

CANAL Coosa River Navigation		STATUS Abandoned		ACS																						
STATE/PROVINCE: Alabama, Georgia				IAER																						
COUNTIES: Floyd GA; Cherokee, Etowah, St. Clair, Calhoun, Talladega, & Elmore AL																										
LOCATION (Endpoints of Canal): Rome, Georgia to Wetumpka, Alabama.																										
TOPOGRAPHIC MAPS:																										
		<table border="1"> <thead> <tr> <th rowspan="2">DATES IN USE</th> <th colspan="2">LENGTH</th> <th rowspan="2">LIFT LOCKS No./ SIZE</th> </tr> <tr> <th>CANAL</th> <th>SLACKWATER TOTAL</th> </tr> </thead> <tbody> <tr> <td>1 1890</td> <td></td> <td>169</td> <td>5/40x176'</td> </tr> <tr> <td>2 1915</td> <td></td> <td>169</td> <td>2/52x180'</td> </tr> <tr> <td>3 Abandoned by 1950</td> <td></td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		DATES IN USE	LENGTH		LIFT LOCKS No./ SIZE	CANAL	SLACKWATER TOTAL	1 1890		169	5/40x176'	2 1915		169	2/52x180'	3 Abandoned by 1950				4				
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The GOOSA RIVER begins at Rome, GA, and flows 284 miles into the Alabama River just above Montgomery, Alabama, the first capitol of the Confederacy. In the 1870's the Corps began a navigation project along this section involving some 30 locks and dams, but only 7 were begun, and of these 5 were completed, making the river navigable for 169 mi. from Rome down to the Southern RR crossing (at I-20) near Riverside. Locks 4 and 31 were 52 x 180' in the chamber; the earlier ones were 40 x 176'. They operated through 1945; all were finally abandoned in 1950.

The only lock in this system in Georgia is Mayo's Bar Lock (40x176' in the chamber, with a 12' lift), of concrete with steel gates. Now abandoned but intact it was deeded to Floyd County for use as a park and is much used by fishermen, and for picnicing and camping. From Ga. 53 (Broad St.) in Rome take Black's Bluff Road (S. Broad St.) SW for 5½ mi., then R to the lock and the river (1 mi. beyond the road to Milner Lake); watch for signs to the lock. UTM 16.6606. 37855, Livingston Ga. 7¼' quad.

LOCK AND DAM 1 (mile 152.5, 5' lift, R bank, 1890) and 2 (mile 149.5, 5½' lift, R bank, 1890) are submerged in H. Neely Henry Lake, 4.7 and 1.3 mi. above the dam, respectively. LOCK AND DAM 3 (mile 148, 12' lift, R bank, 1890) is on the W bank, 1 mi. below Henry Dam on the road to Ft. Strother. This lock is intact and a prime site for an historic riverside park, if it can be bypassed by future navigation improvements.

LOCK AND DAM 4 (mile 127, 8' lift, L bank, 1914) and DAM 5 (mile 117, lock never begun) are in Logan Martin Lake, 27 and 17½ mi. above the dam, respectively. Lock 4 might be visible at low water and visited by boat.

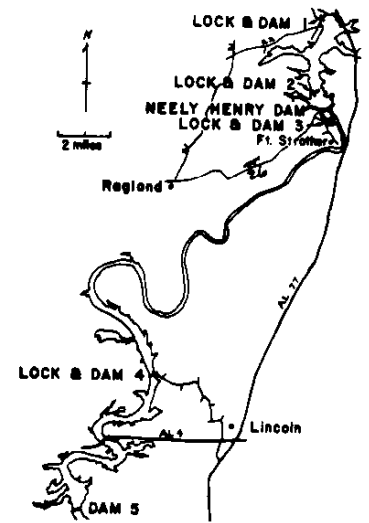
LOCK 31 is all the way down the river at Wetumpka (mile 11) and was to have had a 15' lift. Because of the scarcity of stone in the area, concrete was used up to the low water mark and the rest was concrete faced with stone. Begun in 1891, it was complete except for gates, valves and operating equipment; the dam was never begun. This historic site now belongs to the city of Wetumpka and is used as a docking area but deserves more attention as an historic structure and park site. It is in Wetumpka, off Ozier St. on the W bank just below the AL 14 bridge over the Coosa. The site of Fort Toulouse (1717) is only 4 mi. downstream at mile 7; the state plans to restore it. Perhaps a steamboat could link it with Wetumpka and Montgomery.

There are now 7 high power dams on the Coosa: Bouldin, Jordan, Mitchell, Lay, Logan Martin, Henry and Weiss, all (except Jordan, which would be bypassed) designed to accommodate high locks if it is ever decided to make the Coosa navigable again. A single lock at Bouldin Dam would have a lift of 127', one of the highest in the world. Lock 31 at Wetumpka would not be endangered by such a navigation because this stretch of river is bypassed by a 5 mile canal from Bouldin Dam. Lock 3, however, is in the way of the proposed channel below the proposed lock in Henry Dam; we hope that some thought will be given to bypassing the old lock, leaving it as an historic riverside site to compare with the new high lock. Mayo's Bar Lock near Rome might have its river wall removed to clear the channel - again requiring some thought toward alternatives. UTM: Mayo's Bar Lock, 16.6606.37855, Livingstone, GA quad; Lock 31, 16.5743.36001, Wetumpka GA.

See maps of the navigation in the C of E report for 1913, pp.2128 and 2124; and maps of the lakes from the Alabama Power Co., P.O. Box 2641, Birmingham, Ala. For a capsule history see the 1915 C of E report, pp.1837-1840. This volume contains histories of all the Corps projects up to 1915.

See STEAMBOATS ON THE GOOSA by Bert Neville (Selma AL, 1966).

For a summary of transportation development in Alabama see W.E. Martin's 'Early History of Internal Improvements in Alabama' (Johns Hopkins Univ. Studies 20, No. 4, 1902) and RIVERS OF ALABAMA (Strode Publishers, Huntsville AL, 1968, \$6.95). The Mobile District history, which covers the Alabama navigations, is being revised.



Old Locks on the Coosa below Gadsden

From THE AMERICAN CANAL GUIDE Part 1,p.7(1975) and Part 2,p.24 (1979).

EXISTING OR RECOMMENDED LANDMARK STATUS (CEHR, National Register, etc.):

Lock 3, the only stone lock remaining on the Coosa, should be on the National Register and become an official park; it is endangered by the proposed alignment of the approach channel to a new high lock in Neely Henry Dam. Field work for ACS has been carried out by Dr. James Kitchens III.

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DATE **27 Sept 81**

RETURN TO: **CANAL INDEX COMMITTEE, c/o P.H. STOTT, HAINES ROAD, MOUNT KISCO, NY 10549**