

CANAL		The North River Navigation, Virginia		(FOR ACS USE)	
STATUS		Abandoned.		DATES OF CONSTRUCTION & CLOSURE	
LOCATION (ENDPOINTS OF CANAL)		37°54'N, 79°25'W - 37°37'N, 79°27'W (Rockbridge Baths) Lexington to the James River at Glasgow		c. 1301, 1341-62; ab. 1330's	
LIFT LOCKS		NBR. 14		LENGTH	
DIMENSIONS		LOCK CHAMBER 100 x 15'		CANAL 10 SLACKWATER 10 TOTAL 20 mi.	
OVERALL		_____		AQUEDUCTS	
				NBR. 2 SECTION SIZE	
				WOODEN TROUGH	
				TUNNELS	
				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>By 1301, the James River Company had cleared the North (now Maury) River for batteaux from Lexington to the James, a distance of 20 miles, but the head of navigation became Cedar Grove, 10 miles further upstream near Goshen Pass. After the James River and Kanawha Canal had been completed as far as the Maury, the North River Navigation Company, organized in 1341, began construction of a lock-and-dam system for canalboats, from the James to Lexington. In 1353 the still unfinished works were bought by the JR&K Company, which opened the line to traffic in 1360 and completed it in 1362. The works included 9 stone dams, one crib dam, 9 stone guard locks, 2 stone guard gates, 14 stone lift locks, 5 small aqueducts, 20 miles of towpath, 10 miles of canal, 10 change bridges, 12 farm and road bridges, 4 ferries, and 12 lockhouses. Navigation continued until 1330, when the navigation and the JR&K Canal were bought by the R&A (now C&O) Railway, which built its line on much of the towpath.</p> <p>Except for the JR&K Canal itself, no navigation in Virginia has as many well-preserved*</p>					
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:					
REPORTER'S NAME & ADDRESS:					DATE
W. E. Trout, III 1932 Cinco Robles Drive, Duarte, California 91010					12 June 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>* canal structures as the North River Navigation. Of the 25 locks, 16 are still in excellent condition, 6 have been mined for stone, and 3 have disappeared; 3 of the dams are still practically intact. A number of the locks and dams are readily accessible by road; Rockbridge County road 663 would make a particularly fascinating Virginia Scenic By-way, along 6 miles of the navigation above Glasgow, and is being worked on. A 7-mile towpath trail along the abandoned C&O railway line between Lexington and Buena Vista is under study. Ben Salem lock has been made a wayside park on Route 60.</p>					
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)					
<p>"Boats Beyond the Blue Ridge", E.D. Coleman and W.E. Hemphill, Virginia Cavalcade, Spring 1954, pp.8-13, ill. 75¢ ppd. from Virginia State Library, Richmond, Virginia 23219.</p> <p>"The North River Navigation", W.E. Trout, unpl. ms., 2Opp., maps, JR&K Library, Reynolds Metals Company, Richmond, Va. 23218. Text to be published in Proc. Rockbridge Co. Hist. Soc., 1970.</p>					
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES					
Reports of the North River Navigation Company, and the JR&K Company, to the Virginia Board of Public Works, Virginia State Library, Richmond, Va. 23219.					
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:					
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, MAINES ROAD, MOUNT KISCO, NEW YORK 10549					

USE ADDITIONAL SHEETS AS NECESSARY.

TO MAKE AN INDEX CARD SUITABLE FOR FILING. CUT ALONG THE HEAVY LINES AND FOLD BACK ALONG THE DOTTED LINE.