

SPRING

ALONG THE TOWPATH

VOLUME II NUMBER 2

30 APRIL 1971

17TH ANNUAL REUNION
CELEBRATION HIKE ISSUE

SPRING GAP TO CUMBERLAND, MARYLAND







LATE BULLETIN ON HIKE !!



C & O CANAL ASSOCIATION ARCHIVES

At long last, the C & O Canal Association is to have its own archives as a repository to which members and friends of the association can give their materials on the canal for permanent safekeeping. It is expected that donated items will include photographs of all kinds, both professional and amateur; negatives; slides; clippings; old postcards; personal accounts and articles from magazines, both current and years gone by; books; pamphlets; maps; tape recordings - in fact, anything and everything associated with the canal.

As materials accumulate, it is contemplated that space for these Canal Association file cabinets will be obtained in the quarters of some organization which is generally open to the public, so that the C & O Canal Archives may be consulted conveniently with the aid of the Archivist. Such materials will become the property of the association and be administered by it. They will be made available for copying, but not for lending because there is no doubt that these archives will quickly become a unique collection of C & O Canal data not available in its entirety anywhere else.

Appointed as Archivist is Rae Lewis of Washington, who already has a steel file cabinet ready for your collections. She has a personal post office box and the address is Miss Rae T. Lewis, Box 5532 Friendship Station, Washington, D. C. 20016. Her telephone number is Woodley 6-3310. As the scope of the archives increases, Rae, as Chairman of the Archives Committee, expects to recruit some historically-minded committee members to counsel and help with this important new project.

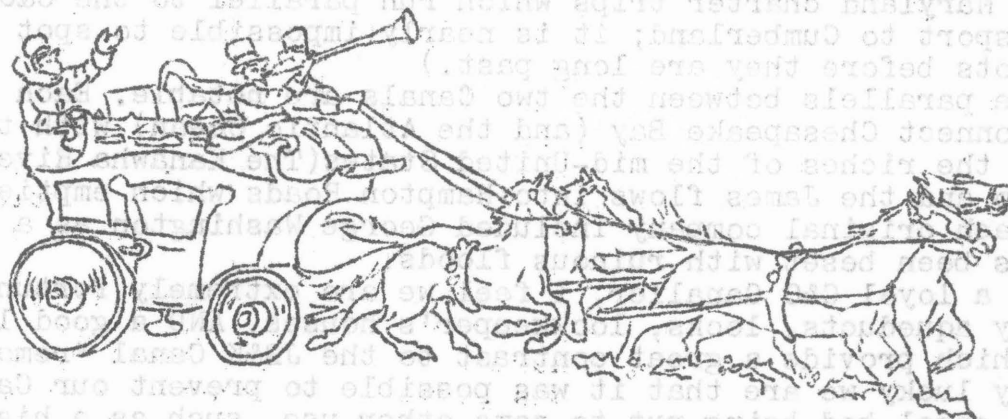
It is hoped that you will pass the word about this new activity in the association. If someone won't give us his files now, urge him to make a bequest of his canal material to the C & O Canal Association!

O sweet spontaneous
 earth how often have
 the
 doting
 fingers of
 prurient philosophers pinched
 and
 poked
 thee
 , has the naughty thumb
 of science prodded
 thy
 beauty .how
 often have religions taken
 thee upon their scraggy knees
 squeezing and
 buffeting thee that thou mightest
 conceive
 gods
 (but
 true
 to the incomparable
 couch of death thy
 rhythmic
 lover
 thou answerest
 them with only
 spring)

e.e. cummings

A RIDE BESIDE THE JAMES RIVER AND KANAWHA CANAL

By Rao T. Lewis



(There is an easier way than the above sketch depicts to take the trip--you only have to read the following article to find out--Editor)

A unique opportunity to take a charter train trip for 195 miles beside a canal bed has been available each October in recent years in Virginia. The Old Dominion Chapter (Richmond) of the National Railway Historical Society sponsors two or more weekend days of such rides during late October over freight tracks of the Chesapeake and Ohio Railway which lie, literally, on the towpath of the old James River and Kanawha Canal.

Two years ago, I took the longer trip which extended 231 miles to Clifton Forge, returning by a different route of 277 miles. The advantage of this trip for the Canaller is that the railway follows the old canal bed for 195 miles to Buchanan, which was as far as it ever operated. If such a fine scenic trip can be said to have a disadvantage, it is the combined early departure and late return, coupled with a number of hours of travel after dark; even though the trips occur before Daylight Savings ends, it is late in the season. Since this was my first trip, I chose a "river side window" and unwittingly missed much of the Canal.

This past October, I took the shorter trip which left Richmond an hour later, stopped at Gladstone for an al fresco luncheon on the station's grass, and returned earlier in the evening. With a "Canal side window," the best use was made of the trip and of the "Trip Itinerary and Information" sheets. The Old Dominion Chapter does a good job of distributing each trip a well-planned and printed "Itinerary". Excellent from any point of view, it includes a map, much descriptive and historical information, and splendid notes on the James River & Kanawha Canal, which are provided by William E. Trout, an authority on this and other historic Virginia canals. Landmarks along the Canal were emphasized, oriented with the Railway's Mileposts. However, since the mileposts are not easy to spot, the passengers are helped in their landmarks-hunt by the public address system which operates throughout the enclosed coaches, manned by Chapter personnel familiar with the route. On the trip back to Richmond, the Itinerary focused on the historic estates nearby. Even photographic advice is included, plus an asterisk (*) in the Milepost column to indicate the best photo locations.

The two open observation cars with two long seats down the center and rails on the outside (manned by Chapter safety crews on regular schedules) provide a wonderful place to view and/or photograph the James River Valley and, especially, the JR&K Canal. On the long trip, they were added to the train for the run between Gladstone and Clifton Forge (past beautiful Balcony Falls); on the short trip, they were added to the train for the round trip. When one of these cars is part of the combine, the running speed has to be held down to 35 mph, making it easy to (Continued)

A Ride Beside the James River and Kanawha Canal (Continued)

photograph all points of interest. (Compare this with the speed on past Western Maryland charter trips which run parallel to the C&O Canal above Williamsport to Cumberland; it is nearly impossible to spot and focus on good shots before they are long past.)

The parallels between the two Canals are notable. Each was originally to connect Chesapeake Bay (and the Atlantic Ocean) with the Ohio River and the riches of the mid-United States (The Kanawha River flows into the Ohio and the James flows into Hampton Roads which empties into the Bay.) Each original company included George Washington as a moving force. Each has been beset with ruinous floods.

As a loyal C&O Canaller, I feel we are extremely fortunate to have the many aqueducts, locks, lockkeeper's houses, AND a good 185-mile towpath, which provide a great contrast to the JR&K Canal "remains." And how very lucky we are that it was possible to prevent our Canal's towpath or canal bed being put to some other use, such as a highway. In all fairness, however, it should be noted that the JR&K's use ended long before the C&O Canal's; the Railway's roadbed keeps to the towpath exactly, it seemed to me; and, as the historical value of the JR&K is slowly growing and some efforts have begun to rescue certain areas; this is not sure-fire since the Tidewater Connection has been declared a National Historical Landmark - which does not prevent the probable encroachment of a freeway.

There is just one structure which is identified by Mr. Trout as probably the last original lockkeeper's house on the JR&K. It had an inscription "High Water Sept. 30, 1870." "This was the first of two disastrous floods that, together so damaged the Kanawha Canal that it was never operated after 1877. A new plate, four feet higher than the first one, marks the high water of August 22, 1969." This is at mileage 32.2, and from the open observation car I was able to make a good still photo of the house.

I understand from a Richmond newspaper story in November that the Reynolds Metals Co. will preserve two of these five stone locks when it builds a warehouse adjacent to its present plant on the Richmond waterfront. It is planned that visitors might take a walking tour of the area. Mr. Trout, in a 1970 "Tentative Table of Virginia's Most Notable Canal Works" listed the Ship Lock as included in Richmond's plans to incorporate it in a marina and to restore both 3-Mile Locks and 5-Mile Lock. In 1879 these first five miles comprised the first navigation canal in the U. S. according to Mr. Trout. The only watered stretch now is from Richmond for 9 miles to Boshers' Dam.

Because the Railway is on the towpath, there is no hiking along the Canal. (A few sites can be reached by car, but there is no road along the James.) Except for the occasional towns, the James River Valley is quite unspoiled country and the trip provides glimpses of an occasional old mill or one of the hand-operated cable ferries or one of the historic mansions high above the Canal and River - what views they must have!

We shall all be fortunate if the trips continue. There is some doubt because the railroad can no longer afford to keep a car pool for excursions; even the open observation cars are slated for retirement. However, the Old Dominion Chapter is enterprising, already owning several cars which its members have restored and maintained. They have been given one car which can be cut down for an open observation car, but members have to do all the work. Let's wish them well, as it will take an unbelievable amount of work. But these trips provide rare opportunities for thousands of people - yes, thousands. You can reach them about their Autumn Leaf Specials at Box 8583, Richmond, Virginia, 23226. Last advice: take PLENTY of picnic - there are no diners.

LEVEL WALKERS REPORT ON TOWPATH CONDITIONS



WORK CONTINUES TO PROGRESS ON THE TOWPATH GUIDE TO THE C & O CANAL. THE TERMINUS OF THE SECOND SECTION (VOLUME TWO) HAS NOT DEFINITELY BEEN SET AT THIS TIME. TENTATIVE PLANS WERE TO HAVE THE NEXT MAJOR SECTION BE FROM SENECA TO HARPERS FERRY, BUT THERE IS THE POSSIBILITY THAT WE WILL EXTEND THE UPPER LIMIT TO ANTIETAM AQUEDUCT OR SHEPHERDSTOWN (LOCK 38). THE DETERMINING FACTOR WILL BE THE SIZE OF THE TEXT AT THE HARPERS FERRY CUT-OFF POINT. OUR GOAL IS TO MAKE ALL VOLUMES APPROXIMATELY THE SAME LENGTH SO AS TO KEEP THE PRICE PER VOLUME THE SAME. A ROUGH DRAFT IS FINISHED UP TO SYCAMORE LANDING. ALL LEVEL WALKERS UP TO SHEPHERDSTOWN ARE URGED TO COMPLETE AND UPDATE THEIR BASIC NOTES AS SOON AS POSSIBLE SO AS TO GET THE NEXT SECTION COMPLETED THIS SPRING. MOST OF THE PHOTOS AND THE MAPPING ARE WELL ALONG AS WELL AS THE TEXT. CERTAIN INDIVIDUALS HAVE BEEN AND WILL BE CONTACTED TO HELP FILL IN MISSING GAPS WHERE LEVEL WALKERS HAVE NOT PROVIDED SUFFICIENT INFORMATION.

PLEASE NOTE AGAIN THAT LEVEL WALKER REPORTING DATES HAVE BEEN CHANGED TO 15 APRIL AND 15 NOVEMBER SO AS TO BE MORE IN KEEPING WITH REASONABLE BEGINNINGS AND ENDINGS OF GOOD HIKING WEATHER.

BECAUSE OF THE NUMBER OF PEOPLE WHO WANT LEVEL WALKER SECTIONS AS OPPOSED TO THE NUMBER OF SECTIONS AVAILABLE, SEVERAL CO-LEVEL WALKER ASSIGNMENTS HAVE BEEN MADE RECENTLY. THIS IS A PRACTICE WHICH WE INTEND TO CONTINUE. YOUR COOPERATION IS REQUESTED SO AS TO MAKE LEVEL WALKING EXPERIENCE AVAILABLE TO LARGER NUMBERS OF C & O CANALERS.

NOW, DOWN TO COMMENTS FROM LEVEL WALKERS RECEIVED SINCE THE LAST EDITION:

<u>SEC</u>	<u>LEVEL WALKER</u>	<u>MILE</u>	<u>SECTION DESCRIPTION</u>
<u>4</u>	<u>Dr. Ken Phifer</u>	<u>7.5</u>	<u>Cabin John to Lock 14</u>

Lock 8 is in good condition. The lock mechanism at Lock 9 is quite rusty. Lock 10 is in good condition. At Lock 11 there were several sites of past campfires on the towpath. Leakage at the top and base of upper portion of Lock 12. Severe erosion under the beltway including a deep cut in the towpath. A leak in the berm side wall of Lock 13. Since sluice gates of upper lock (of Lock 14) are still open, the water level above Lock 14 is very low. Although the trash accumulation wasn't great, there will be a need for trash cans between the locks when usage increases in the spring. The sluice gates should be closed to allow water level above the lock to rise to normal.

8 Edwin F. Wesely/Edward R. Sims 16.6 Swains Lock to Pennyfield Rector (Ed) Sims of the Saint Francis Church in Potomac, Maryland was recently appointed as Co-Level Walker to this section. Bill Clague (Level Walker Sycamore Landing to Edwards Ferry) submitted a detailed report on this section. He reports: "There is no parking near the lock. It is some distance back for all but the busiest summer weekends. The grounds about the attractive frame house are fenced with a new white rail fence. The (Made big mistake here--See next 3 page, Section 9, Editor)

LEVEL WALKERS REPORT ON TOWPATH CONDITIONS (Continued)

lockhouse is still abandoned and is almost an eyesore, but the frame house on the berm side is one of the most picturesque scenes along this stretch...For the last ten days I have seen many large white crosses nailed to the towpath. These must be markers for airphotos. They are usually about 12' across, and have a little sprig of bright ribbon on a metal stake driven flush in the center. Most are right on the towpath. (Several Level Walkers noted these crosses, which are, as far as we can surmise markers for photos as noted by Bill Clague). Upper gate to Lock 23 (Violets :) is gone. All other gates to Lock and RiverLock O.K. There is a parking area among the trees on the berm, dirt surfaced, for about 20 cars, and picnic tables beyond all along the space between the canal and the river from here to Seneca. Violets is the upper limit of water, but the bed from Violets to beyond Seneca has been cleared, as of last fall, and if the aqueduct was O.K. could be watered..."

9 (Bill Clague) 19.6 Pennyfield to Seneca Aqueduct
(Name in parenthesis indicates a report on section by person other than Level Walker assigned.) This is as built-up an area as one sees anywhere along the canal except in towns...The aqueduct is in pretty good condition but would probably need some pointing up before watering. The lockhouse has been restored within the last year or so...Seneca does not look as junky as it did 30 years ago, but it still has a few abandoned cars and refrigerators and the like. The powerboats are here in abundance in the summer months and make so much noise and stink that it is a place well avoided.

Jack Rottier, Chief Photographer of the National Capital Region of the National Park Service has recently been assigned to this section as Co-Level Walker with Justice Douglas.

(Sorry readers, but the material on the preceding page as reported by Bill Clague should be here in Section 9. Under other circumstances I would start over, but with the press of the Reunion coming up in the next few days and trying to get on with the Towpath Guide, I have said to hell with it and hope I haven't unduly confused all of you.) (T. Hahn)

10 Dr. Eugene C. Weinbach Seneca Aqueduct to Tenfoot Island
The parking situation at Seneca is appalling on weekends. The public lot (free) is filled early in the day so one is forced to use the private (paid) lot, or do as we did, drive to Sycamore Landing and walk downriver to Seneca. (Or closer, drive down to Violets and walk back up to Seneca) The Aqueduct over Seneca Creek presents a potential hazard, especially to small children. The fencing is inadequate on the canal sides. On walking north from Seneca one is immediately impressed with the contrast between the restored and unrestored sections of the canal. The canal bed, of course, is completely dry and overgrown with vegetation and some impressive-sized trees. The swamp on the right is a thing of beauty, and we assume that this uncultivated, unretouched area with its abundance of flora and fauna will not be destroyed in the future restoration. Indeed, consideration of this point raises the question whether it would not be a good idea to retain some sections of the canal in their present, unrestored state for comparative interest for future generations of towpath walkers. If so, then this particular section with the swamp, the interesting masonry, etc., would be a good choice...In general, the towpath now is in good condition along the entire section. Most of the numerous pot holes that we observed on our winter visits have been filled. Once away from the Seneca area, we saw few people on this very attractive section of the towpath.

(A Co-Level Walker would be welcomed on this section.) (Continued)

(LEVEL WALKERS REPORT ON TOWPATH CONDITIONS--CONTINUED)

11 Grant Conway 25.0 Tenfoot Island to Sycamore Landing

Provided many, many pages of historical data on the Seneca to Harpers Ferry section of the Towpath Guide to the C & O Canal. In point of fact, he has added so much informative and interesting material that we are still working it into the first draft. If any of you have questions regarding the history of the canal and the surrounding areas, I would suggest that he be a person with whom you check. I have not mentioned this to him, but will at the first opportunity and I am sure that he would be glad to give you assistance--at least he always has to me--a fact for which I am most appreciative.

12 William C. Clague 27.2 Sycamore Landing to Edwards Ferry

Bill is again acting as a "trouble shooter" for the Towpath Guide, and before his recent trip to Europe provided very complete information on the Pennyfield to Seneca section and the area above Seneca. Bill has offered to do other "leg work," and his offer will be accepted with grateful thanks. As most of you must know by this time, Bill is the one who prepared the maps for the American Youth Hostel's map series, which I see in so many hikers hands along the towpath.

13 Constant Southworth 30.8 Edwards Ferry to Fort Harrison Island

Constant has provided three very interesting photos of a site about a quarter of a mile below Edwards Ferry taken during a canoe trip in 1924. We hope to work one of the photos into the next volume of the Towpath Guide. Photos are needed from all sections, and we would very much like to have them for future reference and possible inclusion into subsequent volumes of the Towpath Guide.

14 Dwight Sheesley 33.2 Fort Harrison Isld. to Edwards Ferry

In case we haven't mentioned it before, Dwight was assigned to this section in November and we are looking forward to his reports. His address is: 7895 Cheverly Lane, Glen Burnie, Maryland 21061.

15 Alburn J. Kennedy 35.5 Whites Ferry to Lock 26

"Woody" reported in March that, " We were greeted in the first hundred yards from Whites Ferry by a chorus of hundreds of frogs and spring peepers; early harbingers of Spring, dwelling in the intermittent pools of water that only partially fill the canal for almost all of the four miles of this section. The towpath is in good condition, but the canal bed is jammed with fallen trees that once grew along the west bank of the canal. Whatever the reason for leveling these trees, the canal does not present the attractive scene that it used to. (I have been walking over this area for the past twenty-five years.)...Just beyond the 38-mile marker a new Overnite Hiker-Biker camp has been constructed in an attractive setting. It is called "Marble Quarry Campsite. Camp facilities are excellent; a fireplace, picnic table, toilet, and a fine old-fashioned water pump which brought forth fine clear water!...the old lockhouse has burned to the ground creating an unsightly ruin. In bygone days Lock No. 26 presented a beautiful and pleasant scene to the level-walker...Despite the jammed canal, there seems to be an abundance of wildlife...cleaning and restoration of the canal-bed throught the entire length of Section 15 would bring it back as one of the most beautiful portions of the C & O Canal. Restoration of the old lockhouse would be just great too!"

LEVEL WALKERS REPORT ON TOWPATH CONDITIONS (Continued)

16 Anson O. Courter 39.4 Lock 26 (Spinks) to Monocacy Aqueduct

"The condition of the Monocacy Aqueduct probably is accelerating deterioration. An inspection by boat is necessary to determine if any stones in the arches or buttresses are about to slip out. Many stones in the aqueduct wall are loose enough that a determined vandal could pry them out. The bed was badly littered; Frances and I spent about forty five minutes on pickup. This was a bit surprising: much of the litter was from mid winter, and farther south the towpath had apparently been spruced up before the mappers flew it...Lock 27 has changed little, but the old houses across the canal are falling in. They show signs of "freak" type camping - put down the spread or comfort you brought from home and leave it when it is soaked, along with the containers and plastic spoons.. A white scum had spread along the rain and seep-spring water in the canal. The coal silt-bank above the PepCo plant is smaller, but there is no conclusive evidence that any attempt has ever been made to clean it up. The canal bed from PepCo to Whites Ferry is still full of the tree tops that were left when the pulp was cut about three years ago to "clear the bank" for a Canal Boat that has a probably nebulous and certainly distant future. The towpath is in better shape than last year - no ruts; although cinders are not the most desirable filler, the Service has to do with what it can afford and when budgets are cut sweat jobs and repair materials seem to be most vulnerable because they are summertime affairs. The bridge over Lock 26 is gone, and the area between the canal and the river is growing up rapidly - in timber of no value for saw or recreation use of course, but the good trees will come if the area is not disturbed. Some of the upstream trash has come down on the winter floods and settled on the low flats between the Little Monocacy and the Monocacy. If two hundred students were available for a cleanup a dump would be needed to receive it. Can plastic containers be recycled?" (Included in the report is a very good listing of plant, bird, and animal life observed. Space in this issue does not permit its inclusion. We will attempt to include more of this type information in future issues-Editor)

23 Orville W. Crowder Harpers Ferry to Dam No. 3 60.7

At long last we have heard from Orville after extended world-wide nature trips. He will be in the area for the next month for those of you who might want to contact him. (Crowder Nature Tours, Harpers Ferry, West Virginia 25425. Telephone (304)-535-6979. Orville mentioned that he has several hundred file cards (by mileage) which he has offered to complement the Towpath Guide. We will certainly take him up on the offer.

25 Gabriel H. L. Jacobs Dargan Quarry to Mountain Lock (Lock 37) 65.1

"There were signs of recent cutting of trees presumably done by the Park Service. A large tree had apparently fallen on the bridge at Lock 37. The bridge has been re-built...The water pump in front of the lockhouse is operating...As previously arranged we met the American Youth Hostel hiking group and went back upstream with them answering their questions and discussing the canal. They were a delightful group who were well informed about the canal and had considerable interest in the outdoors. Their questions and comments also provided us with some new insights about the canal. (We indeed intend to have more joint ventures with the AYH in the future.)...Only part of the family was able to make this hike but the technique of assigning different members of the family different things to check out was continued." (A map showing the relative locations of access roads was included. This type of information is particularly useful in the preparation of the Towpath Guide.) (Continued)

LEVEL WALKERS REPORT ON TOWPATH CONDITIONS (Continued)

26 A. F. Binney

66.96 Mountain Lock to Antietam Aqueduct

"...I stopped one car on the towpath and it turned out to be a NPS vehicle driven by Mr. Charles Vial, District Ranger for the Seneca to Williamsport section, who was making an inspection. We had a very pleasant visit. One subject we discussed was the unsightly trash that litters the hillside on the berm side of the canal. From milepost 68, Limekiln Road runs along the top of a cliff close to the Canal for about a half mile northward. People are in the habit of dumping trash here and letting it roll down the hill. There are large objects such as auto wheels and refrigerators. It is a difficult job to clean up because of the nature of the wooded terrain and the lack of access roads. The Park Service has not had the man and vehicle hours to undertake it. This might be a project for a scout troop with dump truck support. We can discuss this on 30 April. Another subject was dipnetting. There are many fish booms with dipnets attached along the river bank. This probably does no harm as long as the booms are not fastened in a way that would damage the trees to which they were attached. The catch here is mainly trash fish. The booms were removed by the Park Service last year, but the fishermen obtained a reprieve through this years season which ends in April. They must remove their booms at that time. The principal danger is from the fires they build at these sites. Action is pending in the Maryland legislature to outlaw this type of fishing in the river...The dry canal bed of this section is grown up with trees excepting at Mountain Lock, the Mountain Lock picnic area, Wades Landing and near Antietam. I favor leaving it as it is to provide a wild nature setting and shade for the hikers in the hot summer months...The towpath is in excellent condition, without ruts or puddles. Some recently fallen trees had been cleared away from the path...The path in this section runs close to the river at an average distance of about forty yards and at a height above the river of approximately thirty feet. The Potomac itself is nearly straight, broad, smooth and slow flowing. There are many drum floats drawn up on the banks. This appears to be a favored stretch of the river for boating and water sports."

27 Kenneth S. Rollins

69.4 Antietam Aqueduct to Shepherdstown

"This may not constitute a report but may be some useful observations on my level...This results from the fact that my level is one of the few which can be substantially "walked" by automobile...I see little change in the upper portion except that the unimproved (and not approved) camp areas do not show recent use...I am always impressed with the amount of bird life and activity anytime of the year. I think this level and the farm lands in its environs must be the blackbird capital of the world...The developed area shows continuous use year around although maintenance seems to be less intensive in the winter months...The camp area itself seems to be well policed by those who use it...The aqueduct itself is still clean and clear from floodings in recent years and is in very good repair. I do not know whether Park Service repairs have been reported previously or not, but they include both stone work and a temporary (?) guard rail of pipes and 2x4's on the towpath side..."

34 Victor P. Conrad

88.1 Charles Mill to Foremans Ferry

Vic (watch for number 34 on his cap at the Reunion) ^{narrative} presented his verse Saga of the Chesapeake and Ohio Canal to your Chairman this week. With his permission, we will include this very interesting poem in a future issue of the newsletter.)

(Continued)

LEVEL WALKERS REPORT TOWPATH CONDITIONS (Continued)

33 Robert M. Dodds Dam No. 4 to Cedar Grove (Charles Mill) 84.40

"At Dam No. 4 (84.40): Parking for 12 to 15 cars on berm side. Berm road blocked; sign reads: "Under Construction - Closed" Two barbecue grills and two privies on towpath side...Towpath blocked; sign reads: "Towpath Closed-Detour". Actually, towpath is open to guard lock, with signs of recent clearing of fallen trees. Berm road is bikeable to new bridge (0.95). Paved public road parallel to berm road extends to last house. Levee road is open to guard lock. Water running in canal about two feet per second, about one foot deep and twelve feet wide. Signs of recent clearing operation along berm road and about a hundred feet to the right, or north, leaving most large trees standing. Clearing appears to be in connection with slight regrading to drain this area into newly-built culverts under the berm road, spaced 200 to 500 feet apart. Steel T-bars have been driven every 50 feet like right-of-way markers, about 50 feet right of the center line of the berm road. At 84.73: Footbridge over canal; ...berm side has playground, picnic area, two privies... 85.40: Parking: Area between levee and river bank, about 100 feet by 400 feet, has been cleared and leveled, as for a parking lot, at about towpath level. On berm side, road is fenced off for use as part of a cowpath (?), by two strands of barbed wire. At 85.52 Guard Lock: Heavy timber bridge crosses lock, carrying towpath across canal, and connecting berm road with levee road, both of which end here. Guard lock is boarded up at upstream end, and filled to create river bank across the opening...Two high lock gates and two low lock gates are rotting on the levee bank, but iron parts could be re-used. At 85.68: Concrete bridge over canal supply inlet. Timber trash-rack (?) on river side. Large aquatic mammal hides under bridge when it senses danger. River flowing at about $\frac{1}{2}$ foot per second, about four feet below towpath. Towpath cannot be used as such from here to Cedar Grove, because of a line of trees at waters edge...Large woodchuck climbing steep cliff on right. Five white swans and hundreds of assorted ducks on far side of river. Swans fly in echelon, dipping and wheeling before flying away. Ducks fly in a straight line, inches above the water... At 85.63: Four feet above towpath is sign: "High-water mark Oct 16, 1954, day after Hazel's visit." Seven feet above towpath, sign: "Hurricane Diane stopped here Aug 19, 1955."

38 Melvin I. Kaplan/ 99.3 Williamsport(Lock 44) to Pinesburg Sta.
Harry P. Turner

Please note that mileage for this section starts at 99.3 (Lock 34) rather than 99.8 as previously carried in the Level Walker Directory. This helps make more equal mileage in Section 37 (now 4.9 miles) and this section (now 2.7 miles). In the near future we will look more closely at the actual divisions of the mileage boundaries of all the sections to see if there is any way to make more equitable mileage distribution - access has been a primary factor in assigning sections in the past. In practicality, this will probably remain the primary factor and the changes, if any, will undoubtedly be minor.)

Mr. Turner, Apt. #2, 1 Fenton-Avenue, Williamsport, Md. 21795 has just been assigned as Co-Level Walker to this section.

"Melvin Kaplan reports: "Towpath was in very good condition... First time in many years that wild ducks were not on the river. Reports from hunters stated that duck hunting was very slim this past year...the dock for work scows can still be seen. With reference to that portion of Adam and Jeanette Harsh's report concerning ambulances getting on the (continued)

LEVEL WALKERS REPORT ON TOWPATH CONDITIONS (Continued)

towpath in emergencies, I had a call from one of our club members concerning this matter. Subsequently I talked with several members of the Williamsport Ambulance Club and was informed they had no trouble getting on the towpath to remove sick or injured people. I also wrote to Senator Mathias regarding the same subject, who had communicated with Mr. Dean McClanahan Supt. of the Antietam-C & O Canal National Park Service Group at an earlier date on this matter, requesting Mr. McClanahan's clarification and policy on emergency vehicles gaining access to the towpath, and from the copy of Mr. McClanahan's reply to Sen. Mathias, copy of which was enclosed with Sen. Mathias' letter, I can say there is no problem existing in removing sick and injured people from the towpath for medical aid."

48 Walter S. Boardman 124.1 Hancock to Roundtop Mill
49 " " " 127.3 Roundtop Mill to Lock 53

"...A Wisconsin engineering firm was laying down white plastic markers (as noted by several Level Walkers)...These are for an aerial survey to be made on March 13, or the first clear day thereafter...Since last April, two biker-hiker campsites have been completed. These are located at approximately 126.42 and 130.0 miles. The Park Service deserves thanks for these. Wildlife noted included: woodchuck, several muskrats, many wild ducks and the early migrating birds. Deer tracks were common." In a later letter, several fine photos on his sections were included - a very helpful addition to the data on these sections.-

54 Miss Doris M. Bailey 146.6 Lock 59 to Lock 60
55 Miss Dorothy Ann Johnson Lock 60 to Green Ridge Station 149.7
(Joint report) "I hope you have not given up (we hadn't) on these two level walkers. Our teaching schedule has been such that we have not had the length of time needed for an adequate survey. We did find our section ...and discovered it would be at least a two day survey. Such beautiful country, and it seems relatively untouched. We were intrigued with a sketchy history we had of the area and are anxious to get hold of a more thorough one. We first drove the length of our combined area to get an idea of the distance and terrain. From the road it appeared in good condition. There was a noticeable lack of litter which was a pleasure...made a quick visit to Lock 59 and the ruins of the toll or lockkeeper's house adjoining it. Both ruins appeared not to have been mistreated by human or natural elements in the past few years..."

57 John W. Beck, Jr. 153.1 Lock 61 to Lock 63 1/3

John is hard at work on the maps for the next section of the Towpath Guide, when his work at the University of Maryland permits, that is. We will be deciding soon whether we stick with the amount (or lack) of detail we used in the maps on the first volume. This is something that will be asked of those of you at the Reunion. The Towpath Guide is for you. What do you prefer in text, content, maps, photos, illustration, etc?

58 Alan Franklin 154.5 Lock 63 1/3 to Paw Paw (MD 51)

We have in hand Alan's fascinating, detailed paper on the Paw Paw Tunnel. Watch for this as the feature article in the next issue of Along the Towpath.

61 Lynn DeHart 162.3 Town Creek Aqueduct to Lock 68
New assignment. Address: 1900 Bedford Street, Cumberland, Md. 21502

65 David Downtown 173.4 Spring Gap Culvert to North Branch
New assignment. Address: 85 W. College Avenue, Frostburg, Md. 21532.
Shares with Mayor Conlon. 9 (Continued)

LEVEL WALKERS REPORT ON TOWPATH CONDITIONS (Continued)

66 Hugh Bishop 175.6 North Branch (Lock 75) to Pipe Line
New assignment. Address: 949 Seton Drive, Cumberland, Md. 21502

67 David Gehauf 177.7 Pipe Line to Evitts Creek Aqueduct
New assignment. Address: 729 LaVale Terrace, LaVale, Md. 21502

68 Mrs. Ted (Bonnie) Troxell 180.7 Evitts Ck. Aqueduct to Wiley Ford
New assignment. Address: 612 Montgomery Avenue, Cumberland, Md. 21502

69 Walter Ensminger 182.6 Wiley Ford to Cumberland (Intake Lock)
New assignment. Address: 221 Emily Street, Cumberland, Md. 21502

Received just a few days ago was the very fine Hike Guide prepared by the Level Walkers of the Allegany Chapter of the C & O Canal Association. Had time permitted, we would have reproduced this guide which will be included in with the registration materials for the Reunion Hike from Spring Gap to Cumberland. Following are a few extracts from the notes prepared for the guide, which we will share with those of you who were unable to make the Reunion:

173.37 Spring Gap Recreation Area (NPS), at culvert over stream from broad valley on the right...Facilities at recreation area include camping and picnicking spaces and boat ramp, but no water. 173.64 Large stone bridge abutment on left carried an old wooden road bridge across canal. (A small portion of abutment remains on right side.) This road led to river ford to village of Patterson's Creek, W. Va. The stonework is especially interesting, the individual stones having been cut out to fit jig-saw fashion, rather than laid in straight line courses...174.44 Lift Lock 72 in "The Narrows." This and remaining locks, finished around 1840, were constructed of stone from a nearby supply making the use of kyanized wood (as used in locks 71, 70, 69, 68, 67, 64 2/3, 63 1/3, 62, 61, 60) unnecessary. This lock is of the design using a "slope wall" across lower end of lock grading, and flume. Lock house is two-story frame in fairly good condition... 175.47 Lift lock 74...Past the lock house, which is in poor condition and is caving in partially, the road parallels the canal past several houses. Picnicking facilities and toilets available. Notice the three locks in this area all had drop gates in the upper end of the lock and parts of the mechanism remain... 180.66 Evitts Creek Aqueduct - eleventh and last aqueduct on the canal, it is the smallest with a 90 foot span. Completed around 1840, it has partially collapsed at both ends on the upper side...183.39 Old stone and masonry piers of old stop lock in canal to right, designed to retain water in Cumberland basins when canal was drained below for winter repairs. Across canal is old quarry... 184.11 In days of canal operations two arms of the basin area stretched ahead, one leading straight to the guard lock and inlet behind Dam No. 8. The other arm forming a large pool reached to the right well into the business district what is now highway. This area had a loading station for boats under railroad tracks (long since disappeared) that facilitated the dropping of coal into boats with hatch covers removed. The basin area served as a center for loading and unloading cargo and storage facilities... 184.50 Guard Lock and Inlet. Traces of the guard lock and inlet remain under the trestle, which used the filled-in locks as solid building foundations. The lock keeper's house sat between inlet and guard lock and was removed at time of flood control work...

Much of the material used in the Hike Guide was prepared from old, basic notes, and will be used in the forthcoming Towpath Guide volume for the section including this hike.

CANAL OF THE MONTH
THE JAMES RIVER AND KANAWHA CANAL IN RICHMOND
(An Automobile Tour)
BY

WILLIAM E. TROUT III

"The progress of Richmond and of the James River Canal were so intimately connected that it is due to the one to notice the other."
Samuel Mordecai (1860)

It has been a long time since Richmond turned its back on the canal. Now it is one of her best nineteenth-century museum pieces in a river setting once equally ignored, and Richmond is beginning to peek at her lost treasure, and figure out how to get close to it without being arrested by the police. Soon she will open canal and river to her citizens. Meanwhile, a guide is herewith proffered to assist you (dear reader) in visiting by motorcar the most accessible of Richmond's canal jewelry. Pick a weekend, when traffic is sparse, but do it soon, before the Downtown Expressway destroys three of the five tidewater connection routes for ever.

"See! Behold! Look! Lo!"
Shakespeare

Begin the tour at the James River Canal's eastern extremity, the SHIP LOCK beside the James near Richmond's Upper Terminal, at the foot of Pear Street (27th Street extended. A free map of Richmond can be obtained from the Richmond Chamber of Commerce, 616 E. Franklin St., Richmond, Va. 23219,) Park in the ample lot and walk to the "Great Lock", completed in 1854, the descendant of several Great Locks near this site dating back to 1820. From the beginning, this lock was designed to provide a safe harbor above the river tides and floods; it still does. The pond is little used today, but Richmond may soon be utilizing the 20 blocks of safe shoreline as part of a marina. The pond formed by the lock is ten blocks long, forming the Richmond Dock, paralleled by Dock Street. Take a walk around the lock, crossing on the walkways on the gates. This is at present Richmond's only functional lock; it is said to operate now and then. Boats up to 180 by 35 feet may enter the lock through the upper or lower pair of gates; the lock is then emptied or filled through small sluice gates in the big gates to take the boats to the other water level. In this fashion boats used to pass through 96 more to reach the other end of the canal, 195 miles up the James at Buchanan, beyond the Blue Ridge Mountains. The other locks were smaller than the "Great Lock", usually 100 by 15 feet, and less than the 15-foot lift of this one. The Ship Lock now has modern steel gates which are mechanically operated, but originally it and all the other locks had wooden gates with long "balance beams" extending from them, which balanced the gate on its axis and was a handy lever for pushing the gate open. Notice that the gates close to form an angle, or miter, pointing upstream, and are thus held tightly in place by water pressure, when the water is higher on the upstream side. A lock is an engineering marvel of functional simplicity. Traditionally, Leonardo da Vinci developed it into its present form.

*Anyone opposed to the destruction of the three locks should write to Mayor Thomas Bliley, City Hall, Richmond, and to the Editor of the Richmond News Leader, Richmond, Virginia.

Before you go, note that there is an extra pair of gate recesses in the center of the lock chamber, for a third pair of gates. Use of this third pair instead of one of the other two would enable small boats passing through the lock to use half the water presently needed for a lock-age. Also, don't miss the inscriptions in the stonework on the lower end of the lock, facing the river. To see one of them you must walk out on the concrete slab and look back.

Plan to come back some other time for a pleasant afternoon here amid the boats, and continue on your tour by turning left (west) onto Dock Street.

As you proceed west on Dock Street, you cannot help but notice the C & O railway trestle high above you. In central Richmond these tracks are on the canal towpath, so the height represents the amount of lift provided by the Tidewater Connection flight of locks, which we shall see in a moment. The junkyards on your right, between Dock and Cary Streets, are on narrow city blocks which were once called Henry, Carrington, Franklin and Washington Squares. Across the canal to the left is the site of Trigg Shipyard of Civil War times. As you go under the turnpike, Dock Street turns left on 17th Street, then right. The canal ends here now, but once continued uninterrupted to Virginia Street, where we shall pick it up again. Keep on Dock Street to its end at Hull (14th) Street. Turn right, then left at the next intersection (Canal Street), and left again on Virginia Street, toward the river. At the end of the block you will see on your right an overgrown area where the canal bed, with little water, reappears and continues west under a factory building. Follow the canal by turning right onto E. Byrd Street, and try to park at the end of the block, at Byrd and 13th Streets. Now you will know why you should have come on a weekend! Be careful, people have been arrested for walking over to the river here.

Walk a few feet up 13th Street from the intersection and look to the left into the chamber of the lowest lock (No. 5) of the Tidewater Connection, a flight of five splendid stone locks completed in 1854, the same year as the Ship Lock. Haxall's Mill Race, behind buildings to the left, still holds water and for a time was connected with the canal. It may be that this route may someday be re-established, permitting small craft a voyage from the tidewater James to Belle Island, which is being opened for recreational use. Ideally, locks 5 and 4 (the next above) would be used for this connection, but a proposed expressway entrance along 12th Street would block the entrance of Lock 4; we hope the road can be shifted enough to give the boats some room. Locks 5 and 4 comprise a staircase lock, and are a single piece of masonry. Each lock has a chamber 100 by 15 feet - which just fit the canal boats using the JR&K Canal, and each had a lift of 13.8 feet, or a total of almost 30 feet of lift for the double lock before you; which shows how much rubbish has been dumped here, to nearly fill the locks. Fortunately, Reynolds Metals*, which has a plant a block away, announced plans to expand the Camp-Bag Building behind you, but will make a canal park of locks 4 and 5, and will remove the concrete building now over the canal, building another at some height over the canal. This should expose to view the excellent stonework of the bridge on which you are standing, and hopefully also that of a mill-race tunnel from the canal to the massive mill foundations near the river, now being used as a coal-heap. Until that day when the locks become a part of through navigation, water could be piped to the lock from Haxall's Mill Race, and return via this tunnel.

* Thanks go to Reynolds Metals, Richmond, Va. 23218.

Now take a walk up the Tidewater Connection, either through the lock (a rough passage) or along Byrd Street. You will pass the curious ante bellum Haxall and Crenshaw (now Tidewater) warehouse, which has no right-angle corners. Unfortunately, this building may be torn down in the Reynolds expansion, so take a good look. On the west side of 12th Street a parking lot now occupies the site of a small basin which served Haxall and Crenshaw Mills; note the sloping retaining wall of cut stone. Directly across the lot can be seen the lower end of Lock 3, now boarded up, and above it, stone steps leading to Lock 2. These two locks are combined in a single masonry structure, a staircase lock, as were locks 4 and 5. Lock 1 is at the top of the flight, a single structure, now completely covered over but surely intact. Locks 1, 2, and 3 are slated for destruction by the Downtown Expressway; the swath of open land, paved with broken brick, marks its path. The Richmond Metropolitan Authority, in charge of the expressway, has promised to remove the lock stones so they may be stored and reassembled in the future at another site to re-establish through navigation. The stones will have to be numbered, and the locks dismantled scientifically. Will this, at least, be done? The Tidewater Connection flight is a Registered Historic Landmark, and should be one of Richmond's most scenic attractions. There have been many canal restorations in the United States and abroad. There is nothing "unrealistic" about a through navigation from tidewater to Boshers' Dam Pond, 10 miles above Richmond, through the James River Park. If the expressway must be built through the site of the locks, then the least that must be done is to see that the locks are carefully removed and erected elsewhere. This includes Locks 3, 2, and 1, the stone bridge abutments under 10th Street, and the stones around the basin above 12th Street.

Continue up the flight. Lock 3 is almost entirely covered over; Lock 2 is relatively free of trash so shows its full, imposing depth. Demolition of the surrounding buildings, however, has already caused the loss of a few stones around the basin above 12th Street.

From this point the tour can be continued by car. Drive north on any street to Canal Street and turn left. The switchyard at the top of the hill, between 8th and 11th Streets is the site of the Richmond Basin, now filled in. Some of the buildings from canal days still surround it but the area is to be "renewed". The packet-boat office was at the western end of the basin; the JR&K offices and Gallego mills at the other. All were destroyed during the evacuation fire in 1865. An arm of the basin extended to Lock 1 at the head of the flight, where there was a toll house.

The canal continued westward along the line of the railway tracks. To pick it up again, turn left onto 5th Street and park on the hillside (Gamble's Hill Park) overlooking the canal and river. Below you, the canal runs through an old industrial district, but to the west it winds through open country. There is still water in the canal as far as Boshers' Dam, which would provide another 10 miles of navigable waterway, in addition to three miles in the bed of Tuckahoe Creek. Locks 1, 2, and 3 could be moved to Gambell Hill, to connect the canal with the head of Haxall's Mill Race. There could be a pack-boat landing near here for canal excursions to Byrd Park and other points.

To complete your tour of the Richmond area, turn north on say, 2nd Street to Main Street and turn left, then again left at the Boulevard (Route 161) after two miles. Go south on Route 161 but instead of following it to the left in front of the Carillon tower after 3/4 mile, go somewhat to the right down Rugby Road and so to Pump House Drive. Park by the noisily operating Byrd Park Electric Plant which generates power for the

Electric Pump House to its left, which in turn pumps water from the water treatment plant, a mile upriver, to reservoirs in Byrd Park. The vacant stone building was called the "New Pump House" in 1883 when it replaced another near Hollywood Cemetery. It was constructed just after the demise of the canal, which had a railroad built on its towpath in 1880, but it fits perfectly into the canal scene, beside the first lock on the main line, hidden behind the embankment. The old pumping machinery is gone, leaving plenty of room for a canal museum or something. Upstairs the great ballroom is waiting for another generation. At present the pumphouse and its approach are closed, so follow one of the paths up the canal bank for a view of Three Mile Locks.

"..of all the locks from Lynchburg down, the Three-Mile Lock pleased me most. It is a pretty place, as everyone will own on seeing it. It was so clean and green, and white and thrifty-looking. To me it was simply beautiful. I wanted to live there; I ought to have lived there."

George W. Bagby, in The Old Virginia Gentleman
(1910)

Keep following one of the rugged trails along the canal bank until you reach the top of a bluff overlooking the canal, river, and lock. The canal you have been following is the latest of three quarter-mile canals which paralleled each other here. This one was built in 1883 to carry canal water to the pumphouse. The central of the three canals is the main JR&K Canal, with two stone locks called Three Mile Locks (which are three miles by canal from the Richmond Basin). You can see one lock below you, Lock no. 2 of the main line; Lock 1 is behind the stone Pumphouse. This part of the line was completed in 1808, but the present stone locks replaced earlier ones in 1827 when the canal was enlarged. Lock 2 has a bedrock floor and for some reason has sloping sidewalls, like the bottom of a boat. This caused a bit of trouble way back when the company tried to take a big dredger up the canal! The third of the parallel canals is a feeder which carried river water into the canal below Lock 1, and represents a remnant of the original canal of 1789 which consisted of two short canals, one around falls at Westham (Five-Mile Lock, near Williams Island) and this one, which led toward the Richmond Basin, which was not opened until 1800. Three Mile Locks is a perfect recreation spot; the City Planning Commission has great plans for it and the rest of the canal in the city.

You would have to go a long way to see all of the remains of the canal company's works, for they extend 485 miles to the Ohio River. The company not only built a canal 200 miles long, but also constructed branches to Lexington and Charlottesville (with the Rivanna Navigation Company). It built the Blue Ridge Turnpike (U.S. 501) through these mountains, and the Kanawha Turnpike Road (U.S. 60) from the end of the canal at Buchanan, to the Ohio River. It also made the Kanawha River navigable for steamboats, and was active in the construction of the Buchanan and Clifton Forge Railway just before the entire canal line was sold to be replaced by a railway in 1880. In fact, it was as early as 1836 when the company made the following report to its stockholders:

"At all times it is a difficult task to condense into the compass of an annual report, a clear and satisfactory statement of the miscellaneous concerns of a great and growing company; but that difficulty is much enhanced by reason of the wide-spread operations of the past season, during which every foot of ground from the city of Richmond to the Ohio River has been marked by the footsteps of the company's agents'."

FUTURE ISSUE OF ALONG THE TOWPATH WILL CARRY ARTICLES ON THE VIRGINIA CANALS BY BILL TROUT. WATCH FOR THEM!!! AND THANK YOU FOR ALL OF US BILL.