

CANAL		ALBEMARLE AND CHESAPEAKE CANAL, Va. & N.C.		(FOR ACS USE)	
STATUS		Active unit of Intracoastal Waterway		DATES OF CONSTRUCTION OR CLOSURE 1850-1859 (Opened 1/6/59)	
LOCATION (ENDPOINTS OF CANAL)		Southern Branch, Elizabeth River, Va. to North River, Albemarle Sound, N.C.		LENGTH CANAL 14 Improved rivers SLACKWATER 41 TOTAL 55	
LIFT LOCKS	NBR.	DIMENSIONS		AQUEDUCTS	TUNNELS
	1 guard	LOCK CHAMBER steel and concrete 600' x 75' over 16' over \$1115		0	0
DESCRIPTION: (Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.) <p>The Albemarle and Chesapeake Canal, the present main route of the Intracoastal Waterway from the Chesapeake to Albemarle Sound, was actually proposed as early as 1772. It was organized in 1850 as the Great Bridge Lumber and Canal Co. with Marshall Parks as president and chief exponent. Works consisted of tide-water cuts and river channel improvements in Elizabeth River to Great Bridge. Here was located a reversible guard lock with double gates at each end of a 220-foot stone chamber, 40 feet wide, 8 feet deep to handle maximum variation of water elevation in Eliz. River and North Landing River of 3 feet. The United States Government acquired the canal in 1912 and improved it, first eliminating the guard lock and then in 1932 replacing it with present 600-foot steel and concrete guard lock. Channel dredged and maintained for 12 foot draft. The Virginia cut is 8.45 miles, Currituck to North River cut 5.6, for total 14.1.</p>					
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: <p>U. S. Army Corps of Engineers, Fort Norfolk, Va.</p>					
REPORTER'S NAME & ADDRESS:		23601		DATE	
Alexander C. Brown, 228 James River Dr. Newport News, Va.				Jan. 9, 1973	
HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.) <p>The A & C Canal was proposed by private interests to offer direct competition with the Dismal Swamp Canal. A sea-level canal, it depended on self-propelled craft and steam tugs and opened vast area of Currituck Sound region and Albemarle, providing deeper draft and better services than Dismal Swamp Canal except for brief period after D.S.C. rebuilding in 1899. The lock, reconditioned in 1973 and flooded, is unique since it handles alternate heads of water from west and east in tidal Eliz. River and freshwater North Landing river.</p> <p>Considered part of the canal proper are: improved section of Southern Branch of Elizabeth River, Great Bridge Lock, Virginia Cut, North Landing River dredged and straightened, Currituck Sound dredged, N.C. (or Coinjock) Cut), North river dredged and straightened to point in Albemarle Sound.</p>					
BIOGRAPHICAL SUMMARY: (Published works relating to Canal) <p>Article on Great Bridge Lock - "Virginia Watergate," Daily Press New Dominion / June 10, 1973. A study for a book by Alexander C. Brown in progress for the Norfolk County Historical Society of Chesapeake and companion volume to Dismal Swamp Canal book Great Bridge Lock article forthcoming (1974) in magazine, Virginia Cavalcade. (See also A.C. Brown, DISMAL SWAMP CANAL (Norfolk County Hist. Socy. 1970, index UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES U.S. Army Corps of Engineers and Norfolk Public Library - copies of annual reports of the A & C Canal Co.</p>					
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:					
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549					

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