

CANAL Rappahannock Navigation, Virginia		(FOR ACS USE)	
STATUS Abandoned. Threatened by C of E Salem Church Dam		DATES OF CONSTRUCTION & CLOSURE c. 1816-34; 1346-49. Ab. 1360's	
LOCATION (ENDPOINTS OF CANAL) 33° 42' N, 77° 57' W - 33° 18' N, 77° 29' W Waterloo to Fredericksburg		LENGTH CANAL 15 SLACKWATER 35 TOTAL 50	
LIFT LOCKS	NBR. 55 wood 25 stone	DIMENSIONS LOCK CHAMBER 74 x 11' OVERALL 107'	AQUEDUCTS NBR. 0 SECTION SIZE _____ 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>The Rappahannock Company was organized in 1316 to construct a batteau navigation from Carter's Run, near U.S. 211 and Waterloo, to Fredericksburg, a distance of 50 miles, and a branch navigation on the Rapidan, a major tributary. By 1334 the navigation was almost complete to Deep Run, 10 miles above Fredericksburg, and much work had been done on the canal around the falls at Kellys Ford, all this involving some 20 wooden locks, at least 7 dams, about 10 miles of canals, and a basin in Fredericksburg. The system was entirely rebuilt in 1346-49, this time successfully reaching Carter's Run, and involving 25 stone locks, 55 wooden locks, 15 miles of canals and 20 dams. The lower half of the navigation, below Kellys Ford, was constructed first and received the most money. This half contains almost all of the stone locks and the best preserved and most ambitious canal embankments. The engineer was John Couty. The upper half is not well preserved and had primarily wooden locks, which have disappeared. All of the dams, which were of crib, are gone. The lower half of the navigation - the best remaining*</p>			
<p>NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: Rappahannock Defense Committee, P.O. Box 1146, Fredericksburg, Va. 22401, George Newman, Chairman. Newsletter. History: Donald S. Callahan, 6414 Lakeview Drive, Falls Church, Va. 22041.</p>			
REPORTER'S NAME & ADDRESS: W. E. Trout, III 1932 Cinco Robles Drive, Duarte, California 91010		DATE 10 June 1973	
<p>HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or use, height of traffic date, transfers of ownership, etc.)</p> <p>part of the best preserved complete batteau navigation in the U.S. - is seriously threatened by the C of E Salem Church Dam, which will inundate everything up to Kellys Ford. The Bureau of Outdoor Recreation and the NPS have recommended a scenic river park instead. The Rappahannock Defense Committee is fighting the dam.</p> <p>Although the Company records do not mention any work completed on the Rapidan, there are supposed to be locks there. Another branch, the Hazel River, was made navigable by the Hazel River Navigation Company (q.v.) in 1350-54.</p> <p>The Rappahannock Navigation was never financially successful and was officially abandoned by 1355, although it was probably used into the 1360's. The canal into Fredericksburg was long used for water power and still has water.</p>			
<p>BIOGRAPHICAL SUMMARY: (Published works relating to Canal) "The Rappahannock Canal" by Donald S. Callahan. M.A. Thesis, The American University, 1967. Mineographed by Robert A. Hodge, 417 Pelham Street, Fredericksburg, Va. 22401, at 32 ppd.; 49pp., map.</p>			
<p>UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES Reports of the Rappahannock Company to the Virginia Board of Public Works, Va. State Library, Richmond, Va. 23219.</p>			
<p>NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS: One of the canals on the navigation (Rapidan Dam Canal) is on the Register.</p>			
<p>RETURN TO: CANAL INDEX COMMITTEE, c/o P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549</p>			

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.

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