

Structure 2-Lock Combine (Lower Locks)		Canal Roanoke Canal	HAER/CEHR Condition Fair
State/Province <u>H. Carolina</u> County <u>Halifax</u> City/Town <u>Roanoke Rapids</u> Street <u>Off NC #48 at Canal Plaque(East)</u> Associated Waterway <u>Roanoke Canal</u>		Designer(s) <u>Claudius Crozet ?</u> Contractor/Builder <u>Roanoke Navigation Co.</u> Source of Material <u>Local</u>	
TOPOGRAPHIC MAP _____ UTM Coordinates <u>Maps not available</u>		DATES OF CONSTRUCTION Start <u>1821-1822</u> Rebuilding <u>Doubtful</u> Completion <u>ca.1824</u> Abandoned <u>Late 1800's</u>	
History & Use in Service; Use Since Abandonment: This 2-lock combine completes the lock system in Roanoke Rapids. The lift in area from the <u>lower locks</u> at canal level to the <u>upper canal level</u> at the upper locks is <u>36 ft.</u> The only remaining structures still intact within this section. The Roanoke Canal <u>itself</u> , was completed in 1823. But it was eleven years later before the necessary locks, one aqueduct and canal basins were completed and opened to navigation in the fall of 1834. This set of locks and others maintained the water level in the canal for many years after the barge transportation was over. Small mills and hydro-plants used water from the canal to drive their waterwheels up to nearly the turn of the century or later. Canal drained in 1912, thus ending its(industrial era)			
Description (Visible Remains at the site): This 2-lock combine known as the <u>lower locks</u> are located about 600-800 ft. EAST of the <u>upper 2-lock combine</u> and a <u>short distance</u> from NC #48 at the Canal Plaque. The area at this site is <u>far different</u> indeed, not the least bit attractive. It is badly grownup with trees and underbrush, and, the railroad tracks pass close to the structure. The terrain is in rough shape which makes walking more difficult. It is next to impossible to take a photo of the combine, or view it for that matter. Therefore, due to its location I feel that this combine is <u>probably</u> in fair condition. It was built of granite blocks, each lock end to end lengthwise. Each 100 ft. long, 16 ft. wide, with a lift of 9 ft. each lock. <u>Lower lock of (this set) may be</u>			
Other works or events associated with site: <u>damaged or perhaps buried under R.R. tracks.</u> None that I know of, other than <u>control of water</u> in the canal that was <u>used</u> by small mills (east) to drive their waterwheels. Water was drained from the canal in 1912. Thus ending its industrial era.			
Present Property Owners: (Presume) Seaboard R.R.		Location of Deed Description: Same	
Bibliography (Published, unpublished mss, maps, photographs): State of North Carolina, Department of Cultural Resources, Division of Archives & History, Mr. Larry Tise (Director) Raleigh, N.C. 27611 Seaboard R.R. Co. Roanoke Rapids, N.C. (Possible) 27870 Halifax County Bi-Centennial Commission, Halifax, N.C. 27839 Virginia Electric & Power Company, Roanoke Rapids, N.C. 27870			
Agencies, Individuals Interested in Preservation/Restoration: The American Canal Society See <u>above</u> groups		National Register/CEHR, Other Recognition: Some sections of this canal system are now being processed for the National Register of Historic Places by agencies of State of N Carolina	
Investigation made by: Alden W. Gould Address: 12 Shady Crest Drive, Nashua, N.H. 03060			Date: Jan. 1976
RETURN TO: Mr. Peter Stott			

A sketch map or illustration of the site should be included on the reverse.