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| CANAL The Upper Appomattox Navigation, Virginia | | (FOR ACS USE) | |
| STATUS Abandoned. | | DATES OF CONSTRUCTION & CLOSURE c.1795-1316;1334-43;ab.ca.1900 | |
| LOCATION (ENDPOINTS OF CANAL) 37°19'N,73°25'W - 37°14'N,77°25'W Farmville to Petersburg | | ca. 96 ^{LENGTH} mi. slackwater & sluice CANAL 9 SLACKWATER TOTAL 105 | |
| LIFT LOCKS | NBR. 6 stone 18 wood | DIMENSIONS LOCK CHAMBER 9 x 60' OVERALL _____ | AQUEDUCTS NBR. 1 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 Appomattox was possibly cleared for batteau navigation sometime after 1745, when an act was passed to that effect. The Upper Appomattox Company, incorporated in 1795, built by 1316 the 5 1/2 mile Upper Appomattox Canal from the head of the falls to a basin in Petersburg, and constructed numerous wing-dams from Farmville down to the canal, a distance of 100 miles. Works on the canal included four well-built stone locks connected in staircase fashion; a stone-arch aqueduct; several stone culverts and the basin. The four mills along the river had locks in their dams; two of these were of stone. The navigation was rebuilt in the 1330's under the engineer John Couty, as a lock-and-dam system, still for poled batteaux, involving 3 1/2 more miles of canal and 13 more wooden locks. In one section, the wing-dams were retained and can still be seen. Parts of the navigation continued to be used into the 1390's.</p> <p>Today, little remains of the wooden locks and the mills. Over 10 miles of the navigation, including the best canal works and the only surviving single stone lock, has been inundated *</p> | | | |
| NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: | | | |
| REPORTER'S NAME & ADDRESS: W. E. Trout, III 1932 Cinco Hobles Drive, Duarte, California 91010 | | | DATE 13 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>* by Lake Chesdin. The upper 4 miles of the Upper Appomattox Canal still holds water, although it was slightly enlarged for a modern generating plant now defunct. The Virginia Electric and Power Company donated the upper 3 miles to the city of Petersburg for development as a canal park; the lower mile is being used as a landfill. The remains of the four ("Toll") locks and the Rohoic, or Indian Town Creek Aqueduct, are located close to each other and appear to be safe from further damage. The aqueduct collapsed in a flood in Civil War times, and was given a wooden trough; the upper lock of the Toll Locks staircase was destroyed by the power plant sluice gates; the second by a pipeline of the Appomattox River Water Authority; and the lowest lock was allowed to cave in by using it as a drain. However, enough remains to reconstruct on paper one of the earliest staircase locks in the U.S.</p> | | | |
| BIOGRAPHICAL SUMMARY: (Published works relating to Canal) | | | |
| "The Appomattox River Navigations", W.E. Trout, III, unpl. ms., 22pp., maps, 1967. JR&K Canal Library, Reynolds Metals Company, Richmond, Virginia 23218. | | | |
| UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES | | | |
| Reports of the Upper Appomattox 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, HAINES 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.