as far forward as the Lock Technician indicates.
- All occupants should stay seated unless otherwise required for tending lines.
- For smaller boats, loosely tie to the mooring cables on the lock walls, allowing the boat to rise and fall with the water level. The tie-off should be monitored as the water level changes.
- Larger boats (houseboats and commercial vessels) attach a line to a mooring hook on the top of the lock wall and take-in or let-out the mooring line in relation to the water level. The Lock Technician can assist in attaching the line. At least 50 feet of line is required when using the mooring hooks.
- Use boat fenders to prevent your boat hull from hitting the lock wall.
- Once the boat is secured, shut off engines and generators. Carbon monoxide is a deadly gas that can build up quickly within the enclosed area of the lock.
- After all lines are secure, the Lock Technician closes the gate and opens the valves required to raise or lower the pool level. When the water in the lock chamber has reached the required level, the Lock Technician opens the through-gate.
- Wait for the Lock Technician to signal that it is clear to depart the lock.
- Start your engine, remove your tie-up or mooring lines, and depart the lock at "no wake" or idle speed.



RESOURCES

Resource	Phone	Web Site
Emergency number	911	
ODNR Muskingum River Parkway (<i>water conditions, fees, hours of operation</i>)	740-453-4377	ohiostateparks.org
ODNR Div. of Watercraft (<i>boating laws, safety tips</i>)	1-877-4BOATER (Ohio only)	ohiodnr.com/watercraft
ODNR Div. of Wildlife (<i>fishing, hunting, wildlife viewing</i>)	1-800-WILDLIFE	ohiodnr.com/wildlife
Ohio Water Trails		ohiodnr.com/watertrails
US Geological Survey (<i>real-time water flow</i>)		waterdata.usgs.gov
COSHOCTON COUNTY		
Convention & Visitor Bureau	1-800-338-4724	coshcvb@coshocton.com
MUSKINGUM COUNTY		
Convention & Visitor Bureau	1-800-743-2303	visitzanesville.com
Muskingum County Historical Society	740-454-9500	
Muskingum Valley Boating Association	740-454-9121	
Muskingum Valley Park District	740-455-8237	
Zanesville Yacht Club	740-319-7245	zyachtc.org
MORGAN COUNTY		
Convention & Visitor Bureau	740-962-3200	mogancounty.org
Port O Morgan Boat Club	740-962-5014	portmorgan.org
WASHINGTON COUNTY		
Convention & Visitor Bureau	1-800-288-2577	mariettaohio.org
Friends of the Lower Muskingum	740-516-0987	flmr@charterinternet.org
Marietta Boat Club	740-374-9066	
Washington County Historical Society	740-373-1788	wchs-ohio.org

BRIDGES

Clearance At Selected Bridges At Normal Pool

Bridge Name	City	Height in Feet
Ohio Central Railroad	Zanesville	9.5
Y-Bridge	Zanesville	17
Ohio Central Railroad	Zanesville	13.8
Sixth Street	Zanesville	17.7
State Route 719	Zanesville	26.5
Philo	Philo	35
Gaysport	Gaysport	29
State Route 37	McConnelsville	22.6
McConnelsville/Malta	McConnelsville	23.6
Canal	McConnelsville	17
Stockport	Stockport	28
Beverly	Beverly	25
Lowell	Lowell	29

TERMINOLOGY

Confluence – place where two or more rivers flow together.

Hydraulic – recirculating current formed when water drops over a dam, ledge, or large rock.

Lock – manmade structure where water levels can be controlled. Used to bypass dams and rapids, locks allow powerboats to navigate the river.

Lock Technician – the person who manually controls the water levels inside the lock.

Portage – carry boat around some hazard in the river.

River left – as you look downstream in the direction the water is flowing, the left side of the river.

River right – as you look downstream in the direction the water is flowing, the right side of the river.

Transient dock – overnight docking facilities for through-boaters, typically accompanied by other amenities (gas, restrooms, showers, pumpouts, etc.).

Through-boaters – boaters traveling down the river on overnight trips.

Map Data

Coshocton County Auditor (parcels)

ESRI (hospitals, 2004)

Muskingum County Auditor (parcels)

Ohio Department of Natural Resources (digital ortho quadrangles; hydrography; landholding; lowhead dams, 2004; recreational trails; stream access, 2006; watercraft facilities, 2004)

Ohio Department of Transportation (bridges, cities, counties, roads, 2004)

Ohio Environmental Protection Agency (river mile tagged image format files, 2006)

Ohio Environmental Protection Agency DERR/USGS (Ohio 10 Meter Digital Elevation Model, 2004)

Latitude/longitude coordinates are in North American Datum 1983, south plane coordinates.

References

Burke, Henry Robert, and Charles Hart Fogle. Images of America: Washington County Underground Railroad. Arcadia Publishing, 2004.

Hoy, Nancy. The Ohio Historical Society. Muskingum River National Historic District Nomination, 2006.

"Muskingum River Parkway." Ohio State Parks Magazine 7.1, 2004.

Watters, G. Thomas, Curator of Molluscs. The Ohio State University Department of Evolution, Ecology and Organismal Biology. Citation, 2006.

Boating Safety Tips

- Never boat alone.
- Wear a lifejacket at all times, particularly in moving water. By law, children under 10 must wear lifejackets of an appropriate size aboard vessels less than 18 feet.
- File a “float plan” with a reliable person, indicating where you are going and when you will leave and return. Remember to contact the person once you have returned safely.
- Sober boating saves lives. Drugs, alcohol, and boating don’t mix.
- An annual vessel safety check at the start of the boating season will help you determine the legally required safety equipment for your boat.
- Do not overload or unevenly load your boat. Keep the weight in the boat centered from side to side and bow to stern. The lower and closer the load in the boat is to the boat’s centerline, the more stable it will be.
- Always maintain three points of contact (for example, two hands and one foot touching the boat) while moving around in the boat.
- Cold water kills in several ways. The colder the water temperature, the greater the threat. Dress for the water temperature and bring an extra change of clothing with you in a waterproof bag. Pack your cell phone in this bag. Always wear your lifejacket.
- NEVER boat over dams. The recirculating current below the dam traps all objects going over and those coming too close to the base of the dam.
- Paddlers should portage (carry your boat around) any section of water about which you feel uncertain as well as lowhead dams.
- If you capsize, hold onto your boat unless it presents a life-threatening situation. If floating in current, position yourself on the upstream side of the capsized boat. Crawl aboard or onto the bottom of an overturned boat if unable to right it.
- Do not attempt to stand or walk in swift water.
- Anchoring is performed for two reasons: first to stop for fishing, swimming, or some other activity, and second to stop in an emergency situation as a result of engine failure (i.e. running aground or going over a lowhead dam). Always anchor from the bow. Line should be 5 to 7 times the depth of the water.
- Gasoline vapors are heavier than air and can explode. Operate the blower for at least four minutes and ventilate the engine compartment before starting the engine.
- Carry plenty of drinking water.



Outdoor Ethic

Plan ahead.

- Consult a river guidebook or map. Scout the area prior to boating it.
- Call local contacts to find out about current conditions or events that may affect your trip.
- Check ahead for gas, food, water, and lock fees.
- Check for river warning and flood information. waterdata.usgs.gov (see Real-time Water Flow)

Prepare for extreme weather, hazards, and emergencies.

- Know the locations of all dams and hazards. Be prepared to portage (carry your boat around) these hazards or lock through.
- Be prepared for any unknown event. Know how to get to roads if you must “walk out.” Know the local emergency phone number and know where you are along the river in case you need to request emergency assistance.

Dispose of waste properly — Pack it out.

- Repackage food to minimize waste.
- Never throw cigarette butts, fishing line, bait containers, or any other garbage into the water.
- Plastics are especially dangerous to wildlife. Baggies, six-pack rings, and other clear plastics float on the water — invisible hazards to fish, birds, and other wildlife.

Be aware of all Ohio boating laws as well as any local rules and ordinances.

- Be sure you have the required safety equipment onboard including a properly fitted, U.S. Coast Guard-approved, lifejacket for each person.

Travel on durable surfaces — rock, gravel, and sand.

- Use existing, improved access sites.
- When using a natural river bank to launch your boat, minimize your impact by staying clear of vegetation or mud.
- Don’t wander while portaging. Stay on the trail if there is one.

Leave what you find.

- Appreciate artifacts and natural objects but leave them undisturbed.
- Avoid introducing non-native species, including live bait, by cleaning equipment between trips.

Respect wildlife.

- Observe from a distance; don’t feed, follow or approach wildlife.
- Control pets or leave them at home.

Be considerate of other visitors.

- Avoid boisterous behavior. Let nature’s sounds prevail.

Respect the privacy and rights of landowners.

- Although the access points highlighted in this guide are located on public property, most of the shoreline along the water trail is privately owned. Respect the privacy and rights of landowners by obtaining permission before entering any privately owned land.
- Many landowners enjoy the stream’s peace and solitude from their property. Share the same courtesy that you would want. A friendly wave or quiet greeting is usually welcome.

Common Hazards

Dams and Waterfalls



Never boat too near the upstream or downstream area of a dam, and NEVER attempt to boat over a dam. Dams may look harmless, but they are very dangerous because of the turbulence at the base of the dam. Boats as well as people may become trapped in the hydraulic. Know the location of dams and waterfalls. Paddlers may portage these hazards (carry their boats around), but should launch well downstream of the lock gates and dam's hydraulic. Motorized boats should be prepared to lock through if planning to continue downstream. Scout a river or stream in advance of any boating trip to know about these hazards.



When planning a trip, scout ahead – know the signs!

Strainers



River obstructions that allow water to flow through but block or “strain” people and boats are known as strainers. Overhanging branches, downed trees, log jams, and flooded islands all are potential strainers. All strainers should be avoided, especially in swift water.

Foot Entrapments



If your boat capsizes, do not attempt to stand or walk if you are in swift-moving water. You might slip and pin a foot between submerged rocks. Once pinned, the force of the current can push your body under water and hold it there. Always

keep your feet up, pointed downstream, and swim to calm water before standing.

Floods and Swift Water

Never boat on streams when water is spilling out of the banks. High water causes hazards such as lowhead dams to become even more dangerous. Unseen obstacles such as floating logs or submerged trees may also threaten a boater. Flood levels are monitored throughout the state. Know the water conditions before you go.

waterdata.usgs.gov

Cold Water Immersion & Hypothermia



Sudden immersion in cold water can be deadly. The initial “cold shock” can cause immediate, involuntary gasping, hyperventilation, panic, and vertigo — all of which can result in water inhalation and drowning. It can also cause sudden changes in blood pressure, heart rate, and heart rhythm that also may result in death. The longer you are immersed in cold water, the harder it is to control your body. Manual dexterity and coordination deteriorate rapidly, and within 30 minutes, hypothermia (cooling of the body's core temperature) can begin. Loss of consciousness and death with or without drowning can result.

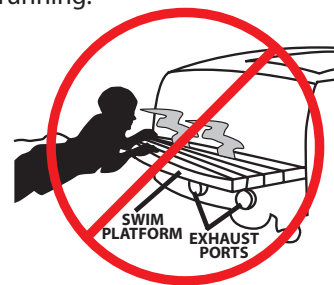
The best prevention for cold water immersion is to take all measures to avoid capsizing your boat. Keep your lifejacket securely fastened to help keep your head above water if you fall overboard.

You don't have to be submerged to succumb to hypothermia — wind chill, rain, and perspiration can contribute to the condition. Uncontrollable shivering, slurred speech, and lack of coordination are early symptoms. To guard against hypothermia, dress in layers using materials that wick moisture away and retain heat, such as silk, polypropylene, fleece, and wool. Every boater should be able to recognize and know how to treat hypothermia.

Carbon Monoxide



Carbon monoxide is the “silent killer” on recreational powerboats. It is a colorless, odorless, tasteless, deadly gas that is produced by gasoline engines. It collects within and around a boat. Regular maintenance and proper operation are the best defense. Never swim near the back of a boat while the engine or generator is running.



Boating Education Requirement

No person born on or after January 1, 1982, shall operate a powercraft powered by more than 10 horsepower unless the operator has received a certificate for successful completion of either of the following:

- A boating course approved by the National Association of State Boating Law Administrators (NASBLA);
- A proficiency examination approved by the Ohio Division of Watercraft.

History of the Muskingum River

The Muskingum River begins at the confluence of the Walhonding and Tuscarawas rivers in Coshocton County. It is joined by Wills Creek and the Licking River as it travels south through Muskingum, Morgan, and Washington counties before pouring into the Ohio River at Marietta. From prehistoric times, it has served as part of a natural transportation corridor, and its abundant resources have sustained communities throughout history. Historic towns on the Muskingum include Coshocton, Dresden, Zanesville, McConnelsville, Beverly and Marietta.

The river valley is dotted with evidence of prehistoric Hopewell Indian villages and earthworks dating back to 100 B.C. Native Americans named the river *Moos-kin-gung*, meaning “elk eye river,” for the herds of elk that once roamed the river valley. The Wyandot and Delaware tribes established towns on the upper Muskingum, but the lower reaches remained mostly uninhabited, as the fertile valley was a rich hunting ground for elk and bison.

After the Revolutionary War, the first permanent settlement in the Northwest Territory was established in Marietta at the mouth of the Muskingum River. As the frontier wilderness yielded to the budding young state of Ohio, settlers eagerly tapped the Muskingum’s potential for commerce. Salt, flour, pork, and apples were the primary cargo aboard their canoe-like pirogues, flatboats, and keelboats. Travel was steady but slow, as crewmen pulled and guided the boats using long, sturdy poles. A round trip between Zanesville and Pittsburgh (down the Muskingum, up the Ohio, and then back) took three to five weeks.

The Muskingum River was an early route for fugitive slaves heading north toward Canada. Beginning in the late 1700s and through the Civil War, farmhouses and settlements along the river became stations for the Underground Railroad. The river corridor also provided a dramatic backdrop for some activities of the Civil War, like Confederate Captain John Morgan’s raids in Ohio.

The invention of the steamboat in the early 1800s prompted a new approach to river navigation. The wild, rocky shallows and tumbling rapids of the Muskingum impeded steamboat travel. To improve navigation, dams were needed in shallow areas to raise the water level and create navigable, slackwater pools. Locks were then needed to lift or lower boats safely through areas where the elevation changed abruptly. Side-cut canals allowed boats to bypass heavy rapids or waterfalls.

Proposals to create artificial waterways to move goods and people across Ohio had been on the drawing board for decades. As ground was finally broken to build the Ohio & Erie Canal in 1827, plans were hatched to build a system of navigational improvements on the Muskingum River, allowing the Ohio & Erie Canal system to connect with the Muskingum and thus the Ohio River. The locks and dams were built according to the technology of the time, which has left a legacy of structural problems over their 160-plus-year lifespan: The dams were constructed of massive logs stacked with rocks, and the lock chambers were built from

sandstone blocks. Construction of 11 dams, 12 lift-locks and 5 side-cut canals on the Muskingum River was

completed in 1841; the Ohio & Erie Canal opened in 1842. Tolls were collected at the locks to help defray the state’s expenses for their construction.

Soon after the locks were in operation, the design of the steamboat was modified to fit the narrow lock channels. The paddlewheels on either side of the conventional “sidewheeler” steamboat were replaced with a single, long paddlewheel on the back of the craft, known as a “sternwheeler.” The innovative new steamboats and the old-fashioned flatboats operated side-by-side during the height of the canal era, with steamboats towing the canal packet boats along open stretches of river.

After the Civil War, iron ore and lake ice were shipped on the Muskingum to Ohio River towns. By the 1870s, though, river commerce felt the pinch of tough competition from the newly constructed railroad systems. Canal traffic slowed to a trickle, and the Ohio & Erie Canal was eventually abandoned. On the Muskingum, the aging lock walls were bulging and the dams were sagging. In 1887, the U.S. Corps of Engineers took over responsibility for the Muskingum River improvements and began making necessary repairs and improvements to each of the locks and dams.

In 1907, a large grist mill was built at the Stockport dam, taking advantage of the flowing water to turn a turbine that ground flour, corn, and grain. Statewide flooding in 1913 wiped out most of the bridges along the Muskingum, but the Stockport Mill survived, along with the recently repaired locks and dams. For a brief period around the time of World War II, river traffic picked up considerably with large quantities of Ohio coal being shipped by steamboat. By the late 1950s, though, river traffic slumped once again. The federal government returned control of the Muskingum River improvements to the state. The state embarked on a plan to rejuvenate the historic lock system for pleasure boaters and add recreational facilities under the jurisdiction of the Ohio Department of Natural Resources. In 1968, the Muskingum River Parkway was designated as an Ohio State Park.



A steamboat locking through the Lowell lock circa 1890.

National Register of Historic Places

The National Register of Historic Places is the nation’s official list of cultural resources worthy of preservation, and properties listed in the register include districts, sites, buildings, structures and objects that are significant in American history, architecture, archeology, engineering, and culture. In 2006, the Muskingum River lock system was designated the first Navigation Historic District in the United States by the National Park Service.

Underground Railroad Stations Along the Muskingum River

Historically the Muskingum River influenced the regional transportation of goods to and from Lake Erie and the Ohio River. But the Muskingum also provided a safe corridor of travel toward Canada for slaves seeking freedom.

Canada had abolished slavery in 1793 in the Upper Province and 1803 in the Lower Province. Small numbers of slaves began crossing the Ohio River as early as 1812 and used the Muskingum River as an easy-to-follow route north.

Underground Railroad Stations developed in various settlements along the river, 10 to 15 miles apart.

Anti-slavery advocates and abolitionists were the “conductors” of these stations, providing shelter, food, and guidance to the fugitive slaves as well as protection from slave owners and bounty hunters. Information about where to find the next safe haven was passed along verbally.

The number of slaves leaving the United States grew during the decades leading to the advent of the Civil War in 1861. Some estimate that over 60,000 slaves traveled to freedom along all of the Underground Railroad routes to Canada before slavery was outlawed in the United States in 1865, but there are no definitive records on the number of slaves who made it to freedom.

The towns and cities with Underground Railroad Stations are shown on the Muskingum River Water Trail map. Details about fugitive slaves and the people who operated the Underground Railroad along the Muskingum River can be obtained at the Ohio Historical Society. www.ohiohistory.org



photo courtesy of the G. W. Adams Educational Center, Inc.



Prospect Place in Trinway (near Dresden) served as an Underground Railroad station.

The Muskingum River Parkway

In its day, the system of locks and dams through southeastern Ohio helped open the state and the entire Midwest to trade and development. Today, it serves the needs of more than 7,000 recreational boaters each year who come to fish, picnic, and play in the scenic Muskingum Valley.

The Muskingum River Parkway features the nation's only working system of hand-operated river locks. The historic locks are operated manually by lock tenders in the same manner as when they were built in 1841.

Picnic areas and fishing access are provided at each lock. Some locks have ramp access, and primitive campsites are available at Ellis Lock #11 and Luke Chute Lock #5. Public launch ramps are provided at Locks 4, 5, 6 and 11. Private ramps are located near Locks 2, 7 and 10. Through-boaters (those boaters traveling down the river on overnight trips) can call the park office to arrange to tent camp or moor at any of the Muskingum River Parkway locks.



Distinctions

The 160-year-old navigation system of the Muskingum River Parkway was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers in 2001. Along with such majestic institutions as Hoover Dam, the Empire State Building and the Golden Gate Bridge, the Muskingum River's hand-operated locks are recognized as one of America's great engineering accomplishments.

Nature of the Area

At 112 miles, the Muskingum River is the largest river lying solely within Ohio, draining an area equal to one-fifth of the entire state. The rich floodplains of the Muskingum provide suitable conditions for walnut, elm, cottonwood and sycamore. Dense paw-paw thickets line the banks of the river. A rich diversity of bird life and mammals share the wooded shores.

Even with its history of artificial structures, the Muskingum River's ecology remains rich and unique.

With dozens of species extinct and over 60 others on the brink, freshwater mussels are considered the most imperiled animals in North America. Mussels are an important part of a river's healthy ecosystem; they filter water and act as food to other organisms. At one time Ohio boasted 80 types of mussels, but today fully two-thirds of those are gone or in imminent danger. The Muskingum River supports the most kinds of mussels and the largest mussel beds in the state. Many species found here are found nowhere else in the state. The last remaining Ohio populations of mussels such as monkeyface shell, fan shell, Ohio pigtoe, and butterfly shell are found in the Muskingum River.

Fishing

Whether you are a novice or expert angler, many quality fishing opportunities await along the Muskingum River. Boat anglers as well as shore-bound anglers have access to some of Ohio's best fishing. From crappie and sunfish to gigantic flathead catfish, a tremendous diversity of sportfish species can be found in the Muskingum.

The Muskingum River is particularly noted for its population of flathead catfish. Fish up to 30 pounds and larger are common and can be caught throughout the river. The best places to target large flathead catfish are in the tailwaters below any of the dams. These tailwater areas can be effectively fished from shore or boat. Live bait such as shad or skipjack herring produce the most bites. Areas providing cover, like rock piles and woody debris with some current nearby, are good areas to fish in the pool sections of the river.

While flatheads get the most attention by anglers, don't overlook the channel catfish. Channel catfish are abundant in the Muskingum River. Fish up to 14 inches are commonly caught, and the potential exists to land a 20-inch or larger channel catfish. Channel catfish are found throughout the pool and tailwater sections of the river. Typical baits such as chicken livers and nightcrawlers work well. Late spring through the summer months are the best times to fish for channel catfish.

Though all three species of black bass found in Ohio (largemouth bass, smallmouth bass, and spotted bass) inhabit the Muskingum, spotted bass rank first in numbers.

Spring through late summer is the best time to fish for this look-alike cousin to the largemouth bass. Spotted bass do not reach the size of largemouth bass, but they fight equally well at the end of the line. Docks, stream confluences, weed beds, and woody structures are good places to look for "spots." The same lures used for largemouth bass will also work for spotted bass.

Many anglers associate crappie and bluegills with lake environments, but both species can be caught in good numbers in the Muskingum River. Both species seem to favor the slow-moving or slackwater pool sections of the river. Brush piles, weed beds, and submerged structures hold both species and are good areas to fish. Light spinning tackle is preferred for both crappie and bluegill. Minnows fished below a bobber, spinners, and small jigs are effective for crappie. Similarly, red worms or wax worms fished below a bobber work well for bluegills.

Even though saugeye are not stocked directly into the Muskingum River, decent populations can be found. Many reservoirs in the Muskingum River watershed are stocked with this hybrid, produced by crossing female walleye with male sauger. Saugeyes are known to escape from these upstream impoundments and find their way to the Muskingum River, creating an additional opportunity for anglers. Late fall through the winter and into spring are the best times to

fish for saugeye. The tailwater areas are always good places to try, as well as any of the warm-water discharges found below some of the power plants located along the shores of the Muskingum. Deep holes also hold good numbers of saugeye. Jigs and twisters tipped with a minnow consistently catch saugeye. Shad-imitating crank baits are also popular with saugeye anglers.

Other game fish worth pursuing include white bass and hybrid striped bass. White bass are found throughout the river and average ten inches in length. White bass make strong spawning runs in the early spring, and fishing can be fast and furious in the tailwaters. Hybrid striped bass, a hybrid created by crossing white bass and striped bass, are commonly found below the Devola Dam, the first dam upstream from the confluence of the Ohio River. Hybrid striped bass are stocked in the Ohio River and congregate below this dam, especially in the warmer months. This hybrid grows larger than the white bass and is renowned for its fighting ability. Surface poppers, spoons, and live bait are commonly used by successful hybrid striped bass anglers.



The Muskingum supports a diverse population of freshwater mussels.

A valid Ohio fishing license is required. Fishing is permitted from boats and at each of the lock sites; however, fishing is prohibited from the lock walls.