The TRINITY RIVER NAVIGATION was to go up to Dallas, 501 tortuous miles above its mouth on Galveston Bay, involving 37 locks and dams. There had been a temporary lock and dam at McComas Bluff (later the site of Lock 1) in 1893, which allowed the steamboat HARVEY to operate up to Dallas for two years, but it was not until 1906 that construction by the Corps began on a navigation system. By the time the project was abandoned in 1922 only seven locks had been started, but all were placed in operation. Locks and dams 1, 2, 4, 6, 7, 20 (Harrington Shoals) and 23 (White Rock Shoals). All of these were concrete, with 50x40' chambers. Lock 20 had steel gates (since removed) but locks 1, 2, 4 and 6 had wooden gates which had to be held down by steel I-beams during floods. There are still remains of gates at locks 4 and 7.

A new Trinity River Navigation has been under consideration, and one lock and dam (Wallsville, 84' x 600' in the chamber) was begun near the mouth of the river, but work was suspended in 1973 when about 75% complete because of the uncertain effect upon the environment and fisheries of Galveston Bay. It is hoped that if more locks and dams, or a lateral canal, is constructed on the Trinity, some thought will be given to the possibility of keeping the old lock sites intact for use in historic river-oriented parks. At least one lock should be placed on the National Register. For some details see TRINITY RIVER NAVIGATION by Floyd Durham (1976). $10 pp. from Nortex Press, Box 1369, Wichita Falls TX 76307.