

# ALONG THE TOWPATH

Vol. I No. 1

20 March 1970

## ALONG THE TOWPATH WALKERS ON THE MOVE

The first newsletter of the Level Walkers, called The Level Walker, was published twice, once in 1960 and once in 1961 by our first Chairman, Orville Crowder. A newsletter was a good idea then and it seems an even better idea now. Perhaps the most frustrating feature of any group is its inability to communicate effectively. A newsletter is probably the most practical means of communicating each month or so. Just how effective Along the Towpath, our new newsletter will be, will depend largely on the interesting information and imaginative ideas which I am sure will be provided by each of you.

Our editorial policy is very simple: "To provide a means of exchanging information and ideas regarding the Chesapeake and Ohio Canal and related matters." Each issue of Along the Towpath will contain a "section of the Month"; "Level Walkers Report" - information provided by Level Walkers; observations from your Chairman, based primarily on correspondence and conversations with those outside the Level Walkers; and articles of current interest. Please give us your support.

At the Annual Reunion of the Chesapeake and Ohio Canal Association in Berkeley Springs last spring, we decided that it was high time for the Level Walkers to "fish or cut bait," as it had been several years since we had been really active. Tom Hahn was appointed Level Walker Chairman and the Level Walkers were off and running, (admittedly a bit slowly.)

Before deciding where we were going and what we were going to do, we decided to see just whom and where we were. Using the original Level Walker listing (of 1960,) an attempt was made to contact each person therein to determine which Level Walkers were able and or willing to retain their sections. From persons indicating an interest in the Level Walkers at last spring's Banquet; the Questionnaires from August's C & O Canaller; the listing of "active" Level Walkers; and those who had written in or to whom reference had been made by Level Walkers, new assignments were made and old assignments confirmed. Wherein possible, assignments were made to the individuals; choice of section or area. (Continued on next page)



## LEVEL WALKER REPORTING

The Level Walker Report provided on each section at least twice a year has been the central portion of our reporting program in the past and will continue to play a key part in the future. A Revised Report Form is attached to this newsletter. This form contains the salient features of reporting guidance for that which is required or needed to be reported.

Over the past several months Level Walkers have been provided with a set of notes on each section. Those notes were provided through the generosity of Orville Crowder of Harpers Ferry and each section's notes represent a portion of the 200 plus pages he assembled after years of work about 10 years ago in preparation of The Towpath Guide (unpublished.) The notes still represent the core of C&O Canal data on a mile-age basis and it is for that reason that we are using the notes. You may be interested in knowing that the accurate measurements were made by Mr. Crowder using a measuring wheel over the entire length of the Canal. His measurements will remain the key pivotal points of our reporting. The revision of the notes, updating, adding on, etc., will give us a complete, accurate description of the Canal and towpath on a mile-by-mile basis. The end result of these data collected in one volume is not known at this point. Your interest in the project will represent the only collection of its kind on the C&O Canal and will serve as a data base for various future projects.

It is recommended that each Level Walker as soon as possible provide a complete set of notes on his section, keyed to the correction and updating of the Crowder material, but certainly not limited by it. Include all information you think would be of interest to Level Walkers and others using the towpath. Mileage references should be the same or approximate Mr. Crowder's

material. The Level Walker Reports can then be used to update the basic report.

Please note the Section of the Month this issue. The Georgetown (Tidal Lock to Old Boat Incline) was chosen not because it is the first section of the Canal (and a very interesting one at that,) but because the report Miss Rae T. Lewis has provided represents just what it is hoped each Level Walker will provide. You can't go far wrong if you use Miss Lewis' report as a model. It is also an interesting blend with Orville Crowder's notes. Any questions you might have on information contained in the Section of the Month should be referred to the assigned Level Walker and the Level Walker Chairman.

There will be at times special requests for additional work on reporting on your sections. For example, Level Walkers whose sections are between Seneca and Glen Echo have been sent information to update with the hopes that it can be provided to hikers on our Annual Reunion Hike over that area in April. Those involved are reminded that their material is needed ASAP (Navy jingo for As Soon As Possible) so that we can be ready.

Good hiking! Please tell us what happened and what you saw.  
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(Walkers on the Move continued)

In all, 34 new assignments were made and 17 sections, mostly above Hancock, remain unassigned. Queries regarding section assignments should be made to the Level Walker Chairman.

Two basic requirements were made clear to all: active (continued membership in the C & O Canal Association and a report on each section assigned at least twice a year were necessary to become and remain a Level Walker.

This then is the stage at which we find ourselves. We know quite well who we are and fairly well where we are, now we need to decide where we are going and why.



# SECTION OF THE MONTH

## GEORGETOWN TIDAL LOCK - OLD BOAT INCLINE

### LEVEL WALKERS :

Miss Rae T. LEWIS Miss Carrie JOHNSON

MAPS: U.S. Geological Survey 7½' quads, scale 1:24,000 (1 inch equals 3/8 mile): "Washington West" (1965) 50¢ (phone Map Distribution, 557-1221 for information on mail order.)

Potomac Area Council, American Youth Hostels, set of maps for entire Canal. 1967. \$1.75 1501 - 16th St., N. W. 20036. Data on access and facilities along Canal, as well as landmarks, mileage, etc. Pages 8½ x 11". Maps # 2 and # 2 for this section of Canal.

ACCESS TO TOWPATH: At Rock Creek, 29th, 30th, Thomas Jefferson, and 31st Streets. Towpath then proceeds beneath Wisconsin Avenue bridge and there is no access again until 33rd Street and Potomac Street and then it is only by footbridge across Canal into industrial area and thence toward Key Bridge to join towpath at crossover bridge at 34th Street. There is a turf ramp from M Street, parallel with it and with the Canal, above Key Bridge; but it is necessary to walk back to the crossover to get on the towpath. Steps lead to towpath from east side of Key Bridge. Next access is from Canal Road through Foundry underpass beneath Canal. Parking is extremely limited.

GOOD BUS SERVICE is available as follows: To alight or board on M between 29th and Wisconsin, Routes 32, 34, 36 (Friendship Heights: Shipley Terrace, Naylor Gardens, Hillcrest) or 30 (Harrison Street: 1th and Pennsylvania Ave., S. E.) To alight or board on M Street west of Wisconsin, Route 38 (Rosslyn: Union Station). 34th Street is last stop on M going west, before bus crosses Key Bridge.

.00 GEORGETOWN TIDAL LOCK. Measurements of towpath mileage begin on the east bank of Rock Creek, where it empties into the Potomac River, at a point directly opposite the C&O Canal Tidewater Lock. This point is located close to Rock Creek Parkway.

Tidewater Lock is reached by driving into parking area of Thompson Water Sport Center (there's a bridge across Rock Creek here.) Walk to southeast side of the building to see Lock. The Tidewater Lock, as the name implies, permitted Canal barges to pass between the fluctuating level of the Potomac and the controlled level of Rock Creek Basin. The Tidewater Lock was the "zero milestone" from which mileages herein are calculated (to lower end of each lock,) as well as mileages in the AYH maps. Heavy cross timber replaces the old lock gates, but original masonry remains.

Immediately to the east of the Tidewater Lock is the mouth of Rock Creek and some timbers here are the remains of a mole which formed the Basin from which the C&O or western branch of the Washington City Canal proceeded. A city canal had been included in L'Enfant's plans for Washinton, the western terminus to be at the mouth of Tiber Creek, now 17th & Constitution Avenue. Between 1791 and 1802 there was talk and more talk. After incorporation of Washington Canal Co. by act of Congress, financing was a (continued on next page)



big problem and work was very slow. The War of 1812 delayed matters, but finally in late 1815, the city canal was formally opened for boats drawing three feet or less. Severe maintenance problems ensued - if Potomac tide was high, water flowed over canal banks; if low, the canal was not navigable because of debris. Canal Co. was in debt when city bought it in 1831. This was an era of canal fever all over U. S. and Washingtonians wanted to be connected to the rich resources of the west. BUT the C&O Canal stopped at Georgetown. The city heads wanted Washington to be the eastern terminus of the C&O via a branch canal. C&O Canal directors were cool to building a branch at their expense, but got the message when informed: "If no Washington branch from C&O, Washington wouldn't pay its million dollar subscription to C&O Canal." The eastern extension of the C&O Canal was connected in 1833 - it was built and owned by C&O and extended from Rock Creek along 27th Street to present Constitution Avenue, turning east to connect with City Canal at 17th Street. One result was that the larger and much more substantial barges used on the C&O Canal came into the Washington City Canal, carrying goods from the Potomac Valley to the then City Market and to the Eastern Branch. They were locked from the eastern branch of the C&O Canal into the City Canal at 17th Street where the lockkeeper's house still stands (now a comfort station.) In 1928 a bronze tablet was placed on the building:

"Lockkeeper's house, formerly the Eastern terminus of the Chesapeake and Ohio Canal, erected about 1835. The Canal passed along the present line of B Street in front of the house, emptying into Tiber Creek and Potomac River. July 4, 1928

(100th anniversary of opening of Canal)"

The eastern branch was used for a couple of decades, but was allowed to fall into decay as the City Canal continued to have problems: need for repairs and improvements; sharp controversies between city, contractors, engineers, etc.; political football. The branch did not survive the Civil War.

ROCK CREEK BASIN, that area between the Tidewater Lock and mole at its mouth to the lift locks of the Canal itself, was a "passageway" for the barges (and also the means by which water from Dam #1 eventually passed into eastern branch, as well as serving the Tidewater Lock.) Mules were left on land as the C&O loaded barges were taken through the Lock into the Potomac and thence towed to the Georgetown waterfront to be unloaded. On being emptied, they retraced their route, locking from the River back into the Basin and proceeding to Lock #1, one-third mile upstream to head back westward. The C&O Canal Co. acquired riparian rights to that area of Rock Creek.

Today, in walking from Tidewater Lock, it is necessary to follow along the west side of Rock Creek Parkway. Amidst all the construction of the past few years, there are bits of woods along Rock Creek where there are a few hawthorne, dogwood, red maple and sycamore trees as well as box elder, seen in abundance later on the towpath. Rock Creek crosses beneath the Parkway so that it is possible to step off the Parkway shoulder on to the towpath.

0.31 To right, almost hidden by two branches of freeway above, are ruins of Godey's Limekilns. Here, from 1833 to 1908, lime was made from limestone brought down the C&O Canal from quarries above Seneca.

0.34 Fine view, left up the tier for first four locks.

0.35 Turn into trail following north bank of Canal. (Cont'd next page)



0.36 Bronze tablet on rock to right:

"One of the best preserved and least altered of old American Canals, the Chesapeake and Ohio grew from Washington's vision of linking the valleys of the early west with the east by "ties of communication". The Potomac Company fostered by Washington to improve navigation of the Potomac, transferred its rights in 1828 to the Chesapeake and Ohio Company organized to connect the Ohio at Pittsburgh with Georgetown by a continuous canal. In October 1850 after 185 miles were built, the construction ceased at Cumberland. Until 1924 trade continued on the old canal. Today it is a memorial to national progress and the canal era. Erected 1942 by District of Columbia DAR/National Park Service, U. S. Department of the Interior"

0.38 LOCK No. 1. First of a very picturesque series of four locks which raised the Canal to the Georgetown level. Each lock has a lift of eight feet, as do most of the 75 locks on the Canal. These first four are, according to the Engineers' Report of 1833, constructed of Aquia Creek freestone." All the gates exist and there is a good basin.

(Present names of streets will be followed in parentheses by old Georgetown names.)

At 29th Street (Green Street) there is a plain functional bridge. On north side of "intersection" with Canal are Gas Co. parking lot for trucks on northeast "corner", Gas Co. building on other; on southeast is U. S. West Heating Plant, built 1946; opposite is District Lithograph Co.

0.42 LOCK No. 2. All gates exist.

0.48 30th Street (Washington Street) bridge is plain, functional. On north side, Gas Co. building on one corner, small attractive park on other. Here there is a tablet on small rock:

"Georgetown Historical District has been designated a Registered National Historical Landmark. Under the provisions of the Historic Sites Act of August 21, 1935, this site possesses exceptional value in commemorating and illustrating the history of the United States.

U. S. Department of the Interior, National Park Service 1967"

On south of bridge, an empty lot is on east and a Gas Co. property on west corner. Along Canal here on grassy slope are some Park Service benches beneath weeping willow trees.

0.49 LOCK No. 3. All gates exist and it is obviously operative as the Canal Clipper (sightseeing barge) was put on cradles on south bank of basin below Lock 3 after close of season in fall of 1969.

0.51 Area for boarding the Canal Clipper. Brick pavement is interspersed with pleasant flower beds, small trees and Park benches. there is usually someone sunning or reading or eating lunch on clear days in all seasons. National Capital Parks provides the covered sightseeing barge which in 1969 operated on Saturdays, Sundays and holidays at 10 a.m. and 2 p.m. (Cont'd next page)



The trips are about two hours long, going as far as a point about opposite Three Sisters in the Potomac. Fee: \$1.50, adults. \$.90 for children 12 and under. For information, including charter trips, call FE 7-8080. 19,372 passengers were carried in the 1969 season. Mules pull the barge and the highlight of the trip is being locked through Lock #4 in each direction. A Park Service man is aboard to answer questions and note points of interest.

0.53 Thomas Jefferson Street bridge, also plain. On south side of Canal, Jefferson Spring Service occupies both corners. On northwest corner is old Masonic Lodge, used by Potomac Lodge No. 5 from about 1810 (when cornerstone laid) to 1840. It is now office Doxiadis Associates, city planners. A residence on northeast corner.

0.54 LOCK No. 4. All gates exist. Towpath here has old rounded cobblestones to 31st Street and is lined with small homes. A white board fence slopes up to 31st Street, "tying" the houses on the right and the old lock on the left into a composition which has made this, without exception, the most photographed, sketched and painted scene on the entire Canal.

0.59 31st Street (Congress Street) bridge is plain, functional. BUT it is distinctive because beneath it the Canal is divided by a structural wall for "two-way traffic." On northeast corner of street intersection (at end of row of towpath residences mentioned above) is "Tow Path Apartments." This building was one built by the C&O Canal Co. in 1830 and used by it until the demise of the Canal. Opposite is a large building under construction called "Canal Square." On south side of Canal, offices of Knoll Associates are on east and opposite is the Canal Building, an office structure built a few years ago.

From 31st West, while the towpath continues on the same level, the street levels are considerably higher to a point west of Key Bridge. The towpath has now become about 35" higher than the level of the Potomac River.

0.68 Wisconsin Avenue (High Street) passes over the Canal on a fine stone arch bridge. The height of these bridges was once a major problem for the Canal Co. Originally built to standards prevailing on the Erie Canal, they allowed a clearance of only eight feet above the normal level of the Canal. But boats became larger, and while it was possible for them to pass under the bridges loaded, they could return empty only when the water level in the Canal was dropped. The resulting traffic jam blocked access to the Rock Creek Basin, and made it necessary for most tidewater-bound boats to pass over the aqueduct at the present location of the old Aqueduct abutment and reach the Potomac River through the Alexandria Canal. In 1851 the Canal Company proposed to raise the bridges, but customary lack of funds delayed the improvement from year to year. During the Civil War, when the Government took over the Potomac Aqueduct, Congress appropriated \$13,000 to raise the bridges, and at the end of the war the work was finally accomplished. On Wisconsin Avenue, on the south side of the Canal to the east, stands Grace Protestant Episcopal Church, the only church in the waterfront area, which began as a mission for boatmen and C&O Canal Workers in the mid-1800's. (Continued next issue)



# CHESAPEAKE & OHIO CANAL ASSOCIATION

Mileage\*

To

Date of Report

## LEVEL WALKER REPORT

SECTION: From \_\_\_\_\_ to \_\_\_\_\_

LEVEL WALKER: Name \_\_\_\_\_ Phone \_\_\_\_\_  
(or member) Address \_\_\_\_\_

DATE(S) of visits to section: \_\_\_\_\_

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Please enter on back, or second blank sheet as necessary:

1. HISTORICAL accounts of various locks, aqueducts and all structures relating to the canal. Personal interviews with canallers or those living near the towpath or having an association with the canal in the past. References available: libraries, publications, museums, etc. Evidence of past cultures (Indians).
2. PHYSICAL condition of the towpath, canal bed (note whether watered), locks, aqueducts, basins, lockkeepers' houses, crossovers, recreation facilities, parking facilities. Record location and sketch stone mason marks in the various canal structures. Photos and sketches of any of the above would be particularly useful.
3. Recording of NATURAL resources. Record all plants when in bloom (including when-- including trees and shrubs), birds, reptiles and amphibians, insects and mammals seen along the towpath. For fauna, record (where possible) season and abundance using the following symbols: Be sure, don't guess:

|                               |                |
|-------------------------------|----------------|
| S -Spring (March-May)         | a - abundant   |
| Su-Summer (June-August)       | c - common     |
| F -Fall (September-November)  | u - uncommon   |
| W -Winter (December-February) | o - occasional |
|                               | r - rare       |

Geology, paleontology and all other allied fields are of interest as well.

4. USAGE of the canal area. Visitor concentration points. Location, time of day, number of vehicles or visitors and recreation carried on (fishing, hiking, birding, boating.)

REPORTS DUE 30 June and 31 December. Individual reports by Level Walkers or Members welcomed at any time. Please mail to CAPT TOM HAHN, USN, Level Walker Chairman, C&O Canal Association, 7845 Galt St., Ft. Meade, Maryland 20755

\* Official beginning and end of section

M. B. PLEASE REFER TO MILEAGES USED IN DETAILED NOTES PROVIDED ON EACH SECTION ( TO BE FURNISHED TO EACH LEVEL WALKER).



DIRECTORY OF  
LEVEL WALKERS

Miles from  
Washington

16.6 SWAINS LOCK TO PENNYFIELD

Section 8

Edwin F. Wesely  
7101 Ridgewood Avenue  
Chevy Chase, Md. 20015  
OL2-3119

.0 GEORGETOWN TIDAL LOCK TO  
OLD BOAT INCLINE

Section 1

Miss Rae T. Lewis  
Box 5532 Friendship Sta.  
Washington, D. C. 20016  
WO6-3310

Miss Carrie Johnson  
2713 P Street NW  
Washington, D. C. 20007

2.1 OLD BOAT INCLINE TO LOCK 5

Section 2

William M. Johnson  
1722 M Street NW  
Washington, D. C. 20036  
ME8-2485

5.0 LOCK 5 TO CABIN JOHN CREEK

Section 3

Philip J. Stone  
3023 Macomb Street NW  
Washington, D. C. 20008  
(H) WO6-0220 (B) 629-2883

7.5 CABIN JOHN CREEK TO LOCK 14

Section 4

Dr. Kenneth Phifer  
5706 Wainwright Avenue  
Rockville, Md. 20851  
762-1498

9.5 LOCK 14 TO CROPLEY

Section 5

Robert N. Greenberg  
7012 Braeburn Place  
Bethesda, Maryland 20034  
(H) 365-5644 (B) 365-4141

12.3 CROPLEY TO GREAT FALLS (LK 20)

Section 6

James E. Putman  
413 Circle Avenue  
Takoma Park, Md. 20012  
270-6592

14.3 GREAT FALLS TO SWAINS LOCK

Section 7

Dail Doucette  
1737 Que Street NW  
Washington, D. C. 20009  
667-6660

19.6 PENNYFIELD TO SENECA AQUEDUCT

Section 9

Justice William O. Douglas  
U. S. Supreme Court  
Washington, D. C.  
EX3-1640

Mrs. John (Peg) Frankel  
9121 Burdette Road  
Bethesda, Md. 20034  
469-8195

22.8 SENECA AQUEDUCT TO TENFOOT ISLD

Section 10

Dr. Eugene C. Weinbach  
3303 Pendleton Drive  
Silver Spring, Md. 200902  
(H) 949-5926 (B) 496-3280

25.0 TENFOOT ISLD TO SYCAMORE LAND.

Section 11

Grant Conway  
6032 Broad Street Brookmont  
Washington, D. C. 20016  
229-2465

27.2 SYCAMORE LANDING TO EDWARDS FY

Section 12

William C. Clague  
6015 Walhonding Road  
Washington, D. C. 20016

30.8 EDWARDS FY TO FT HARRISON ISLD

Section 13

Constant Southworth  
4000 Cathedral Avenue NW  
Washington, D. C. 20016  
FE8-8012

33.2 FT HARRISON ISLD TO WHITES FY

Section 14

John E. Connor  
1805 Brewton Court  
District Heights, Md. 20028

35.5 WHITES FERRY TO LOCK 26

Section 15

Alburn J. Kennedy  
5862 Arlington Boulevard  
Arlington, Va. 22204  
671-4249



|   |   |
|---|---|
| 39.4 LOCK 26 TO MONOCACY AQUEDUCT<br>Section 16<br>Anson C. Courter<br>2603 Naylor Road SE APT 301<br>Washington, D. C. 20020<br>581-0553               | 65.1 DARGAN QUARRY TO MT LOCK(LK37)<br>Section 25<br>Gabriel H. L. Jacobs<br>11619 Danville Drive<br>Rockville, Md. 20852<br>881-7247 |
| 42.2 MONOCACY AQUEDUCT TO NOLANDS FY<br>Section 17<br>Ray P. Teele<br>3713 Jenier Street NW<br>Washington, D. C. 20015<br>W06-1990                      | 67.0 MT LOCK TO ANTIETAM AQUEDUCT<br>Section 26<br><br>Unassigned   |
| 44.6 NOLANDS FERRY TO POINT OF ROCKS<br>Section 18<br>George C. Kline<br>106 W. 14th Street<br>Frederick, Md. 21701<br>(H) 663-6788 (B) FT Detrick 4122 | 69.4 ANTIETAM AQUE TO SHEPHERDSTOWN<br>Section 27<br>Kenneth S. Rollins<br>113 Valley Road<br>Brookmont, Md. 20016<br>OL4-0512        |
| 48.2 POINT OF ROCKS TO CATOCTIN AQUE<br>Section 19<br>Lyman Stucker<br>2811 Farm Road<br>Alexandria, Va.<br>KI9-2537                                    | 72.8 SHEPHERDSTOWN TO LOCK 39<br>Section 28<br>John C. Frye<br>Gapland, Md. 21736   |
| 51.5 CATOCTIN AQUE TO BRUNSWICK(LK30)<br>Section 20<br>Herbert E. White<br>Big Woods Road<br>Dickerson, Md.   | 74.0 LOCK 39 TO SNYDERS LANDING<br>Section 29<br>Carl Linden<br>408 Hillsmere Drive<br>Annapolis, Md. 21403                           |
| 55.0 BRUNSWICK TO WEVERTON (LOCK 31)<br>Section 21<br>Albert T. Swann, Jr.<br>106 Country Club Drive<br>Glen Burnie, Md. 21061                          | 76.7 SNYDERS LANDING TO LOCK 40<br>Section 30<br>Harold A. Cramer, Sr.<br>718 Pamela Road<br>Glen Burnie, Md. 21061                   |
| 58.0 WEVERTON TO HARPERS FY(LOCK 33)<br>Section 22<br>Thomas J. McDonald<br>Box 122, RFD 1<br>Clarksburg, Md. 20734                                     | 79.4 LOCK 40 TO MARSH RUN CULVERT<br>Section 31<br>Harold A. Cramer, Jr.<br>718 Pamela Road<br>Glen Burnie, Md. 21061                 |
| 60.7 HARPERS FERRY TO DAM NO. 3<br>Section 23<br>Orville Crowder<br>Crowder Nature Tours<br>Harpers Ferry, W. Va. 25425<br>(304) 535-6979               | 81.6 MARSH RUN CULVERT TO DAM NO. 4<br>Section 32<br>John F. Delean<br>2717 Oldewood Drive<br>Falls Church, Va. 23043                 |
| 62.4 DAM NO. 3 TO DARGAN QUARRY<br>Section 24<br>Miss Vivian DeLisi<br>1730 Troy Street<br>Arlington, Va. 22201<br>528-1054                             | 84.4 DAM NO. 4 TO CHARLES MILL<br>Section 33<br><br>Unassigned  |



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|--|--|
| 88.1 CHARLES MILL TO FOREMANS FY<br>Section 34<br>Victor P. Conrad<br>Route 6<br>Hagerstown, Md. 21740<br>(H) 739-0479 (B) 733-3600  | 108.6 LOCK 47 TO MC COYS FERRY<br>Section 41a<br>William E. Davies<br>125 West Greenway Blvd.<br>Falls Church, Va. 22046<br>532-7588<br><br>C. S. Baker<br>Big Spring, Md. 21712 |
| 91.0 FOREMANS FERRY TO LOCK 43<br>Section 35<br>Donald S. Ebersole<br>16 East Frederick Street<br>Williamsport, Md. 21795<br>CA3-8676  | 110.4 MC COYS FERRY TO FT FREDERICK<br>Section 42<br>Carl O. Reachard<br>1515 Monroe Street<br>York, Pa. 17404   |
| 93.0 LOCK 43 TO FALLING WATERS<br>Section 36<br>Mrs. Connie Summers<br>53 South Potomac Street<br>Hagerstown, Md. 21740  | 112.4 FORT FREDERICK TO ERNESTVILLE<br>Section 43<br>George G. Snyder<br>34 Cumberland Street<br>Clear Spring, Md. 21722   |
| 94.4 FALLING WATERS TO WILLIAMSPORT<br>Section 37<br>Walter W. Teach<br>234 East Potomac<br>Williamsport, Md. 21795<br>(H) 223-7495 (B) 223-7700                                 | 114.5 ERNESTVILLE TO LICKING CR AQUE<br>Section 44<br>Jesse L. Hull<br>114 Cumberland Street<br>Clear Spring, Md. 21722<br>2-2193  |
| 99.8 WILLIAMSPORT TO PINESBURG STA<br>Section 38<br>Melvin I. Kaplan<br>Pres. Wmsport C&O Canal Assn.<br>1 Fenton Avenue<br>Williamsport, Md. 21795<br>(H) 582-2165 (B) 223-7696 | 116.0 LICKING CR AQUE TO MILLSTONE<br>Section 45<br><br>Unassigned   |
| 102.0 PINESBURG STA TO OLD R. R. STA<br>Section 39<br>Adam J. Harsh<br>13 South Conococheague Street<br>Williamsport, Md. 21795<br>CA3-3546                                      | 118.9 MILLSTONE TO DITCH RUN CULV<br>Section 46<br>Dr. Baruch S. Blumberg<br>Inst for Cancer Research<br>7701 Burholme Ave, Fox Chase<br>Philadelphia, Pa. 19111                 |
| 105.0 OLD R. R. BRIDGE TO DAM NO. 5<br>Section 40<br>George W. (Hooper) Wolfe<br>P. O. BOX 108<br>Williamsport, Md. 21795  | 121.6 DITCH RUN CULV TO HANCOCK<br>Section 47<br>Walter L. Keefer<br>Route 1<br>Clear Spring, Md. 21722<br>RE9-3802  |
| 106.8 DAM NO. 5 TO LOCK 47<br>Section 41<br>Capt. & Mrs. Tom. Hahn, USNR<br>7845 Galt Street<br>Ft. Meade, Md. 20755<br>(H) 677-3859 (B) 688-6734                                | 124.1 HANCOCK TO ROUNDTOP HILL<br>Section 48<br>Walter S. Boardman<br>1420 Van Ness North<br>Washington, D. C. 20008<br>966-0039   |



127.3 ROUNDTOP HILL TO LOCK 53

Section 49

Walter S. Boardman  
(See Section 48)

130.0 LOCK 53 TO DAM NO. 6

Section 50

Mrs. F. G. (Katheryn) Gordon, Jr  
241 Old Courthouse Road NE  
Vienna, Va. 22180

134.1 DAM NO. 6 TO SIDELING HILL AQUE

Section 51

Mrs. Fay Whyte  
1941 Rhode Island Avenue  
McClean, Va. 22101

136.6 SIDELING HILL AQUE TO LITTLE  
ORLEANS

Section 52

Ralph Donnelly  
Hancock, Md.  
OR8-6700

140.9 LITTLE ORLEANS TO LOCK 59

Section 53

Unassigned

146.6 LOCK 59 TO LOCK 60

Section 54

Unassigned

149.7 LOCK 60 TO GREEN RIDGE STA

Section 55

Unassigned

151.2 GREEN RIDGE STA TO LOCK 61

Section 56

Unassigned

153.1 LOCK 61 TO LOCK 63 1/3

Section 57

Unassigned

154.5 LOCK 63 1/3 TO PAW PAW(MD 51)

Section 58

Alan D. Franklin  
6510 Ridge Drive  
Washington, D. C. 20016

156.3 PAW PAW TO CULV OPP LIT CAC.

Section 59

John H. Chandler  
6718 Persimmon Tree Road  
Bethesda, Md. 20034

159.7 OPP LITTLE CACAPON TO TOWN CR

Section 60

Unassigned

162.3 TOWN CREEK AQUE TO LOCK 68

Section 61

Unassigned

164.8 LOCK 68 TO OLDTOWN (LOCK 71)

Section 62

Unassigned

167.0 OLDTOWN TO KELLYS RD CULVERT

Section 63

Unassigned

170.8 KELLYS RD CULV TO SPRING GAP

Section 64

Unassigned

173.4 SPRING GAP CULV TO NORTH BR

Section 65

Mayor Thomas P. Conlon, Jr.  
City Hall

Cumberland, Md. 21502

(H) 722-5088 (B) 722-5405

175.6 NORTH BR (LK 75) TO PIPE LINE

Section 66

Unassigned

177.7 PIPE LINE TO EVITTS CR AQUE

Section 67

Unassigned

180.7 EVITTS CR AQUE TO WILEY FORD

Section 68

Unassigned

182.6 WILEY FORD TO CUMBERLAND

Section 69

Unassigned

184.5 CUMBERLAND (INTAKE VALVE)

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ABOVE ARE LEVEL WALKER ASSIGNMENTS  
THROUGH 1 MARCH 1970.

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LEVEL WALKER REPORTING

Assigned Level Walkers have agreed to report on their sections at least twice a year; 30 June and 31 December. Others using the Canal towpath are also encouraged to report data of interest. Level Walker Report Forms are available from and may be submitted to:

CAPT Thomas F. HAHN, USNR

Level Walker Chairman

7845 Galt Street

Ft. Meade, Md. 20755

(H) 677-3859 (B) 688-6734

GOOD HIKING EVERYONE !!!!!!!!!!!



# n u d e   d a n c e r s   o n   t h e   c & o   c a n a l ? ? ?

Imagine our surprise when we came across an article in the Washington Post of Tuesday, October 28, 1969, entitled "Nude Dancers" coupled /no pun intended/ with our beloved C & O Canal. We knew that we were intent on drawing the public's attention to the Canal in our effort to make the Canal a National Park, but we were somewhat surprised to find that we were that far out! It seems, however, that we had misunderstood the title of the article and perhaps a few quotes from the article itself will make clear just what the real intent was:

"Far from Washington, on the shores of the Potomac, there is a place where the C & O Canal, long since drained of water, /anyone recognize the section?/ is overgrown with grass. On Saturday /the very day when our Annual hikes begin--we knew that we should have given Colin Ritter greater support for a Fall Reunion in October--see what we missed/ the grass was mounded as if covering eight fresh graves.

"At twilight, in the cold, those grassy mounds stirred, shuddered and began to break apart. Then eight young men--like warriors bred of dragon's teeth--erupted from the earth.....Eight masked girls crouched on the sloping grassy banks of the old canal /and a good thing that the canal was old/ They were naked too.

"By that time in the afternoon, none of it seemed strange. The mood was natural; everyone was at ease. /see, we always said that an afternoon on the Canal was relaxing/

"Late the night before, when the dancers and the film crew and a skeptical reporter gathered at the farm house, the laughter sounded hollow and the mood seemed forced and wrong. /it almost sounds like one of our business meetings/

"The weekend had not started well....."

Well, to make a long story short and so as not to keep you in suspense, it seems that the C & O Canal was the site of the filming of a movie made by the Corcoran School of Art. The movie was to have been used in December as a kind of moving set for a dance to be performed at the Corcoran Gallery of Art. We don't know whether or not the dance was performed and whether or not it was a success, but the old C & O Canal was probably the richer for the experience. We just hope that the dancers liked the setting as well.

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## H E L P

Your financial assistance is needed! Level Walkers are requested to contribute a dollar at this time to help pay for the expenses of putting out this newsletter -- it takes postage, paper, ink, stencils, etc. No charge for the slave labor and smudgy fingers. Send any and all contributions to the Level Walker Chairman. As was stated earlier in this issue, it is our intention of issuing the newsletter every month or so, depending on reader interest, time available, and the amount of material which you contribute.

## E M E R G E N C Y   D A T A

Because of the timely nature of emergency conditions which should be reported to the National Park Service, we have taken that item out of our twice yearly reports. Emergencies are to be reported as follows:

For situations between Seneca and Georgetown--

U. S. Park Police                    381-7326  
Great Falls Tavern Mus.            381-7343  
Office of the Superintendent (not open on weekends and holidays)

Emergency data for the area Seneca to Cumberland later.



# C & O CANAL ASSOCIATION REUNION

Attention Level Walkers! We look forward to seeing you at the 16th Reunion Hike of the Association in Washington, D. C. in April. We plan on having a Level Walker meeting of some sort on the night of 24 April, either before or after the Association's business meeting which will take place after dinner. There will be a table set up where Level Walkers can check in with the Level Walker Chairman before dinner in any case. More information will follow in the April issue of Along the Towpath which will be mailed prior to the Reunion. If you have not received the first announcement of the Reunion, contact the Secretary, Doug Lindsay, 532 Fifth St. SE, Wash. D.C. 20003. The following are extracts from that announcement:

DATES: Friday, April 24 and Saturday, April 25

FRIDAY NIGHT CAMPOUT: At the Izaak Walton League Clubhouse near Poolesville, Maryland. All Association members are invited to the short business meeting to be held after dinner.

SATURDAY HIKE: We will be hiking down the river from Seneca, Maryland to Glen Echo Park. The lunch stop will be near Great Falls Tavern. As in the past, we will try to start off about 8:30 a. m.

SATURDAY NIGHT BANQUET: A Catered banquet will be held at Glen Echo Park in the evening (7:00 p. m.)

The increasing national concern with the environment and the hikes close proximity to Washington will produce our largest turnout yet.

FROM:

Level Walker Chairman  
C & O Canal Association

CAPT T. F. HAHN, USNR  
7845 GALT STREET  
FT. MEADE, MD. 20755

TO:

Mr. John C. Faye  
Gapland, Maryland

21736

