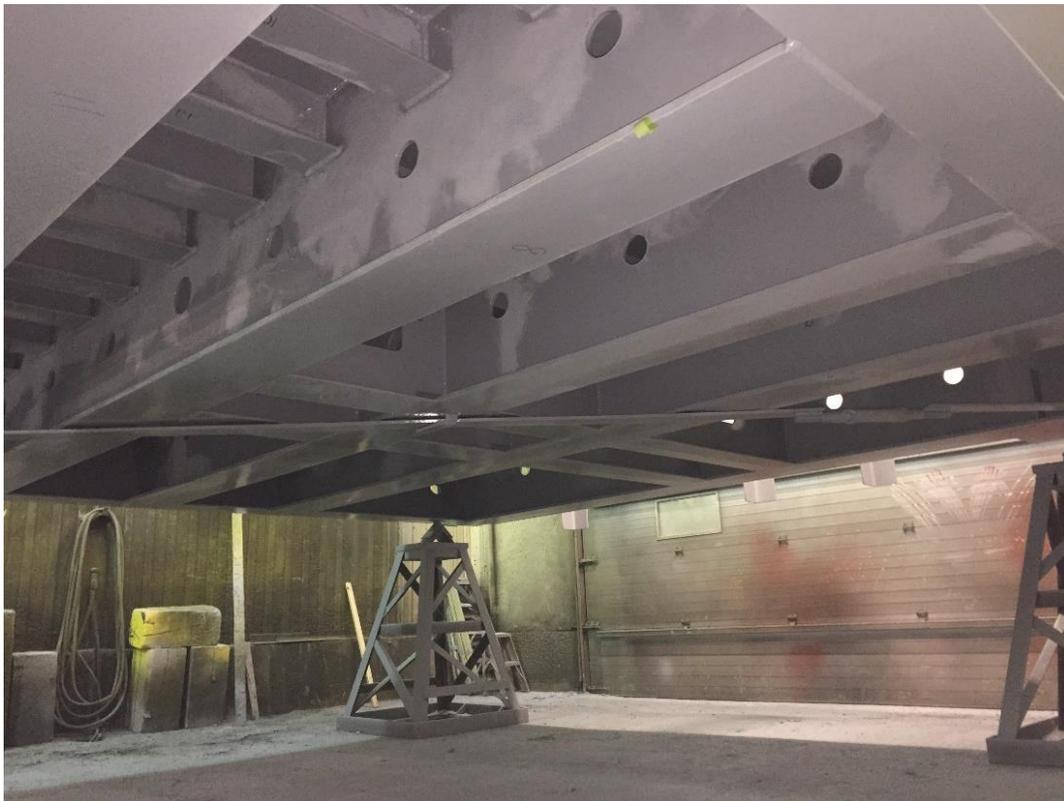




Black Rapids Lock 13

Rideau Canal National Historic Site Lock Gates Replacement



Black Rapids Lock gates undergoing sandblasting

March 21, 2017 – On Tuesday, March 21st, newly fabricated steel gates will be installed at Black Rapids Lock 13. The work at Black Rapids Lock 13 is a great example of the use of evolving technologies in waterway engineering along the Rideau Canal National Historic Site.

In order to install the new steel gates, a crane will lift them into place and then hydro-mechanical adjustments will be made to complete the installation process. Concrete work on the gate sill - the area where the gate meets the floor of the lock, will need to be completed once the gates have been installed. This concrete work will create the tight fit that allows the gate to create a water seal. Work on the lock hollow quoins – the stone groove that hold the ends of the lock gates, is currently underway. This work will ensure the lock gates effectively manage water at Black Rapids Lock.

Parks Canada staff who are experts in heritage, environmental conservation, public safety, and engineering have been consulted to determine the best method to replace the lock gates at Black Rapids Lock. 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 durability. This integrative approach enables visitors to observe the ongoing development of the Rideau Canal.

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.