

NPS Form 10-900  
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Wisconsin Word Processor Format (1331D)  
(Approved 3/87)

OMB No. 1024-0018

**RECEIVED**  
**OCT 25 1993**  
**NATIONAL REGISTER**

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries. Use letter quality printer in 12 pitch, using an 85 space line and a 10 space left margin. Use only archival paper (20 pound, acid free paper with a 2% alkaline reserve).

1. Name of Property

historic name Little Chute Locks & Canal Historic District

other names/site number N/A

2. Location

street & number Fox River at Mill Street N/A not for publication

city, town Little Chute N/A vicinity

state Wisconsin code WI county Outagamie code 087 zip code 54140

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>4</u>	<u>5</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site		<input type="checkbox"/> sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>6</u>	<input type="checkbox"/> structures
	<input type="checkbox"/> object		<input type="checkbox"/> objects
		<u>10</u>	<u>5</u> Total

Name of related multiple property listing:

Waterway Resources of the Lower Fox River

No. of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets \_\_\_ does not meet the National Register criteria. \_\_\_ See continuation sheet.

Dr. L. J. Kewch  
Signature of certifying official 14 Oct '93  
Date  
Corps of Engineers  
State or Federal agency and bureau

In my opinion, the property  meets \_\_\_ does not meet the National Register criteria. \_\_\_ See continuation sheet.

[Signature]  
Signature of commenting or other official 8/21/92  
Date  
State Historic Preservation Officer-WI  
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register  
\_\_\_ See continuation sheet
  - \_\_\_ determined eligible for the National Register. \_\_\_ See continuation sheet
  - \_\_\_ determined not eligible for the National Register.
  - \_\_\_ removed from the National Register.
  - \_\_\_ other, (explain:)
- Beth Boland 12/1/93  
Signature of the Keeper Date

6. Functions or Use

Historic Functions  
(enter categories from instructions)

Current Functions  
(enter categories from instructions)

Transportation/water related  
Domestic/single dwelling

Transportation/water related  
Domestic/single dwelling

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7. Description

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Architectural Classification  
(enter categories from instructions)

Materials  
(enter categories from instructions)

Other: Lock  
Other: Concrete Dam  
Colonial Revival

foundation Stone  
walls Brick  
Stone  
roof Asphalt  
other Concrete

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Describe present and historic physical appearance.

The Little Chute Locks and Dam Historic District extends the length of the Little Chute portion of the Lower Fox navigation canal. The Guard Lock and Lock #2 are located along the north bank of the river, at mile marker 27.7, immediately adjacent to a generally residential portion of the City of Little Chute. The Combined Locks (Little Chute Locks #3 & #4) portion of the District is nestled in a wooded area at the downriver end of the Little Chute segment of the canal, at the river's 25.6 mile marker. The District consists of six structures and nine buildings. The structures, all of which are contributing, are the Little Chute guard lock, Little Chute lock 2, the Combined locks, a dam, a canal segment, and a bridge. Buildings include the two lockkeeper's houses, the Lock 2 Lockshack, the Guard Lock lockshack, the Combined Locks lockshack, two garages and two small storage sheds. All but the garages and sheds are contributing members of the district.

Little Chute Guard Lock (Contributing):

The lock at this location originally served as Little Chute Lock 1. It was rebuilt to serve as a guard lock for the Little Chute canal in 1885.<sup>1</sup> Presently, the lock simply consists of two wooden, miter gates that are constructed of squared wooden timbers that are laid horizontally atop one another and joined with structural ties. They are operated with the same crank and spar system as Little Chute lock 2. Downstream from the gates, a dry-rubble wall, a portion of which is sheathed with planks, extends for about 200 feet. A guard lock, when closed, protects a canal from a surge of water. It also facilitates the drainage of the canal, an activity that occurs every winter. Since the canal is drained on an annual basis, it must be refilled each spring. For that then, four butterfly valves, two under each gate, are present in this lock. The four valves are set in the floor of the lock, immediately upstream from the structure. As the valves are opened, water passes down into a culvert with a 90 degree turn, which then directs it under the upstream sill and straight into the canal. Each valve is adjusted by a geared mechanism that sits on the lock's coping. A metal shaft connects the valve to the adjusting mechanism.

Details about the lock's alteration, as well as about subsequent changes and major

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<sup>1</sup> Annual Report Upon the Construction of Harbor of Refuge, Milwaukee Bay; Improvement of the Harbors of Milwaukee, Racine, Kenosha, and Waukegan; And Improvement of Fox and Wisconsin Rivers, in Charge of W.L. Marshall, Captain of Engineers, U.S.A.; Being Appendix II of the Annual Report of the Chief of Engineers for 1885 (Washington: Government Printing Office, 1885), 2036.

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maintenance activities prior to 1953 is as follows:

- 1884 Notation that old Little Chute 1 being used as guard lock.<sup>2</sup>
- 1885 Lock rebuilt and altered to specifically serve as guard lock. Construction utilized 60,813 feet B.M. of dressed pine plank; 50,400 feet, B.M. of pine lumber; 3,400 pounds of spikes; 400 pounds of nails; 2,612 pounds of iron; 40 pounds of steel; 1,008 pounds of iron castings; 79 barrels of cement; 479 cubic yards of clay; 4 cords of stone; 210 pounds of giant powder; 350 linear feet of safety fuse, and 200 caps.<sup>3</sup>
- 1904 [This composite lock had been used as a guard lock for several years.] Upper end rebuilt into a cut stone masonry guard lock. Given a solid limestone foundation leveled with the concrete. Louisville cement used for the heavy rubble backing. Given solid fir timber gates with wooden spars and tripods and six butterfly filling valves. New portion bonded to old portion of lock. Old lower gates removed. Lock closed to navigation in November, 1903. Materials for construction received via a C&NW rail spur. Stone for lock came from Duck Creek quarry of M. Brunette, Velp, WI. Alternate courses 2'8" wide and 1'8" wide. Vary from 13.5" to 17.75" thick. Walls are 9'6" thick at the bottom and 4'6" thick on top. Lock reopened to navigation on 17 April 1904.<sup>4</sup>

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<sup>2</sup> Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, Kenosha, and Waukegan, Lake Michigan and Improvement of the Fox and Wisconsin Rivers in Charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix GG of the Annual Report of the Chief of Engineers for 1884 (Washington, D.C.: Government Printing Office, 1884), 1876.

<sup>3</sup> Annual Report (1885), 2036.

<sup>4</sup> Annual Report Upon the Improvement of Rivers and Harbors on the Western Shore of Lake Michigan, In Charge of J.G. Warren, Major, Corps of Engineers, U.S.A.; Being Appendix JJ of the Annual Report of the Chief of Engineers for 1904 (Washington, D.C.: Government Printing Office, 1904), 2855-2856.

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- 1906 Remainder of old lock rebuilt.<sup>5</sup>
- 1910 Above water planking replaced.<sup>6</sup>
- 1913 Lock walls rebuilt above water.<sup>7</sup>
- 1924 Lock walls raised.<sup>8</sup>

Little Chute Lock 2 (Contributing):

The present lock, which is oriented generally on a WNW/ESE axis, was built in 1880 to replace composite locks at Little Chute 1 and 2.<sup>9</sup> The 144.2 by 35 foot lock chamber and adjoining wingwalls are comprised of quarried limestone blocks, the sides of which are capped with quarried stone coping and a pipe railing. Each of the four lock gates is constructed of squared wooden timbers that are laid horizontally atop one another and joined with structural ties. Adjacent to each gate is a concrete platform that contains a tripod. A vertical shaft extends the height of the tripod. A handle is

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<sup>5</sup> Annual Report Upon the Improvement of Rivers and Harbors on the Northern and Western Shores of Lake Michigan, In the Charge of W.V. Judson, Major, Corps of Engineers, U.S.A.; Being Appendix KK of the Annual Report of the Chief of Engineers for 1906 (Washington, D.C.: Government Printing Office, 1906), 1766.

<sup>6</sup> Annual Report (1910), 2140.

<sup>7</sup> Annual Report of the chief of engineers, 1913: Appendix JJ -Report Upon the Improvement of Rivers & Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1913), 2797.

<sup>8</sup> Annual Report of the Chief of Engineers, 1924: Extract - Report Upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1925), 1380.

<sup>9</sup> Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, and Kenosha, and Waukegan, Lake Michigan, and Improvement of the Fox and Wisconsin Rivers, in charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix DD of the Annual Report of the Chief of Engineers for 1880 (Washington, D.C.; Government Printing Office, 1880), 1970-1971.

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fixed to the top of the shaft, while the bottom of the shaft contains a gear that drives a horizontally placed spar, the end of which is attached to a lock gate. (It is a horizontal rack and pinion system.) Depending on which way the handle is turned, the spar is either taken in, thus opening the lock gate, or it is pushed out, in which case the gate closes. The chamber is flooded by three butterfly valves that are set in the floor of the lock, immediately upstream from the structure. As the valves are opened, water passes down into a culvert with a 90 degree turn, which then directs it under the upstream sill and straight into the chamber. Each valve is adjusted by a geared mechanism that sits on the lock's coping. A metal shaft connects the valve to the adjusting mechanism, all three of which are placed in line adjacent to the southwest corner of the lock. The chamber is discharged through six small butterfly valves found at the bottom of the two downstream gates. There are three valves per gate. These valves are operated by the levers atop each gate. The gates contain a cat-walk that facilitates moving from one side of the lock to the other. The lock provides 13.6 feet of lift as it moves crafts from the 688.80 feet above sea level upper pool to the 675.3 feet above sea level lower pool. It can be filled in six minutes and 38 seconds, and be discharged in three minutes and twenty-eight seconds.

It should be noted that this lock is unique in that virtually the entire structure is above ground. One has the ability, therefore, to observe the stonework of the lock chamber, as well as the stonework on the exterior of the structure.

Details about the lock's construction, as well as about subsequent changes and major maintenance activities prior to 1953, are as follows:

- 1879 Lock built to replace Little Chute 1 & 2. Kaukauna quarry provided at least half the stone for new lock.<sup>10</sup>
- 1880 New lock built to replace Little Chute 1 & 2. Its wall height was 25'6" above the lower miter sill. It had a 15' lift. "The lock walls, measuring 3,202 cubic yards, were laid in cement mortar, and the joints pointed. A miter-sill platform and two miter sills were framed and bolted in place; lock gates were constructed and hung; gate and recess valves

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<sup>10</sup> Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, and Kenosha, Lake Michigan, and Improvement of the Fox and Wisconsin Rivers, in charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix AA of the Annual Report of the Chief of Engineers for 1879 (Washington, D.C.; Government Printing Office, 1879), 1545.

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placed, and fifteen steps built at lower end of lock; 350 cubic yards of clay filling were placed in rear of south wall and 2,270 cubic yards on canal banks; . . . Stone came from Kaukauna quarry. Purchased 2,141 barrels of cement, 459 cubic yards sand, 663 bushels lime on open market."<sup>11</sup>

- 1881 New lock built on site of old Little Chute 2.<sup>12</sup>
- 1901 Lock walls repointed with portland cement.<sup>13</sup>
- 1904 New steel spars and gas pipe hand rails installed on lock gates. Wooden tripod platforms rebuilt.<sup>14</sup>
- 1908 Lock received one new concrete tripod platform. In addition, valve gearing mechanism remodeled.<sup>15</sup>
- 1910 Tripod platforms built of reinforced concrete. Had concrete pillars and

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<sup>11</sup> Annual Report (1880), 1970-1971.

<sup>12</sup> Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, Kenosha, and Waukegan, Lake Michigan, and Improvement of the Fox and Wisconsin Rivers in Charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix FF of the Annual Report of the Chief of Engineers for 1881 (Washington, D.C.: Government Printing Office, 1881), 2133.

<sup>13</sup> Annual Report upon the Improvement of Rivers and Harbors on Western Shore of Lake Michigan, In the charge of J.G. Warren, Major, Corps of Engineers, U.S.A.; being Appendix LL of the Annual Report of the Chief of Engineers for 1901 (Washington, D.C.: Government Printing Office, 1901), 2962.

<sup>14</sup> Annual Report Upon the Improvement of Rivers and Harbors on the Western Shore of Lake Michigan, In Charge of J.G. Warren, Major, Corps of Engineers, U.S.A.; Being Appendix JJ of the Annual Report of the Chief of Engineers for 1904 (Washington, D.C.: Government Printing Office, 1904), 2855.

<sup>15</sup> Annual Report of the Chief of Engineers, U.S. Army, 1907 Part II (Washington, D.C.: Government Printing Office, 1908), 1980.

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- gas pipe handrails.<sup>16</sup>
- 1912 Lower gates partially rebuilt.<sup>17</sup>
- 1927 New valve platforms installed.<sup>18</sup>
- 1940 New gates with steel valves and frames installed on lower end of lock.<sup>19</sup>
- 1943 Upper gates rebuilt.<sup>20</sup>
- 1950 Valves and operating mechanisms overhauled.<sup>21</sup>

Combined Locks (Contributing):

This structure is unique to the Lower Fox system because it actually consists of two traditional locks that are placed back to back. Constructed between 1874 and 1877,

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<sup>16</sup> Annual Report of the Chief of Engineers, U.S. Army, 1910 Part II (Washington, D.C.: Government Printing Office, 1910), 2140.

<sup>17</sup> Annual Report of the Chief of Engineers, 1912: Appendix JJ - Report Upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1912), 2531.

<sup>18</sup> Annual Report of the Chief of Engineers, 1927: Extract - Report Upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1927), 1302.

<sup>19</sup> Annual Report of the Chief of Engineers, 1940: Extract - Report Upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1941), 1591.

<sup>20</sup> Annual Report of the Chief of Engineers, U.S. Army, 1943 Part 1, Volume 2 (Washington, D.C.: Government Printing Office, 1943), 1296.

<sup>21</sup> Annual Report of the Chief of Engineers, 1950: Extract - Report upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1951), 2013.



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the locks are oriented on an E/W axis. The lock chambers and adjacent wingwalls are comprised of quarried limestone blocks. The sides of the upper lock are capped with concrete coping and a pipe railing, while the sides of the lower lock have quarried stone coping as well as a pipe railing. Each of the six lock gates are constructed of squared wooden timbers that are laid horizontally atop one another. Adjacent to each gate is a concrete platform that contains a tripod. A vertical shaft extends the height of the tripod. A handle is fixed to the top of the shaft, while the bottom of the shaft contains a gear that drives a horizontally placed spar, the end of which is attached to a lock gate. (It is a horizontal rack and pinion system.) Depending on which way the handle is turned, the spar is either taken in, thus opening the lock gate, or it is pushed out, in which case the gate closes. The 144.1 by 36.3 foot chamber of the upper lock is flooded by six butterfly valves that are set in the floor of the lock, three on each side, immediately upstream from the structure. As the valves are opened, water passes down into a culvert with a 90 degree turn, which then directs it under the upstream sill and straight into the chamber. Each valve is adjusted by a geared mechanism that sits on the lock's coping. A metal shaft connects the valve to the adjusting mechanism. The upper chamber is discharged through the same type of butterfly valve system, because it is that discharged water that floods the 146.5 by 35.4 foot lower chamber. That chamber is discharged by six small butterfly valves found at the bottom of the two downstream gates. There are three valves per gate. These valves are operated by the levers atop each gate. The gates contain a cat-walk that facilitates moving from one side of the lock to the other. The upper lock provides 10.6 feet of lift, while the lower lock provides 10.9 feet. Combined, the two locks enable crafts to move from 675.3 feet above sea level upper pool to the 652.8 feet above sea level lower pool.

Details about the lock's construction, as well as about subsequent changes and major maintenance activities prior to 1953, are as follows:

1873 Report noted that Combined Locks should be rebuilt due to poor wall conditions.

Two Kaukauna quarries produced stone for rebuilding locks. 4,000 cubic feet of dimension stone quarried by 30 June 1873, in addition to more than 175 cords of "irregular building-stone."<sup>22</sup>

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<sup>22</sup> Annual Report Upon the Improvement of the Harbors on Lake Superior East of Keweenaw Point, and Harbors on the West and South Shores of Lake Michigan, Improvement of the Fox and Wisconsin Rivers, in charge of D.C. Houston, Major of Engineers, Bvt.

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- 1874 Stone continued to be quarried for reconstruction of lock. Came from Grignon Quarry. About 1,900 cubic yards of stone quarried. Lower lock torn out and work on south wall of new lock started. 100 cubic yards of stone laid before work ceased on 15 November 1873. Face stone was to have alternate courses of 2 to 3 foot depth, 4 to 7 feet length and 11 to 19 inches thick.<sup>23</sup>
- 1875 Work on lower lock completed. "This new work is a fine example of cut-stone masonry; ...." 2,800 cubic yards of masonry and 200 cubic yards of dry-stone were used.<sup>24</sup>
- 1876 Work on upper lock given to C.C. Barker & Son on 2 July 1875. Old lock torn out by 27 September when contract with Barker was voided. Another builder was secured. New walls about one third built by end of fiscal year. [Barker also defaulted on Grand River lock, Princeton lock, White River lock and Berlin lock.]<sup>25</sup>

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Colonel, U.S.A.; Being Appendix B of the Annual Report of the Chief of Engineers for 1873 (Washington, D.C.; Government Printing Office, 1873), 39.

<sup>23</sup> Annual Report Upon the Improvement of the Harbors on Lake Superior East of Keweenaw Point, and Harbors on the West and South Shores of Lake Michigan, Improvement of the Fox and Wisconsin Rivers, in charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix B of the Annual Report of the Chief of Engineers for 1874 (Washington, D.C.; Government Printing Office, 1874), 36.

<sup>24</sup> Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, and Kenosha, Lake Michigan, Improvement of the Fox and Wisconsin Rivers and Harbors, in charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix C of the Annual report of the Chief of Engineers for 1875 (Washington, D.C.; Government Printing Office, 1875), 14.

<sup>25</sup> Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, and Kenosha, Lake Michigan, and Improvement of the Fox and Wisconsin Rivers, in Charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix X of the Annual Report of the Chief of Engineers for 1876 (Washington, D.C.; Government Printing Office, 1876), 33-34.

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- 1877 Upper lock walls completed on 12 September 1876. Coping in place by October and lock opened for navigation by November, 1876. Lock's height was 18.68' from floor to top of coping. It used 7,109 cubic yards of excavation; 2,549.4 cubic yards of embankment; 60,645 feet, B.M. of timber, 36,686 feet B.M. of plank; 748 cubic yards of concrete in the foundation; 1,777 cubic yards of masonry in the walls; and 4,911 pounds of iron and bolts. Walls were 8'9" thick at the floor.<sup>26</sup>
- 1886 New arms and posts installed at each gate.<sup>27</sup>
- 1887 Two new snubbing posts installed.<sup>28</sup>
- 1901 Wall joints cleaned and repointed with portland cement.<sup>29</sup>

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<sup>26</sup> Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, and Kenosha, Lake Michigan, and Improvement of the Fox and Wisconsin Rivers, in charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix 2 of the Annual Report of the Chief of Engineers for 1877 (Washington, D.C.; Government Printing Office, 1877), 883.

<sup>27</sup> Annual Report Upon the Construction of Harbor of Refuge, Milwaukee Bay; Improvement of the Harbors of Milwaukee, Racine, Kenosha, and Waukegan; And Improvement of Fox and Wisconsin Rivers, in Charge of W.L. Marshall, Captain of Engineers, U.S.A.; Being Appendix GG of the Annual Report of the Chief of Engineers for 1886 (Washington: Government Printing Office, 1886), 1697.

<sup>28</sup> Annual Report Upon the Construction of Harbor of Refuge, Milwaukee Bay; Improvement of the Harbors of Milwaukee, Racine, Kenosha, and Waukegan; And Improvement of Fox and Wisconsin Rivers, in Charge of W.L. Marshall, Captain of Engineers, U.S.A.; Being Appendix HH of the Annual Report of the Chief of Engineers for 1887 (Washington: Government Printing Office, 1887), 2083.

<sup>29</sup> Annual Report upon the Improvement of Rivers and Harbors on Western Shore of Lake Michigan, In the charge of J.G. Warren, Major, Corps of Engineers, U.S.A.; being Appendix LL of the Annual Report of the Chief of Engineers for 1901 (Washington, D.C.: Government Printing Office, 1901), 2961.

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- 1902 Steel gate spars and gas pipe hand rails installed on gates.<sup>30</sup>
- 1903 New solid fir gates hung at middle and lower placements.<sup>31</sup>
- 1905 New concrete tripod platforms with steel cover plates built.<sup>32</sup>
- 1909 Lock walls repointed with portland cement.<sup>33</sup>
- 1923 Lower lock chamber deepened.<sup>34</sup>
- 1926 Gates, miter sills and valve platforms replaced.<sup>35</sup>

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<sup>30</sup> Annual Report Upon the Improvement of Rivers and Harbors on the Western Shore of Lake Michigan, In Charge of J.G. Warren, Major, Corps of Engineers, U.S.A.; Being Appendix JJ of the Annual Report of the Chief of Engineers for 1902 (Washington, D.C.: Government Printing Office, 1902), 2084.

<sup>31</sup> Annual Report Upon the Improvement of Rivers and Harbors on the Western Shore of Lake Michigan, In Charge of J.G. Warren, Major, Corps of Engineers, U.S.A.; Being Appendix LL of the Annual Report of the Chief of Engineers for 1903 (Washington, D.C.: Government Printing Office, 1903), 1874.

<sup>32</sup> Annual Report Upon the Improvement of Rivers and Harbors on the Northern and Western Shores of Lake Michigan, In the Charge of J.G. Warren, Major, Corps of Engineers, U.S.A.; Being Appendix JJ of the Annual Report of the Chief of Engineers for 1905 (Washington, D.C.: Government Printing Office, 1905), 2057.

<sup>33</sup> Annual Report of the Chief of Engineers, U.S. Army, 1909 Part II (Washington, D.C.: Government Printing Office, 1909), 1982.

<sup>34</sup> Annual Report of the Chief of Engineers, 1923: Extract - Report Upon the Improvement of Rivers and harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1923), 1281.

<sup>35</sup> Annual Report of the Chief of Engineers, 1926: Extract - Report Upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1926), 1280.

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- 1941 New middle gates installed.<sup>36</sup>
- 1942 Lower lock received new gates. In addition, repointed lock walls and installed new steel valve frames and valves.<sup>37</sup>
- 1952 Upper lock right wall rebuilt on a new concrete footing.<sup>38</sup>

Little Chute Dam (Contributing):

This dam is a concrete structure with an overall length of 561 feet. Completed in 1933, it is located immediately southwest of the guard lock. The dam creates the pool that floods the canal in which Little Chute 2 and the Combined Locks are located. It is generally oriented on an NE/SW axis.

Anchored to the river's rock bottom, the dam consists of three sections. The southwestern section is a 221 foot spillway and the northeastern section is a 110 foot concrete spillway. The spillways are twenty four feet wide, and fixed the maximum level of the pool the dam creates at 688.88 feet above sea level. The central portion of the dam is 230 feet, and contains nine concrete sluiceways, each of which contains a fourteen by twenty foot, steel Tainter gate. The gates are operated by a "crab," a small electrically operated mechanism that moves from gate to gate on a track. The "crab" contains a winch, to which the chain on each end of the gate is attached. As the winch is activated, the chain is taken in or let out, and the height of the gate is adjusted accordingly. A steel catwalk, which facilitates inspections and maintenance, extends the length of the dam.

Placed atop the dam is a single story front gabled shed that was erected to shelter

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<sup>36</sup> Annual Report of the Chief of Engineers, 1941: Extract - Report Upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1941), 1546.

<sup>37</sup> Annual Report of the Chief of Engineers, U.S. Army, 1942 Part I, Volume II (Washington, D.C.: Government Printing Office, 1942), 1365.

<sup>38</sup> Annual Report of the Chief of Engineers, 1952: Extract - Report Upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1953), 1682.

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the electric "crab." Spanning the abutments adjacent to the first gate, the lift house is reached by the catwalk. It is clad with drop siding, roofed with asphalt shingles, and has walls bounded with pilaster strips. The single window in each side wall and the panelled door at the right of the lockside endwall have simple surrounds. A pair of heavy wooden doors in the opposite endwall swing out to allow passage of the "crab" to whichever gate must be adjusted.

The need for a new dam was noted by the Corps of Engineers in 1931 when its annual report stated that the old dam was rapidly deteriorating and unable to discharge flood waters as needed.<sup>39</sup> Construction of the new dam was completed in 1933.<sup>40</sup> No structural changes are thought to have been made to this dam since its construction.

Mill Street Draw Bridge (Contributing): 1929<sup>41</sup>

Oriented on a northeast/southwest axis, the Mill Street bridge is a single leaf bascule bridge that spans the canal at the Little Chute Guard Lock. It rests on concrete abutments, and is anchored on the southwest canal embankment. A wooden deck is carried by "I" beam stringers. The southern railing is somewhat decorative. Built around a "pipe like" frame, each of three long panels contains decorative ironwork. The north railing, however, is solid steel -- made out of the same type of material used for girder/railroad bridges.

The most unique feature on this structure is the counterweight that sets atop a tower which rises from the southwest end of the bridge. The tower appears to be generally fabricated from channels connected with angles arranged in a lattice work fashion. The counterweight itself is poured concrete.

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<sup>39</sup> Annual Report of the Chief of Engineers, 1931: Extract - Report Upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1931), 1470.

<sup>40</sup> Annual Report of the Chief of Engineers, 1933: Extract - Report upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1933), 877.

<sup>41</sup> Date verified in a 21 November 1991 telephone conversation with Jeff Elrick, Little Chute Department of Public Works.

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This is a contributing element due only to its location in the district, and the fact that it crosses the canal. It is not identified as a property type in Section F, Associated Property Types, because it is a rare element in the districts.

Canal (Contributing): Circa 1850s

Approximately 5,450 feet of the Lower Fox navigation canal are located within this district. Generally running east to west throughout its length, the canal's depth does not exceed six feet. Its width varies between 100 and 200 feet, a feature which allows boats to easily pass each other at given points. Segments of the canal retain the remains of a dry rubble wall that was once thought to line the entire canal. Another segment of the canal, a concrete and stone waste weir, carries water that was discharged from lock 2 around the Combined Locks. It is located north of the locks, and eliminates the danger of overflowing the combined locks. The canal has been dredged periodically throughout its history.

Lockkeeper's House (Contributing):

Located on Mill Street, immediately northeast of the guard lock, this house was built in 1909. It is a 1.5 story Colonial Revival structure, and is of the type most commonly used for keepers' houses on the system. A gambrel-roofed rectangle, it has a shed-roofed, rectangular frame porch projecting at the (upstream) front. It is sited on a generous lawn on the land side of the district. The brick first story has windows (covered with plywood) with stone sills. The upper story gable is clad with wooden shingles and has paired windows surmounted by a louvered attic vent. The roof has a molded cornice. Its upper slope extends on the front and creates a centered, shed-roofed dormer with molded cornices with sidewall returns. Windows throughout are covered by plywood panels.

Details about the house's construction are as follows:

1909      A six room 28' by 30' house built. First story walls brick with red pressed brick veneer. Second floor "sheathed and shingled." Yellow pine and natural wood color prominent in interior. House had a cement basement floor and a cistern. Construction contractor was George Ashman,

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Appleton.<sup>42</sup>

Lockkeeper's House - Combined Locks (Contributing): 1909 43

Generally centered on the north side of the upper lock, between that lock and the waste weir, this 1.5 story Colonial Revival house is of the type most commonly used for keeper's houses on the waterway. A gambrel-roofed rectangle, the house has a flat-roofed, rectangular frame porch projecting at the front (downstream) and a shed-roofed porch to the rear. Built into the landward lock embankment, it has a brick foundation and a brick first story. The landward sidewall has a double hung, sash window and a small, square window high and to the right. The upper story gable is clad with wooden shingles and has paired windows surmounted by a louvered attic vent. The roof has a molded cornice and returns. The upper roof slope on the upstream side extends, thus creating a shed-roofed dormer set well to the right. Like the main roof, the dormer has molded cornices and sidewall returns. There is a brick chimney at the center of the roof ridge.

Lockshack - Lock #2 (Contributing): circa 1917

This single story, front gabled shed is used as the locktender's station. Clad with drop siding and roofed with asphalt shingles, it has walls bounded by pilaster strips. The building, positioned immediately to the southwest of the lock's right, upstream corner, is perched on the lock embankment on a foundation of wooden blocks. The drop siding at the rear continues below the sill and is pierced by a flush, vertical hatch. The roof has a plain cornice and a metal smokestack which protrudes at the rear of the upstream slope. The front door and single window in each side wall have plain surrounds. The lintels of two small windows in the rear wall are level with those of the sidewall windows.

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<sup>42</sup> Annual Report of the Chief of Engineers, U.S. Army, 1909 Part II (Washington, D.C.: Government Printing Office, 1909), 1982.

<sup>43</sup> Houses of this style were being built at the various locks between about 1907 and 1927.



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Lockshack - Guard Lock (Contributing): circa 1917

Positioned twelve feet south of the guard lock, and immediately west of the adjacent bridge, this is the most substantial locktender's station on the waterway. It is a one-story structure of red-brown tapestry brick on a cement foundation. Its asbestos-shingled hip roof has deep eaves, a plain cornice, and ridge seams capped by segmented metal trim. The stub of a metal smokestack protrudes from the front, downstream roof slope. The front wall has a left-side door and a single window with a cement sill to the right. The sidewalls each have three windows linked by extended cement sills. All of the windows are covered by plywood panels.

Lockshack - Combined Locks (Contributing): circa 1917

This single story, front gabled shed is immediately adjacent to the north side of the upstream gate, and is used as the locktender's station. Clad with asphalt shingles and roofed with asphalt shingles, it is built on a cement slab. It has a plain roof cornice and a metal smokestack protruding from the upstream roof slope. The door and single windows in each sidewall have plain surrounds.

Garage - Guard Lock (Non-contributing):

Located immediately east of the lockkeeper's house, this modern building has a hipped roof and is sheathed with clapboard.

Storage Shed - Lock #2 (Non-contributing):

This small shed is found on the south side of the lock, centered between the lock's upper and lower gates. It is a modern, metal structure, with a generally flat roof.

Storage Building - Combined Locks (Non-contributing):

A cement block storage building with an asphalt shingle roof is immediately adjacent to the house.

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Garage - Combined Locks (Non-contributing):

Centered on the north side of the lower lock, and east of the lockkeeper's house, this modern hipped roof structure is sheathed in clapboard.

     See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:      nationally   X   statewide      locally

Applicable National Register Criteria   X   A      B   X   C      D

Criteria Considerations (Exceptions)      A      B      C      D      E      F      G

Areas of Significance

(enter categories from instructions)

  Transportation  

  Engineering  

Period of Significance

  1874-1941  

Significant Dates

  1877<sup>1</sup>  1933<sup>2</sup>  

  1885<sup>3</sup>  

  1880<sup>4</sup>  

Cultural Affiliation

  N/A  

Significant Person

  N/A  

Architect/Builder

  N/A  

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance:

The Little Chute Canal, Guard Lock, Lock #2, Combined Locks (Little Chute Locks #3 & #4) and dam are significant components in the Lower Fox River Waterway System, a

<sup>1</sup>Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, and Kenosha, Lake Michigan, and Improvement of the Fox and Wisconsin Rivers, in charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix 2 of the Annual Report of the Chief of Engineers for 1877 (Washington, D.C.: Government Printing Office, 1877), 883.

<sup>2</sup>Annual Report of the Chief of Engineers, 1933: Extract - Report upon the Improvement of Rivers and Harbors in the Milwaukee, Wis., District (Washington, D.C.: Government Printing Office, 1933), 877.

<sup>3</sup>Annual Report Upon the construction of Harbor of Refuge, Milwaukee Bay; Improvement of the Harbors of Milwaukee, Racine, Kenosha, and Waukegan; And Improvement of Fox and Wisconsin rivers, in charge of W.L. Marshall, Captain of Engineers, U.S.A.; Being Appendix II of the Annual Report of the Chief of Engineers for 1885 (Washington: Government Printing Office, 1885), 2036.

<sup>4</sup>Annual Report Upon the Improvement of the Harbors of Milwaukee, Racine, and Kenosha, and Waukegan, Lake Michigan, and Improvement of the Fox and Wisconsin Rivers, in charge of D.C. Houston, Major of Engineers, Bvt. Colonel, U.S.A.; Being Appendix DD of the Annual Report of the Chief of Engineers for 1880 (Washington, D.C.: Government Printing Office, 1880), 1970-1971.

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system which, as discussed in Cultural Resource Management in Wisconsin, was initially envisioned as part of the larger Fox-Wisconsin Waterway.<sup>5</sup> Originally constructed by private interests between 1850 and about 1860, and rebuilt by the US Army Corps of Engineers between 1872 and 1941, the Lower Fox River system operated between Lake Winnebago and Green Bay. It is historically significant as a complete and operable mid-nineteenth century example of a river/canal, slack water transportation system, the technology of which was so well suited that it works effectively today. It is the only such system extant in Wisconsin. The system is also significant for its role in the evolution of Wisconsin's nineteenth century political and constitutional history. Further, it is an interesting chapter in the transportation history of the state.

History:

The Little Chute dam was responsible for creating the pool that flooded the canal in which Locks #2, #3 and #4 are located. It was that canal and those locks then, that enabled water craft to navigate an otherwise unnavigable stretch of the river that dropped 36 feet in about a mile.

The Little Chute Locks and Canal Historic District consists of historic locks, a dam, a draw bridge, a canal, lockkeeper's houses, and lockshacks, built between 1874-1941 that meet the registration requirements set forth in Waterway Resources of the Lower Fox River multiple property form. The resources possess integrity of location, design and materials, and are property types significant to the operation of the waterway.

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<sup>5</sup>Barbara Wyatt, ed., Cultural Resource Management in Wisconsin (Madison: State Historical Society, Historic Preservation Division, 1986), Transportation 2/2.



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VERBAL BOUNDARY DESCRIPTION:

[Note that Parcels are identified according to official legal description maps that are retained in, and on file at the Detroit District of the US Army Corps of Engineers] \*see note Section 10, page 5

PARCEL C: That part of Government Lot 1, Section 21, Township 21 North, Range 18 East of the Fourth Principal Meridian, Outagamie County, Wisconsin, Described as beginning at a 1" iron pipe on the East line of said Section 21 that bears South 00 degrees 20 minutes 22 seconds west 1215.55 feet (recorded), South 00 degrees 18 minutes 26 seconds West 1214.68 feet (measured) from the East quarter corner of said Section 21 as recorded per certified land corner no. 59, and also being the Northeast corner of certified survey map no. 273; thence North 78 degrees 06 minutes 15 seconds West 175.75 feet (measured), North 77 degrees 58 minutes 50 seconds West 179.69 feet (recorded) along the line surveyed per certified survey map no. 273 to a 2" iron rod; thence North 07 degrees 39 minutes 22 seconds West 100.13 feet (calculated), North 07 degrees 31 minutes 40 seconds West 100 feet (recorded) along the line surveyed per certified survey map no. 273; thence North 14 degrees 18 minutes 20 seconds West (calculated), North 14 degrees 10 minutes 50 seconds West (recorded) 82.78 feet along the line surveyed per certified survey map no. 273 to a 1" iron pipe; thence northwesterly along a non-tangent curve a distance of 122.04 feet (recorded) along the line surveyed per certified survey map no. 273, having a radius of 90 feet and a chord bearing of North 58 degrees 32 minutes 40 seconds West 113.18 feet (recorded), North 58 degrees 43 minutes 36 seconds West 113.15 feet (calculated); thence South 70 degrees 42 minutes 30 seconds West (calculated), South 70 degrees 50 minutes West (recorded) 295.82 feet along the line surveyed per certified survey map no. 273; thence North 78 degrees 50 minutes 50 seconds West (calculated), North 78 degrees 43 minutes 20 seconds West (recorded) 241.16 feet along the line surveyed per certified survey map no. 273; thence South 86 degrees 57 minutes West (calculated), South 87 degrees 04 minutes 30 seconds West (recorded) 73.07 feet along the line surveyed per certified survey map no. 273; thence North 73 degrees 04 minutes 20 seconds West (calculated) North 72 degrees 56 minutes 40 seconds West (recorded) 191.32 feet along the line surveyed per certified survey map no. 273 to a 1" iron pipe; thence North 82 degrees 44 minutes 48 seconds West (calculated), North 82 degrees 37 minutes 10 seconds West (recorded) 200 feet, more or less, along the line surveyed per certified survey map no. 273, to the left shoreline of the Fox River; thence South 18 degrees 02 minutes 54 seconds East 197.76 feet (calculated), 200 feet (recorded), across the

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mouth of the U.S. Canal to the left shoreline of the Fox River and the Northerly line of reserved water lots, block 1; thence South 72 degrees 56 minutes 40 seconds East 290 feet along said Northerly line, to a 1½" iron pipe; thence South 61 degrees 21 minutes 10 seconds East 208.16 feet, along said Northerly line, to a 5/8" rebar with an allied cap stamped "USAED DETROIT BOUNDARY MARK"; thence North 17 degrees 03 minutes 40 seconds East 10 feet, along said Northerly line, to an allied cap stamped as before; thence South 72 degrees 46 minutes 30 seconds East 200.09 feet, along said Northerly line, to an allied cap stamped as before; thence South 77 degrees 56 minutes 20 seconds East 572.71 feet (measured), 572.91 feet (recorded), along said Northerly line, to an allied cap stamped as before on the East line of said Section 21; thence North 00 degrees 18 minutes 26 seconds East 241.02 feet (measured), North 00 degrees 22 minutes 20 seconds East 240.56 feet (recorded), along the East line of said section, and across the U.S. Canal, to the Point of Beginning and containing 8.13 acres, more or less. Bearings are based on reestablishment of 1899 survey information recorded as true by Polaris Observation.

PARCEL "B": That part of Government Lots 1, 2, 3 & 4, Section 22, Township 21 North, Range 18 East of the Fourth Principal Meridian, Outagamie County, Wisconsin, described as beginning at a 5/8" rebar with an allied cap stamped "USAED DETROIT BOUNDARY MARK" that bears 33 degrees 52 minutes 49 seconds West 1378.96 feet from the East quarter corner of said Section 22 as recorded per certified land corner #15; and near the Northwesterly line of certified survey map #274 of combined locks; thence North 87 degrees 15 minutes 10 seconds West (recorded), North 87 degrees 16 minutes 32 seconds West (measured) 378.43 feet to an allied cap stamped as before; thence North 85 degrees 52 minutes 20 seconds West 203.95 feet (recorded), North 85 degrees 53 minutes 39 seconds West 203.81 feet (measured) to an allied cap stamped as before; thence South 88 degrees 08 minutes 20 seconds West 278.63 feet (recorded), South 88 degrees 06 minutes 47 seconds West 278.46 feet (measured) to an allied cap stamped as before; thence South 84 degrees 32 minutes 50 seconds West 219.26 feet (recorded), South 84 degrees 31 minutes 09 seconds West 219.13 feet (measured) to a 7/8" iron bolt with a 1½" square head; thence South 74 degrees 34 minutes 40 seconds West 700.65 feet (recorded), South 74 degrees 36 minutes 50 seconds West 700.76 feet (measured) to an allied cap stamped as before; thence South 76 degrees 12 minutes 50 seconds West 807.15 feet (recorded), South 76 degrees 14 minutes 59 seconds West 807.29 feet (measured) to an allied cap stamped as before; thence South 54 degrees 18 minutes West 98.14 feet (recorded), South 54 degrees 20 minutes 13 seconds West 98.13 feet (measured) to an allied cap stamped as before; thence North 61 degrees 20 minutes 10 seconds West 177.59 (recorded), North 61 degrees 18 minutes 59 seconds West 177.69

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feet (measured) to an allied cap stamped as before; thence South 88 degrees 26 minutes 10 seconds West 247.17 feet (recorded), South 88 degrees 28 minutes 08 seconds West, 247.24 feet (measured) to an allied cap stamped as before; thence North 68 degrees 11 minutes 20 seconds West 231.31 feet (recorded), North 68 degrees 09 minutes 56 seconds West 231.43 feet (measured) to an allied cap stamped as before; thence North 79 degrees 18 minutes 40 seconds West 215.59 feet (recorded), North 79 degrees 16 minutes 58 seconds West 215.68 feet (measured) to a 3/4" iron rod; thence North 41 degrees 33 minutes 20 seconds West 66.99 feet (recorded), North 41 degrees 30 minutes 47 seconds West, 66.85 feet (measured) to an allied cap stamped as before; thence North 06 degrees 04 minutes 10 seconds East 360.30 feet (recorded), North 06 degrees 11 minutes 09 seconds East 359.99 feet (measured) to an allied cap stamped as before; thence North 32 degrees 14 minutes 50 seconds West 125.06 feet (recorded), North 32 degrees 11 minutes 09 seconds West 124.82 feet (measured) to an allied cap stamped as before; thence North 57 degrees 02 minutes 10 seconds West 220.02 feet (recorded), North 57 degrees 01 minute 37 seconds West 219.54 feet (measured) to a 1 1/2" iron rod set in a 4" pipe; thence South 39 degrees 09 minutes 20 seconds West 248.85 feet (recorded), South 39 degrees 11 minutes 16 seconds West 248.75 feet (measured) to an allied cap stamped as before; thence South 32 degrees 35 minutes 20 seconds West 130 feet (recorded), South 32 degrees 37 minutes 05 seconds West 129.94 feet (measured) to an allied cap stamped as before; thence South 09 degrees 58 minutes 50 seconds West 269.65 feet (recorded), South 09 degrees 59 minutes 49 seconds West 269.48 feet (measured) to an allied cap stamped as before; thence North 79 degrees 30 minutes West 574.19 feet (recorded), North 79 degrees 27 minutes 50 seconds West 574.36 feet (measured) to an allied cap stamped as before, on the West line of said Section 22, that bears South 00 degrees 22 minutes 20 seconds West 1255.55 feet (recorded), South 00 degrees 18 minutes 26 seconds West 1254.68 feet (measured) from the West quarter corner of said Section 22 as recorded per certified land corner #59; thence South 00 degrees 22 minutes 20 seconds West 196.06 feet (recorded), South 00 degrees 18 minutes 26 seconds West 196.99 feet (measured), along the West line of said Section 22 and across the U.S. Canal, to an allied cap stamped as before; thence South 78 degrees 17 minutes 20 seconds East 711.87 feet (recorded), South 78 degrees 17 minutes 56 seconds East 711.53 feet (calculated) to the Westerly line of Reserved Water Lot 1, Block 3; thence South 76 degrees 37 minutes 20 seconds East 658.21 feet (recorded), South 76 degrees 37 minutes 54 seconds East 657.89 feet (calculated) to the Easterly line of Reserved Water Lot 8, Block 3; thence South 74 degrees 00 minutes 50 seconds East 82.53 feet (recorded), South 74 degrees 01 minute 19 seconds East 82.49 feet (calculated); thence South 81 degrees 51 minutes 40 seconds East 401.92 feet (recorded), South 81 degrees 52 minutes 23 seconds East 401.73 feet (calculated); thence South 81 degrees 23

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minutes 40 seconds East 102.19 feet (recorded), South 81 degrees 24 minutes 22 seconds East 102.14 feet (calculated); thence South 84 degrees 31 minutes 30 seconds East 102.60 feet (recorded), South 84 degrees 32 minutes 17 seconds East 102.55 feet (calculated); thence South 88 degrees 46 minutes 30 seconds East 102.54 feet (recorded), South 88 degrees 47 minutes 24 seconds East 102.50 feet (calculated); thence South 86 degrees 25 minutes 20 seconds East 105.90 feet (recorded), South 86 degrees 26 minutes 10 seconds East 105.85 feet (calculated); thence North 83 degrees 41 minutes 50 seconds East 105.94 feet (recorded), North 83 degrees 40 minutes 45 seconds East 105.90 feet (calculated); thence North 76 degrees 09 minutes 50 seconds East 103.29 feet (recorded), North 76 degrees 08 minutes 34 seconds East 103.25 feet (calculated); thence North 71 degrees 56 minutes 30 seconds East 104.30 feet (recorded), North 71 degrees 55 minutes 09 seconds East 104.27 feet (calculated); thence North 70 degrees 16 minutes 40 seconds East 500.87 feet (recorded), North 70 degrees 15 minutes 17 seconds East 500.71 feet (calculated); thence North 68 degrees 10 minutes 20 seconds East 240.96 feet (recorded), North 68 degrees 08 minutes 55 seconds East 240.89 feet (calculated) to an allied cap stamped as before; thence North 82 degrees 57 minutes 50 seconds East 495.87 feet (recorded), North 82 degrees 56 minutes 44 seconds East 495.67 feet (measured) to a 2" iron pipe; thence North 79 degrees 15 minutes 10 seconds East 316.55 feet (recorded), North 79 degrees 10 minutes 50 seconds East 316.49 feet (measured) to an allied cap stamped as before; thence South 86 degrees 30 minutes 10 seconds East 194.07 feet (recorded), South 86 degrees 34 minutes 11 seconds East 193.97 feet (measured) to a 2" iron pipe; thence South 86 degrees 43 minutes 30 seconds East 98.70 feet (recorded), South 86 degrees 29 minutes 07 seconds East 99.30 feet (measured) to an allied cap stamped as before; thence North 72 degrees 25 minutes East 102.65 feet (recorded), North 72 degrees 45 minutes 52 seconds East 103.08 feet (measured) to an allied cap stamped as before; thence North 78 degrees 53 minutes 40 seconds East 192.97 feet (recorded), North 79 degrees 12 minutes 47 seconds East 193.91 feet (measured) to a United States Stone; thence North 23 degrees 31 minutes 35 seconds West 179.24 feet (recorded), North 21 degrees 34 minutes 26 seconds West 179.47 feet (measured), across the U.S. Canal, to the Point of Beginning and containing 33.31 acres, more or less. Bearings are based on reestablishment of 1899 survey information recorded as true by Polaris Observation.

COMBINED LOCKS PARCEL: Starting at NE corner of Parcel B, then N 04° 48' E 42.86 ft., then S 89° 24' 53" E 454.09 ft., then S 04° 47' 03" W 172.56 ft., then N 85° 09' 46" W 370.13 ft., then N 23° 31' 35" W 179.24 ft.

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PARCEL A: That part of Government Lot 1 of Section 22, Township 21 North, Range 18 East of the Fourth Principal Meridian, Little Chute, Outagamie County, Wisconsin described as beginning at a 5/8" rebar with an allied cap stamped "USAED DETROIT BOUNDARY MARK" on the East line of said Section 22 that bears South 00 degrees 08 minutes 02 seconds West 1180.42 feet (calculated), 1184.60 feet (recorded) from the East quarter corner of said Section 22 as recorded per certified land corner no. 15; thence North 88 degrees 06 minutes 30 seconds West 316.68 feet to an allied cap stamped as before on the computed East line of certified survey map no. 274; thence South 04 degrees 50 minutes 07 seconds West 165.6 feet, more or less, along the computed East line of certified survey map no. 274 and across the lower limits of the combined locks of the U.S. Canal to the left shoreline of the Fox River, said point bearing South 64 degrees 57 minutes 24 seconds West 364.76 feet from the Point of Beginning; thence Easterly, downstream, along the meanders of the left shoreline of the Fox River a total distance of 202 feet, more or less, to the intersection of the said left shoreline with the right shoreline of the U.S. Canal; thence North 39 degrees 51 minutes 26 seconds East 235.89 feet across the U.S. Canal to the Point of Beginning, and containing 1.04 acres, more or less. Bearings are based on reestablishment of 1899 survey information recorded as true by Polaris Observation.

\* The property boundary descriptions given have not been audited or verified. They are not, at any time, to be used for any legal boundary descriptions. They are used here only for the purpose of describing the approximate property location.

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LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Dam)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to Southeast  
Photo #1 of 10

LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Guard lock)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to Northeast  
Photo #2 of 10

LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Guard lockshack)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to East Northeast  
Photo #3 of 10

LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Bridge)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to Northwest  
Photo #4 of 10

LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Guard lock lockkeeper's house)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to Northeast  
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LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Lock 2)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to West  
Photo #6 of 10

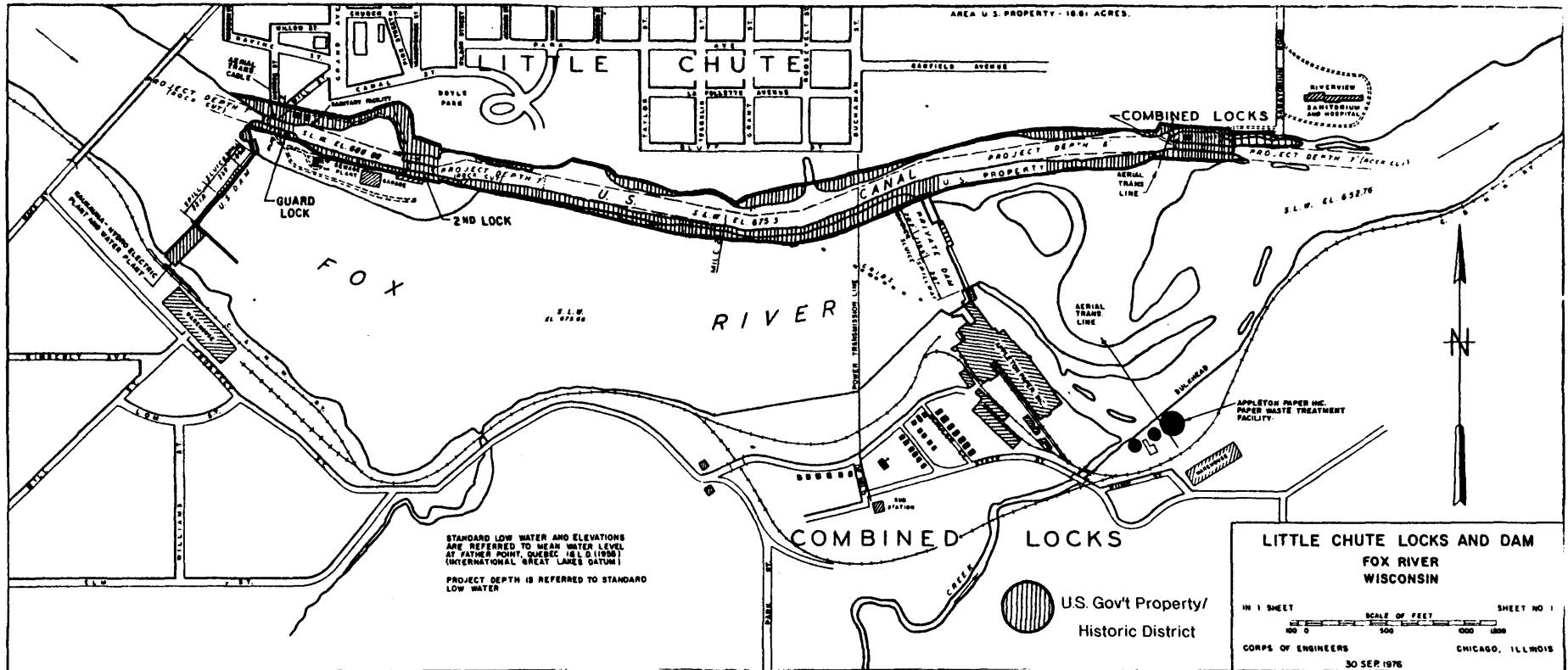
LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Lock 2 lockshack)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to East Northeast  
Photo #7 of 10

LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Combined locks)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to South Southwest  
Photo #8 of 10

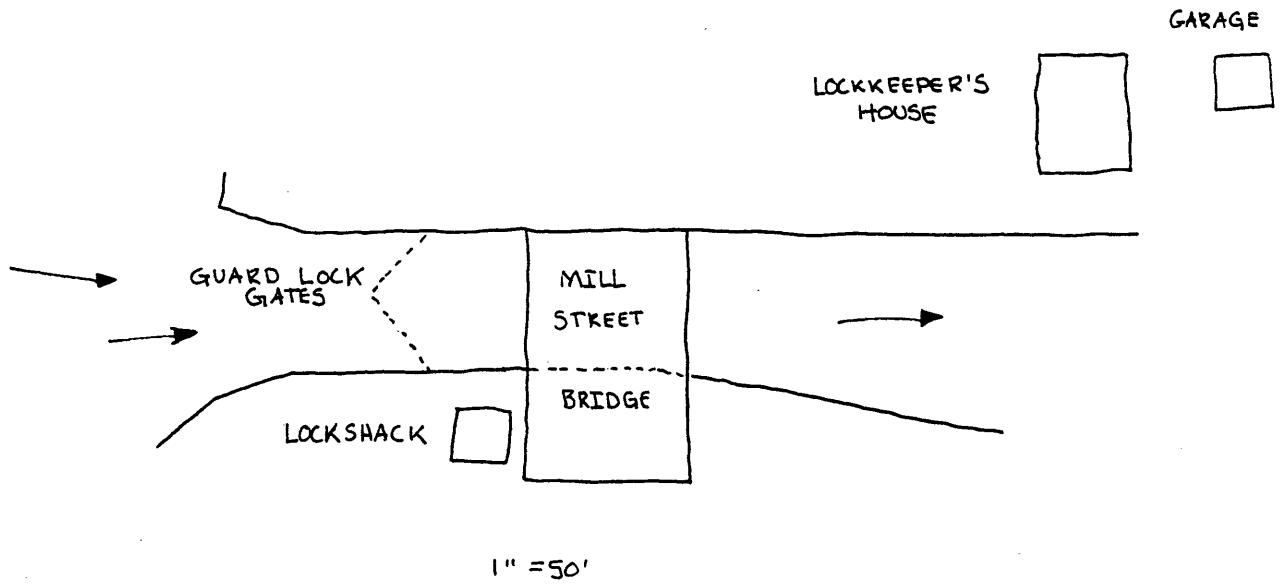
LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Combined locks lockshack)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to East  
Photo #9 of 10

LITTLE CHUTE LOCKS & CANAL HISTORIC DISTRICT (Combined locks lockkeeper's house)  
Fox River at Mill Street  
Little Chute, Outagamie County  
Photo by Bill O'Brien  
October 1988  
View to Southeast  
Photo #10 of 10

\_\_\_ See continuation sheet



# SKETCH MAP

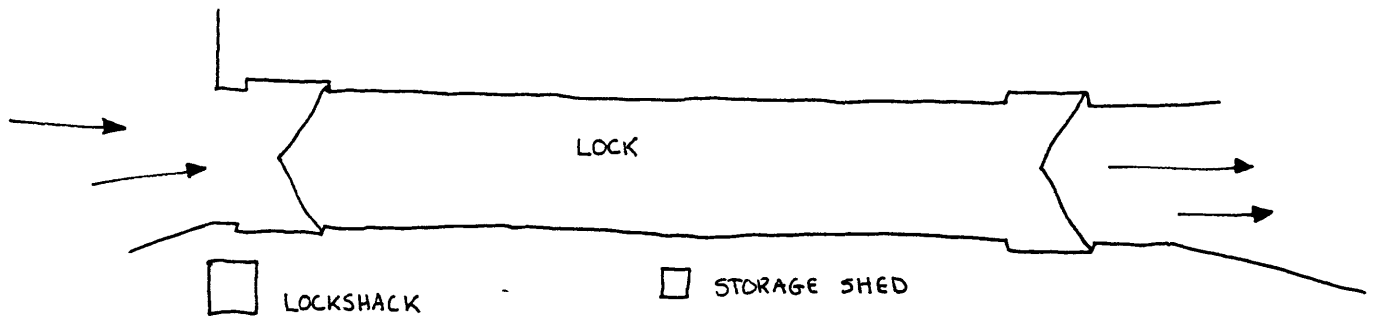


## GUARD LOCK

LITTLE CHUTE LOCKS & DAM HISTORIC DISTRICT

Waterway Resources of the Lower Fox River

SKETCH MAP



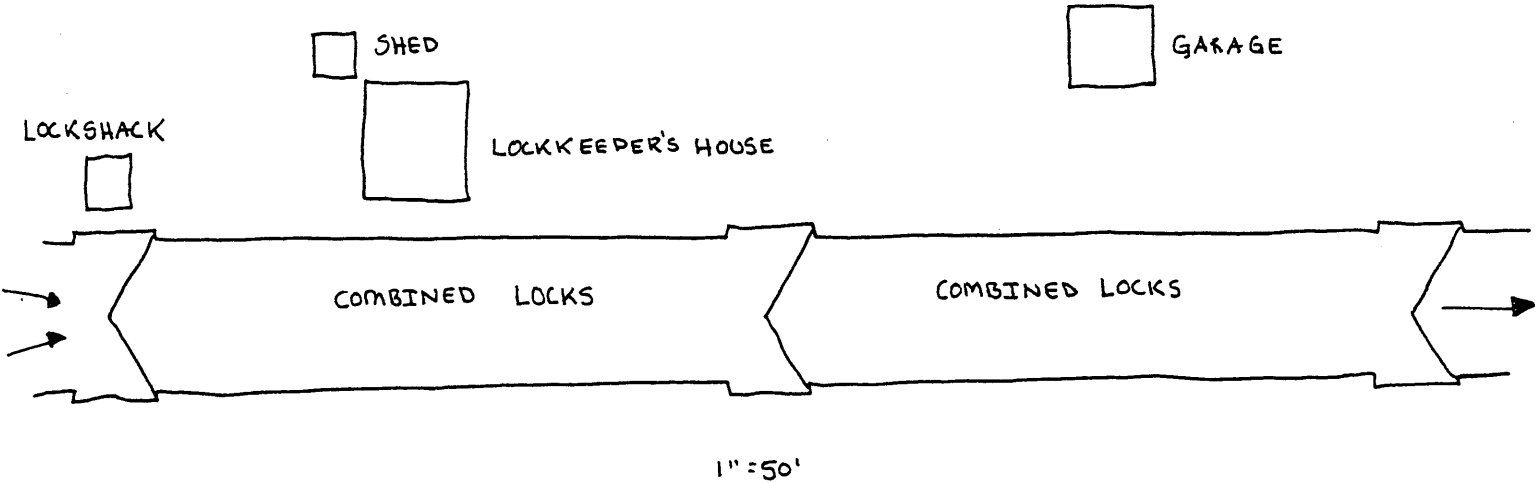
1" = 50'

LITTLE CHUTE LOCK #2

LITTLE CHUTE LOCKS & DAM HISTORIC DISTRICT

Waterway Resources of the Lower Fox River

SKETCH MAP



COMBINED LOCKS

LITTLE CHUTE LOCKS & DAM HISTORIC DISTRICT  
Waterway Resources of the Lower Fox River