



Black Rapids Lock 13

Rideau Canal National Historic Site Lock Gates Replacement



Black Rapids Lock 13

January 31, 2017 – As stewards of Canada’s natural and cultural heritage Parks Canada is committed to protecting national parks, historic sites and marine conservation areas to ensure they are preserved for the enjoyment of Canadians and visitors alike.

At Black Rapids Lock 13, the stacked timber gates are currently undergoing replacement. In order to balance sustainability and heritage conservation, the upper gates have been replaced in-kind with stacked timber to allow the public to enjoy these historic characteristics; while the lower stacked timber gates will be replaced with steel gates for long-term sustainability and durability. This integrative approach

will enable visitors to the site to appreciate the ongoing history of the Rideau Canal while viewing examples of the evolving technologies used in waterway engineering.

When Parks Canada staff undertake repairs of the locks, bridges, dams, and structures that make up the Rideau Canal National Historic Site, our efforts are guided by expert advice incorporating cultural, environmental, public safety, and engineering considerations. Through the maintenance of these assets, we are helping to preserve and safely present important elements of Canada's cultural heritage for future generations to enjoy.

Parks Canada is investing an unprecedented \$3 billion dollars over 5 years to support infrastructure work to heritage, visitor, waterway and highway assets located within national historic sites, national parks, and national marine conservation areas across Canada. These investments represent the largest federal infrastructure plan in the 105-year history of Parks Canada.

About Black Rapids Lock 13

In 1827, Black Rapids Lock was built along a 2.4 kilometre stretch of rapids on the Rideau Canal. The lock was built out of local limestone sourced from a quarry on the east bank of the river, opened specifically to supply the lock construction. In 1829, the lockmaster's house was completed, with the dam and artificial channel completion following thereafter.

Throughout the years, a number of repairs and modifications have been made at Black Rapids Lockstation. In 1925, the waste weir was rebuilt in concrete. Concrete was again used in the late 1940s and early 1950s to rebuild the timber dam. In the late 1960s, under the operation of Transport Canada, Black Rapids Lock was converted to hydraulic mechanized operation to improve efficiencies for recreational boat traffic.

For More Information:

For up-to-date news on infrastructure work along the Rideau Canal, please visit our website: www.pc.gc.ca/rcInfrastructure. If you would like to be added to our community engagement list and receive updates on this project, please e-mail RideauCanal.info@pc.gc.ca and include "Black Rapids" in the subject heading.