

2020

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.

1. Name of Property

historic name Mayo's Bar Lock and Dam
other names/site number

2. Location

street & number On the Coosa River, eight miles SW of Rome
city, town Rome (x) vicinity of
county Floyd code GA 115
state Georgia code GA zip code 30161

(n/a) not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	0	6
sites	5	0
structures	1	0
objects	0	0
total	6	6

Contributing resources previously listed in the National Register: 0

Name of related multiple property listing: 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 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 the National Register criteria. () See continuation sheet.

Elizabeth A. Lyon
Signature of certifying official

10/10/89
Date

Elizabeth A. Lyon
Deputy State Historic Preservation Officer,
Georgia Department of Natural Resources

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

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

Entered in the
National Register

entered in the National Register

Shelover Byrum 11/16/89

() determined eligible for the National Register

() determined not eligible for the National Register

() removed from the National Register

() other, explain:

() see continuation sheet

for _____
Signature, Keeper of the National Register Date

6. Function or Use

Historic Functions:

TRANSPORTATION:water-related

Current Functions:

TRANSPORTATION:water-related

7. Description

Architectural Classification:

no style

Materials:

foundation	concrete
walls	concrete/metal
roof	n/a
other	n/a

Description of present and historic physical appearance:

Mayo's Bar Lock and Dam is an early 20th-century river lock and dam. The lock and dam is located on the Coosa River, a major river in northwest Georgia, approximately eight miles southwest of Rome. Originally built, owned, and operated by the U.S. Army Corps of Engineers, the lock and dam is now the centerpiece of a 70 acre county park. This park land contains modern park improvements as well as several historic and prehistoric archaeological sites.

The lock is built of poured concrete measuring 40 x 210 feet with a nine-foot lift. Its steel lock gates were operated manually with a gate strut and gears and valves allowed water in and out of the lock. An upstream guide wall of poured concrete is located on the south side of the river. The dam was constructed using a crib of logs and crossties filled with stone quarried near the site and crosses the river at the upstream end of the lock. A poured concrete levee extends from the dam on the north side of the river. Identified historic archaeological sites associated with the lock and dam include a wharf site and limestone quarry.

Mayo's Bar Lock and Dam was built by the US Army Corps of Engineers during the years 1911 through 1913 as the northernmost point of an extensive navigation system proposed for the Coosa River system between Rome, Georgia and Wetumpka, Alabama. Six locks and dams of similar design were built between the years 1872 and 1917. This northern section of the Coosa River was designed to enable slack water navigation from the headwaters of the Coosa in Rome to the Gulf of Mexico in Mobile Bay. Mayo's Bar Lock and Dam is the only remaining intact structure of the original six.

Mayo's Bar Lock and Dam was built for slack water navigation. The dam was designed to cover upstream obstructions to navigation,

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particularly areas of numerous shoals, such as the shoals at Horseleg Creek in Rome. Construction of the twelve foot dam provided an additional nine feet of water upstream to cover all of the major obstructions between Rome and the dam.

The locks and dams constructed on the Coosa River between 1870 and 1930 are not unique but represent similarity of design for this period of lock construction. No masonry plans have been found on the Mayo's Bar Lock and Dam but it appears that all masonry would have been concrete, possibly along with some locally quarried stone laid in cement. The Pennsylvania Bridge Company, Beaver Falls, Pennsylvania, furnished the steel lock gates, filling and emptying valves and gears for the lock, and is listed in Corps records as the primary contractor for the job.

Plans and documents which have been recovered show the Mayo's Bar Dam to have been a stone-filled crib also similar to those built in other Coosa projects. The dam crosses the river a distance of 209 feet from the base of the lock, and appears to have been 12 feet high at its crest. It was constructed using a frame made of logs and crossties bolted together. This crib was filled with locally quarried rocks sealed with puddling, a cement made with gravel and clay. It is thought that most early dams were capped with wood, however there is no remaining evidence of this at Mayo's Bar. There is evidence of a concrete cap, which may have been added later according to the Corps of Engineers.

Cost proposals for construction of Mayo's Bar Lock and Dam dating from 1908 project a cost of \$233,456 for a lock 272' overall by 40' with a nine foot lift. This estimate includes cost figures for lock masonry, gates, maneuvering gear, valves and gear, excavation for foundation, miscellaneous fittings, excavation for land and wing walls, backfill behind land wall, stone paving, dam, abutment, guide pier, reservation, and lock house.

The layout for the bar lock and dam shows a cofferdam, 120' x 345' to be built around the lock construction area. Cofferdams were often built of wood, and were temporary structures. River water was removed from within the cofferdam by sump pumps so that excavation and construction on the lock could be done. Construction began with erection of temporary structures, including the cofferdam, delivery system, residences, boiler house, cement house, supply house and blacksmith shop. Construction of the lock followed, including excavation, foundation and wall construction. Gates and operating equipment were added last.

Dam construction followed construction of the lock, with the levee system on the north side of the river being built last. Rocks for the

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dam were quarried on the reserve at a site just north of the lock location. The lock was opened for navigation on September 22, 1913, although construction continued through 1915, when the levee on the north side of the Coosa was completed. A lock master's house and barn were also constructed but no longer remain on the property.

Mayo's lock enabled boat traffic to go around the dam. A boat coming downstream from Rome would enter the lock through the upstream miter gates after the lock had been filled with water level to the height of the dam. This was accomplished by opening a butterfly valve at the upstream end of the lock which allowed upstream water to enter the lock through a system of culverts at the base of the lock wall. The miter gate was opened by manually turning a gear attached to the gate strut. Upstream gates were closed after the boat entered the lock chamber. Downstream butterfly valves were then opened to allow water to escape downstream through the culvert system until the water inside the lock was level with water downstream. Downstream miter gates were then opened manually and the boat passed through the lock.

The lock has been inoperable since 1941. Currently, rehabilitation is being considered in order to allow recreational boat traffic from Rome to Lake Weiss, Alabama. The dam still impounds water during low water for Rome's water supply, however a section near the lock wall has been washed away. Mayo's Bar Lock and Dam property is part of the Floyd County Recreational Authority and now serves as a county park and campground. Also located within the district are recent park improvements such as camp sites, nature trails, a boat ramp and floating docks, a picnic shelter and bandstand, a playground, and camp store. One of the nature trails leads to a high bluff on the river's edge which was the quarry area for rock for the lock and dam construction. Most of the surrounding area is wooded with indigenous pines and hardwoods. Plant materials include a number of native azaleas.

A cultural resource survey conducted in 1985 reported three significant prehistoric archaeological sites which are also located within the historic district. The first site is a small levee ridge located east of the lock. The cultural material studied includes a projectile point/knife suggesting an Early or Middle Archaic component. The second site reveals Mississippian sherds within the top 20 cm in the sample. The site is considered the largest and potentially the most significant aboriginal site within the project area. The third site is a small levee along the Coosa River with the highest artifact density of any site found in the project area.

The lock and dam are focal points of the park. The lock set high above the Coosa River serves as an observation point from which the expanse of the river can be observed. Changes to the lock structure

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include the addition of guard rails for safety reasons and the construction of a bridge crossing the center of the lock for access for fishing. In 1969, steel plates were added over the gears in four locations for safety reasons. Noncontributing buildings and sites are from the park improvements made during the last 30 years.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria:

A B C D

Criteria Considerations (Exceptions): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

archaeology
engineering
transportation

Period of Significance:

8000-800 B.C. (archaeology)
900-1540 A.D. (archaeology)
1911-1915 A.D. (lock and dam construction)

Significant Dates:

1911-1915 A.D.

Cultural Affiliation:

Early-Middle Archaic
Late Mississippian

Architect(s)/Builder(s):

US Army Corp of Engineers

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Significance of property, justification of criteria, criteria considerations, and areas and periods of significance noted above:

Narrative statement of significance (areas of significance)

Mayo's Bar Lock and Dam was built by the US Army Corps of Engineers as the northernmost point of a navigation system that facilitated commercial steamboat transportation on the Coosa River up to the city of Rome. This historic district is significant in the areas of archaeology, engineering, and transportation.

In terms of transportation Mayo's Bar Lock and Dam is a symbol of the national canal era. Construction of the lock and dam were in attempts to salvage the decline of river transportation. The lock and dam shows the federal government's regard for the potential of the Coosa Valley region at that time. The fact that little navigation remained at the time the lock became operable should not preclude the significance of the Coosa River, with the lock and dam as the only remaining physical reminder, of regional transportation during Rome's early years. As regional hub of the Coosa Valley, Rome and Floyd County's early growth depended to a large extent on river transportation, as did the survival and growth of rural communities in Alabama. Mayo's Bar Lock and Dam serve as perhaps the best reminder of that dependency on the rivers for transporting goods in the Coosa Valley Region. The lock and dam helped facilitate the transportation of goods up the river to Rome to be sent by rail to Atlanta and other markets. The lock and dam operated from 1913 to 1941, with steamboats first carrying agricultural products and later mostly passengers.

The district is significant in engineering as a representative of the method of engineering and construction of locks and dams at that time. The Mayo's Bar site is regionally important as the only representative structurally intact lock and dam remaining on the Coosa River system. It is also the oldest lock, over 75 years old, in Georgia. Although the engineering and construction of Mayo's Bar Lock and Dam is not unique, it is one of the few remaining examples of its kind and remains in fairly good condition. The lock and dam property represents an intact example of early 20th century river lock and dam construction.

In the area of archaeology the district is significant for containing preserved subsurface cultural deposits that have the potential to provide information about two prehistoric periods, the Early-Middle Archaic and the Late Mississippian. The site labeled 951(SAS)2 by a 1985 cultural resource survey is a small levee ridge approximately 70 m. east of the Mayo lock. Cultural materials uncovered from shovel tests of the alluvial deposit indicate the site is approximately 30 m

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long and 15 m wide. A single heavily modified projectile point/knife suggests an Early or Middle Archaic component. This site contains a low artifact density, however the cultural deposit remains intact. The very high proportion of bifacial thinning flakes in the artifact sample may reflect a specialized activity. The second significant site 951(SAS)3 is located at the eastern end of the historic district and is the largest and potentially the most significant aboriginal site. With the exception of a small area of surface disturbance at the southern edge of the site, all cultural material was recovered from shovel tests. This site is contained within the levee system of the Coosa River and the floodplain of a small stream. The site appears to be a well preserved and stratified site. The small artifact samples recovered from the tests produced few diagnostic artifacts. Sherds, which appear to be late Mississippian, occur only within the top 20 cm in the sample. There were no diagnostic artifacts found below the ceramic zone. The tools and lithic debris recovered from the tests suggest a wide range of activities. The third prehistoric site 9F1(SAS)4 is a small levee site along the Coosa River and contains the highest artifact density. Its location is approximately 50 m east of the 9F1(SAS)2 site. This site covers an area approximately 15 by 30 m. Recovered artifacts consist entirely of chert tools and debris and quartzite cobbles. A large number of cobbles recovered from a concentration near one of the tests indicates the presence of a feature. The shattered condition of several of the cobbles suggests intense heat which would be associated with a stone hearth. The bar lock and dam property is significant for containing two identified historic archaeological sites associated with construction and operation of the early 20th century facility. Historic site 9F1(SAS)5 includes the remains of the wharf and adjoining loading and staging area that were once part of the lock and dam. The area consists of the remains of pilings and an excavated slip. The slip has been cut approximately 2 to 3 m into the river bank. A total of 18 suspected pilings extend for an estimated 5 m from the present river bank. The second site 9F1(SAS)6 consists of an abandoned and overgrown limestone quarry. The pit is approximately 70 m long, 30 m wide and roughly 15 m deep. Both of these sites provide significant aspects to understanding the process of the bar lock and dam's construction and its operation.

National Register Criteria

These areas of significance support this district's eligibility under National Register Criteria A, C, and D.

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Criteria A

Mayo's Bar Lock and Dam meets Criteria A because it is associated with the events that have made a significant contribution to the broad patterns of our history. The early 20th century river bar lock and dam relates to the development along the Coosa River and Floyd County. The US Army Corps of Engineers built a system of locks and dams along the Coosa to establish an extensive navigational system between Rome, Georgia and Wetumpka, Alabama. The historic property remains a symbol of the commercial and economic development of the Coosa Valley. The transportation of Alabama cotton and agricultural products via the Coosa River to Atlanta markets aided in creating a strong trade center for the area. Although construction of the lock system came too late to save commercial steamboat transportation, it does represent the federal government's regard for commerce and trade in the Coosa Valley region.

Criteria C

Mayo's Bar Lock and Dam meets Criteria C as it represents the type of engineering design used during this time period. The historic bar lock and dam is one of six locks of similar design built along the Coosa River between 1872 and 1917. Mayo's Bar Lock and Dam is considered the only remaining intact structure of the original six. The lock and dam is an excellent representative of the method of engineering construction used by the US Army Corps of Engineers and of the type and quality of materials used such as the steel lock gates manufactured by Pennsylvania Bridge Company.

Criteria D

Mayo's Bar Lock and Dam Historic District meets Criteria D because of the surrounding area containing at least three prehistoric and two historic cultural resources that have been identified as yielding important information in prehistory and history. The property has potential to yield aspects that may include identifying processes, construction practices, lifeways, settlement patterns and other facets of development or maintenance of cultural systems. Three identified prehistoric sites have the potential to provide additional information from the Early-Middle Archaic and the Late Mississippian periods. Two additional identified historic sites, a quarry and wharf area, have the potential to provide additional information concerning the early 20th century construction and operational process of Mayo's Bar Lock and Dam.

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Period of significance (justification, if applicable)

8000-800 B.C. (Early-Middle Archaic period)
900-1540 A.D. (Late Mississippian period)
1911-1915 A.D. (bar lock and dam construction)

Contributing/noncontributing resources (explanatory notes)

Contributing:

2 historic and 3 prehistoric archaeological sites (sites)
1 lock and dam (structure)

Noncontributing:

6 nonhistoric campground facilities (buildings)

Developmental history/historic context (if applicable)

Summary of Historical Facts

1. Original Owner: Micajah Mayo - early settler of Rome
2. Subsequent owners:
 - Benjamin F. Hooper - Purchased March 15, 1855
 - Mrs. Mary E. Vann - Purchase date unknown
 - U.S. Army Corps of Engineers - From Mrs. Vann, 1910
 - Floyd County, Georgia - From Army Corps, 1964
3. Original Use: Presumed farm land.
4. Subsequent Uses:
 - Mayo's Bar Lock and Dam Reserve - 1910-1958
 - Lock and Dam Park - 1958-present
5. Architect or Engineer - U.S. Army Corps of Engineers
6. Builder/Contractor - Pennsylvania Bridge Company
Beaver Falls, Pennsylvania
7. Other Artists/Craftsmen: Local laborers
8. Date of Construction - 1911-1915

Historical Narrative

Prehistory: People have always been drawn to the rivers, as a source of drinking water, sustenance and means of communicating with others through convenient transportation. The Coosa River, formed at Rome by the joining of the Etowah and Oostanaula Rivers, is no exception. The area near the Mayo's Bar Lock and Dam is known to have been inhabited prior to 10,000 years ago through archaeological findings in the vicinity of the property.

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Three prehistoric sites on the property comprising the lock and dam reserve were discovered in an 1985 archaeological survey which show the area near the Coosa River to have been occupied by Indians before and during the visit to Floyd County by Hernando deSoto's expedition in 1540.

Early 1800s: In 1799, General John Sevier, of Tennessee, set out in pursuit of a band of Cherokee Indians who had massacred a family near Knoxville, Tennessee. He and his contingent of some 700 men found the Indians in a settlement at the confluence of the Etowah and Oostanaula Rivers, today's Rome. Details of the battle on October 17, 1799 show that the Cherokees were beaten and their chief, Kingfisher, was killed.

Floyd County was central to the Cherokee Nation, which, in 1735, contained as many as 16,000 people. The Cherokees lived along all three rivers in the county, using them as a fishing and hunting ground and a highway. The Etowah, a relatively shallow river, is still marked by some 20 Indian fish weirs. By the time Rome was founded in 1834, the area was inhabited by a number of influential Cherokees, including Cherokee Chiefs Major Ridge, whose home, Chieftains, now a National Historic Landmark, was on the Oostanaula River, and John Ross, born downstream on the Coosa near Centre, Alabama. Major Ridge's plantation was the location of a trading post and river ferry across the Oostanaula. After moving to Rome, Ross operated a ferry at the confluence of the Etowah and Oostanaula. David Vann, a Cherokee sub-chief had settled near the location of Cave Spring in Floyd County, incorporated in 1831. An 1835 census of Cherokees in Floyd County reveals a total of 1,120 Indians, who were listed on the census by the body of water they lived beside, rather than a "street address."

As early as 1821, the "Montgomery Republican" recorded the journey of a keelboat launched on the Tennessee River and either poled or portaged when necessary to complete a voyage from the Tennessee River to the Coosa. This, along with other stories of treacherous voyages through the Cherokee Nation; illustrates the determination of man to move goods at a sometimes great cost. Much of the area covered on such a journey was within the Cherokee Nation, and unsettled by white men. Roads were nonexistent. Either keelboats or flatboats were used to make the trip, with some of them being disassembled at their destination in Alabama.

One study in 1823 records action by the State of Alabama to begin discussion in Congress of improvement of navigation from the Tennessee to the Coosa River by construction of a canal along the portage area.

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This discussion was brought up again twice in 1826 with some action taken in Alabama to raise money for the necessary surveys and work.

Mid-1800s: The movement of white settlers into Floyd County in the early 1800s and the subsequent establishment of Rome as county seat in 1834, along with removal of the Cherokees during the same period, set the stage for increased use of the rivers, especially the Coosa, for the movement of commercial goods and people. The history of the town's early years is also a history of the rivers--its "first business" was the ferry. One author records a rapid economic growth after 1840; Floyd County businesses included mills and foundries, wholesalers of cotton and produce, and numerous commercial enterprises. The town's growth depended to a large extent on the location of a rail line in Kingston, which connected to Rome in 1848. This made possible the movement of goods upstream on the Coosa River via steamboat from Greensport, and Gadsden, Alabama to Rome, where they were transported by rail to Atlanta and other large cities. Rome's Cotton Block on Broad Street was site of a weekly cotton market and a number of businesses related to the trade, cotton warehouses, factors, steamboat owners and builders, and pubs. The Coosa River served as an "inter-state highway system" between Georgia and Alabama.

The first of the steamboats was the U.S.M. Coosa, which brought the mail upstream from Alabama on July 4, 1845. Within two years of this first steamer, in 1847, twelve thousand bales of cotton were brought to Rome by riverboat.

Late 1800s: As many as 50 steamboats operated on the Coosa River between Rome and Greensport, Alabama during the mid to late 1800s. These crafts were mostly stern-wheelers, some as large as 28' beam by 150' length, with flat bottoms. Steamboats performed some gallant runs during the Civil War, carrying cannons and cannonballs, along with other supplies, from the Noble Foundry in Rome, downstream into Alabama. Considering the damage done to Rome during the war it is astounding that the town was as prosperous as it was during the early 1870s.

The steamboats, however, continued to have some difficulty navigating through shoals located throughout the stretch between Rome and Greensport, including the worst of the shoals, Horseleg Shoals, just below Rome. In some cases a "tugboat" was used to pull the steamers over the shoals at Horseleg. Temporary "dams" were constructed by local citizens along the sides of the Coosa to create a deeper pool of water for navigation.

Representatives from Georgia and Alabama continued to petition Congress for some help in making the Coosa-Alabama system navigable

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from Rome to the Gulf of Mexico. Finally, on July 11, 1870, Congress ordered a survey for the Coosa River beginning in September, 1870, in Wetumpka, Alabama. The survey located obstructions to navigation and estimated cost for improving the river from Wetumpka to Greensport, because the stretch between Greensport and Rome was considered navigable in its existing condition. The United States Chief of Engineers Report for 1872 presented the case for improvement of the Coosa, noting that "on the immediate banks of the river, are found heavy and inexhaustible beds of iron ore and all the material necessary for its manufacture--coal, limestone and fire-proof stone, in the greatest abundance." In 1876 Congress granted \$30,000 for improvement of the Coosa, most of which was expended in canal improvement between Rome and Greensport. In a speech to the House Committee on Commerce, Colonel D. S. Printup, of Rome, requested additional assistance for the Coosa project, citing the numerous resources of the Coosa River Valley, including mineral wealth, agricultural production and timber.

Surveys and planning continued on a phased-in basis through 1920, with construction of the six locks and dams beginning at Lock #1 and Lock #2, below Greensport, Alabama, in 1880. Lock #3, also below Greensport, was begun in 1881. Lock #4, near Riverside, Alabama, was built on an off-and-on basis beginning in 1886. Lock #5, also near Riverside, was completed in 1917. Lock #31, at Wetumpka, was started in 1892 but never completed. Construction continued on these projects through the turn-of-the-century and beyond. Locks #1, #2, and #3 were structurally complete and open for navigation by 1890. Lock #4, at Riverside, took 28 years to build, and was not open for navigation until 1914.

Early 1900s: More detailed work was done for Mayo's Bar Lock and Dam in the early 1900s, with economic justification for the project published by the Corps in 1907. A statement of commerce on the Coosa River dated June 30, 1907, shows a total estimated value of freight at \$3.5 million during the fiscal year 1907. From this statement, only four steamboats continued to operate commercially on the Coosa. The location of railroad lines to more and more small communities made river freighting less and less desirable. It should also be noted that, despite continued emphasis on the mineral wealth of the Coosa Valley region, agricultural products formed the bulk of shipments on the steamboats.

In 1908, the Corps performed detail survey work on the Coosa River in Rome and Floyd County, and located several possible locations for a lock and dam. A profile of the river showed the locations of major shoals, and possible sites for the lock and dam were identified and compared.

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A major study by the Corps of the Coosa River along with the Etowah and Tallapoosa Rivers was published in 1909, which continued to press for continued development of the Coosa. Documents from this study continued to emphasize the mineral wealth of the region as a justification for the project.

In June, 1910 Congress authorized construction of a lock and dam at Mayo's Bar. The property for the reservation was also acquired in 1910 and consists of 53 acres on the south side of the Coosa and 17 acres on the north side for a protective levee. The project was completed in 1913 and open for navigation. The structure was named for Micajah Mayo, an early settler of Rome and owner of parcels of property which now form the bulk of the Mayo's bar reserve on the south side of the Coosa River.

Unfortunately, construction of the lock and dam was too late to save commercial steamboating on the Coosa River. By the time of completion, only three commercial boats remained operable on the river between Rome and Greensport, and one of these was the Corps dredgeboat Leota, used to keep the canal free of obstructions. As highways today have impacted use of the railroad for commercial transportation, so the railroads gradually took over the work the steamers did on the riverways. Rome's steamboats gradually turned to transporting passengers rather than goods and were used for church picnics, weddings, hunting and fishing trips. Eventually river traffic dwindled and the lock was finally closed in 1941.

The area was used as a fishing camp between the years 1941 and the 1960s. The property was declared surplus by the Corps and sold to the County in 1964. During the next few years, the County made some park improvements which included construction of a boat ramp, picnic areas, restrooms, a parking lot, and road improvements. However, the bulk of the park development took place between 1985 to the present. Through a grant from the Department of Natural Resources, the Rome-Floyd Recreation Department added an additional number of campsites, a store, a floating dock, nature trails, picnic areas, a bathhouse, and landscaping.

Future rehabilitation plans involving the lock and dam are being considered in order to allow recreational boat traffic between Rome and Lake Weiss, Alabama. Also under consideration is the restoration of the dam in order to provide a greater and cleaner supply of water in Rome.

9. Major Bibliographic References

Hackett, Jan. "Historic District Information Form - Mayo's Bar Lock and Dam." 1988.

Ledbetter, Jerald R. "A Cultural Resources Survey of Lock and Dam Park, Floyd County, Georgia." 1985.

Previous documentation on file (NPS): (x) N/A

- () preliminary determination of individual listing (36 CFR 67) has been requested
- () previously listed in the National Register
- () previously determined eligible by the National Register
- () designated a National Historic Landmark
- () recorded by Historic American Buildings Survey #
- () recorded by Historic American Engineering Record #

Primary location of additional data:

- (x) State historic preservation office
- () Other State Agency
- () Federal agency
- () Local government
- () University
- () Other, Specify Repository:

Georgia Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property 70 acres

UTM References

A) Zone 16 Easting 660170 Northing 3785750
B) Zone 16 Easting 660820 Northing 3786060
C) Zone 16 Easting 661300 Northing 3785210
D) Zone 16 Easting 660400 Northing 3785220

Verbal Boundary Description

The boundaries include the lock, dam, levee structures, and the property surrounding them, both on the south and north side of the Coosa River. The property is marked on the enclosed district sketch map.

Boundary Justification

The boundary encompasses the property historically owned by the US Army Corps of Engineers for development of the bar lock and dam.

11. Form Prepared By

name/title Lisa Raflo, National Register Researcher
organization Historic Preservation Section, Georgia Department of Natural Resources
street & number 205 Butler Street, S.E., Suite 1462
city or town Atlanta **state** Georgia **zip code** 30334
telephone 404-656-2840 **date** 10/3/89

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MAYO'S BAR LOCK AND DAM

Approximately eight miles southwest of Rome

Floyd County, Georgia

Photographer: James R. Lockhart

Negative: Filed with the Georgia Department of Natural Resources

Date Photographed: December 1988

Description:

1 of 8: View of the bar dam section of the Mayo Lock and the Coosa River; photographer facing northeast.

2 of 8: A steel downstream miter gate portion of the Mayo Lock; photographer facing southwest.

3 of 8: Concrete wall of the Mayo Lock downstream view of the Coosa River; photographer facing west.

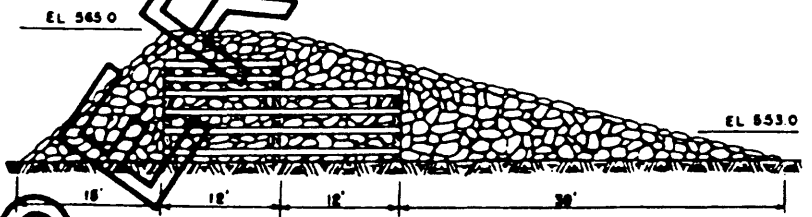
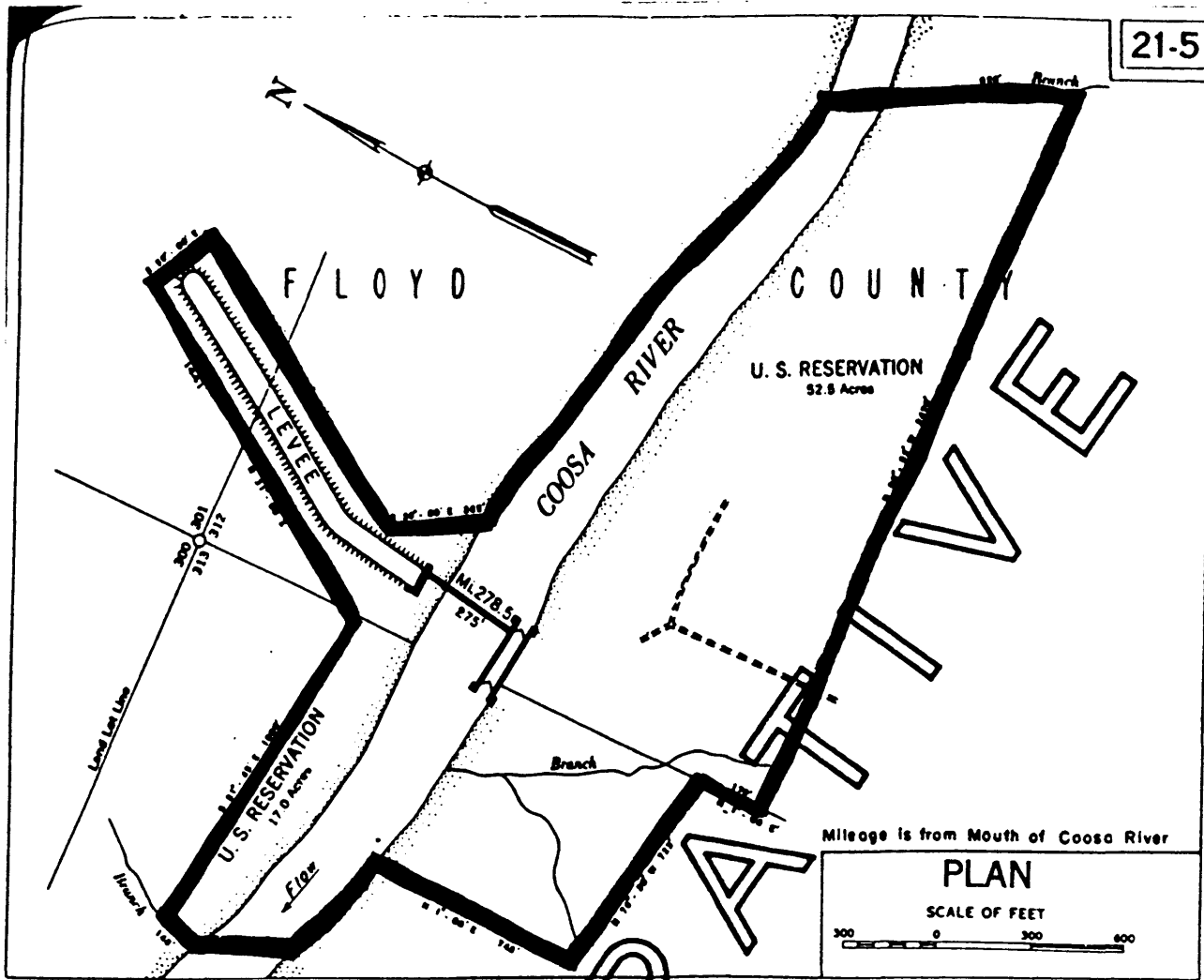
4 of 8: Upstream concrete guide wall for the Mayo Lock; photographer facing west.

5 of 8: View of the steel upstream miter gate and the concrete guide wall for the Mayo Lock; photographer facing northeast.

6 of 8: View of concrete walls and miter gates for the Mayo Lock; photographer facing northwest.

7 of 8: Steel exterior side of the downstream miter gate; photographer facing east.

8 of 8: View of the exterior downstream portion of the Mayo Lock; photographer facing northeast.

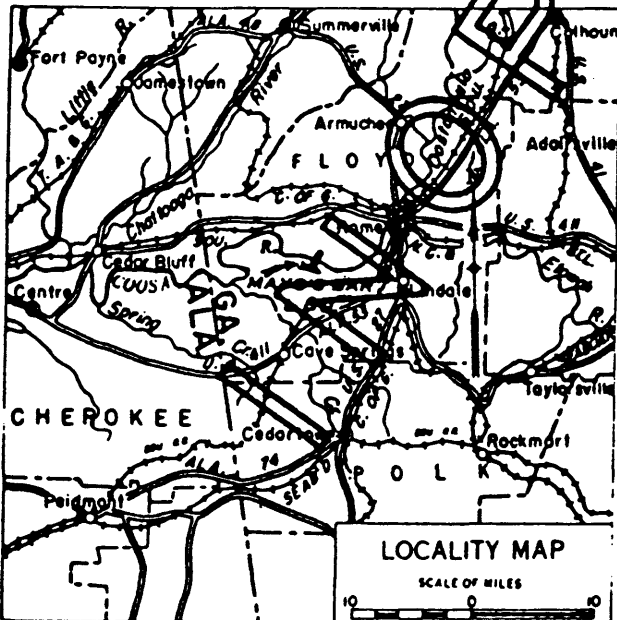


CROSS SECTION OF DAM



Mayo's Bar Lock and Dam, Rome, Floyd Co., Georgia

Map #2
Site Plan
District Boundary



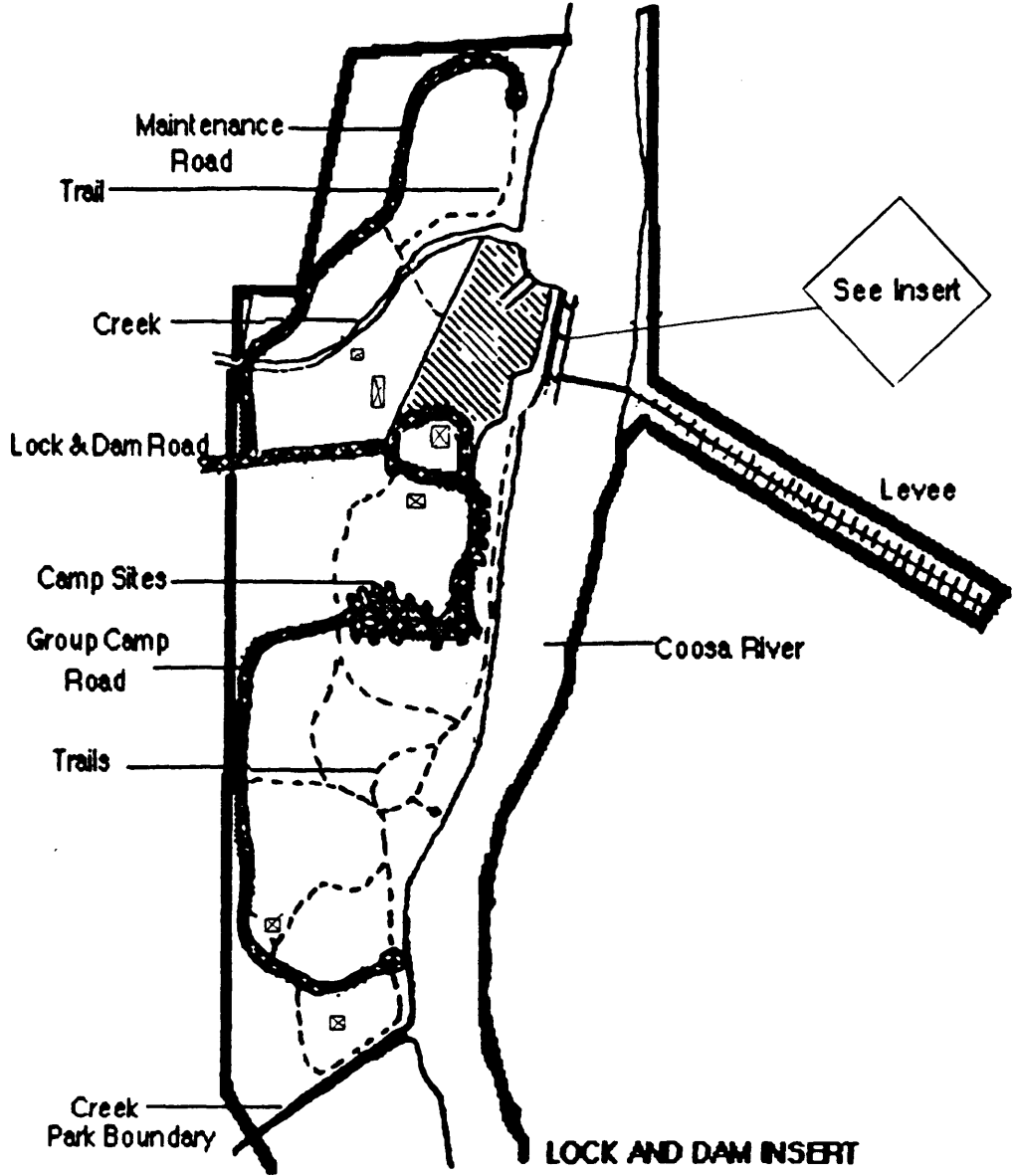
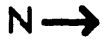
LOCALITY MAP

COOSA RIVER, GA. & ALA. LOCK AT MAYO'S BAR, GA.

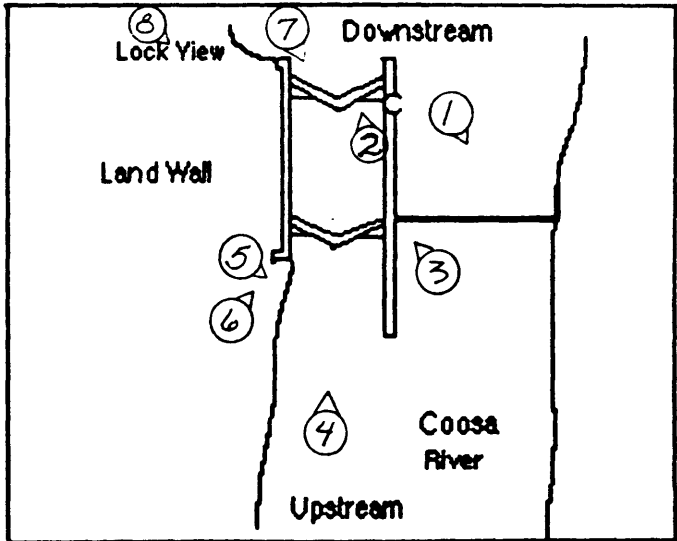
REVISED TO 30 JUNE 1950

OFFICE OF THE DISTRICT ENGINEER
MOBILE, ALABAMA

MAYO'S BAR LOCK AND DAM PARK



LOCK AND DAM INSERT

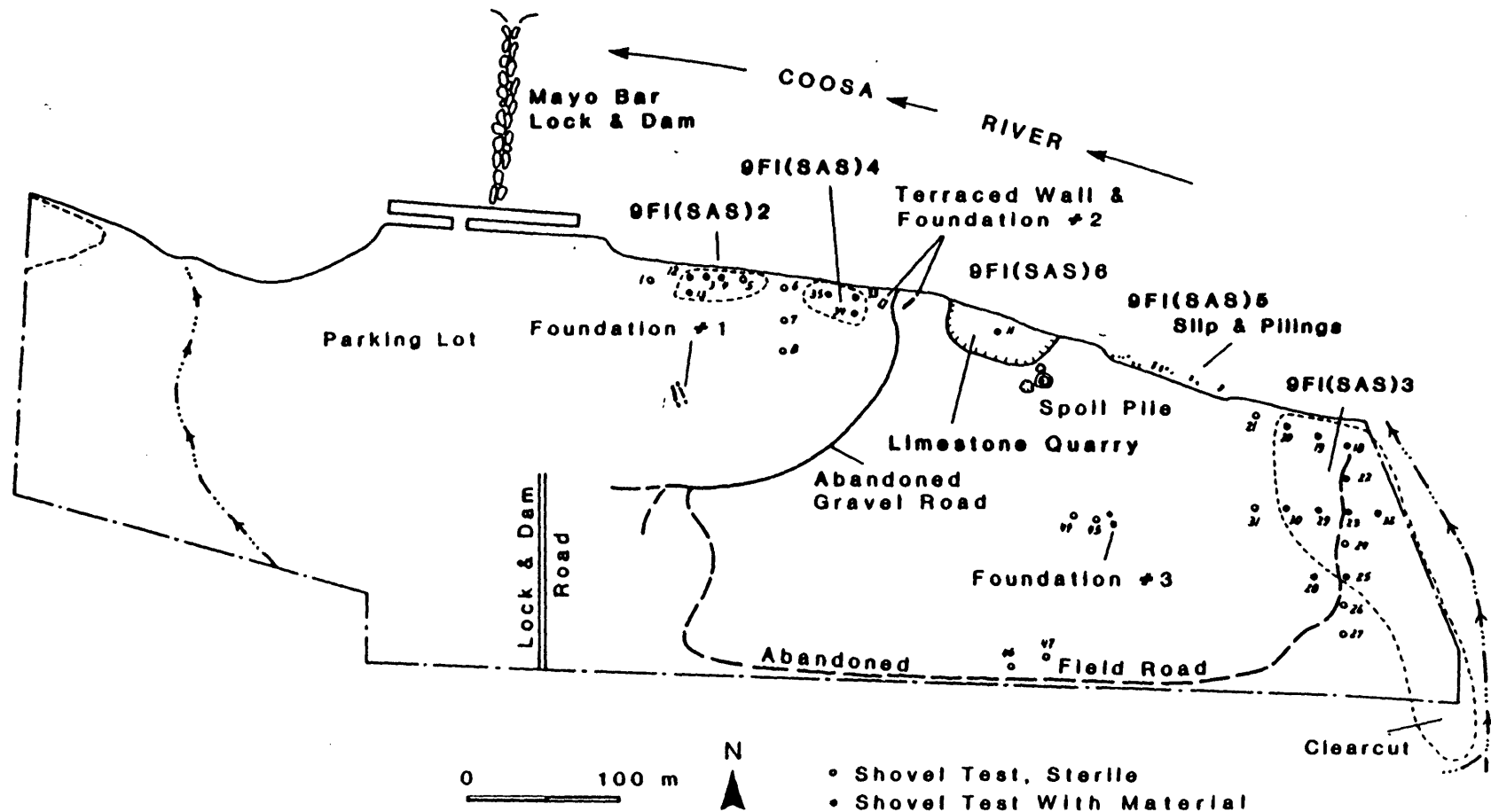


-NOT TO SCALE-

Mayo's Bar Lock and Dam, Rome, Floyd Co., Georgia

Map #3
Sketch Map

Photographs: locations indicated by ③
Noncontributing property ☒



Mayo's Bar Lock and Dam, Rome, Floyd Co.,
Georgia

Map #4 - Archaeological Sites Map

9F1(SAS)2 } Prehistoric
 9F1(SAS)3 }
 9F1(SAS)4 }

9F1(SAS)5 } Historic
 9F1(SAS)6 }