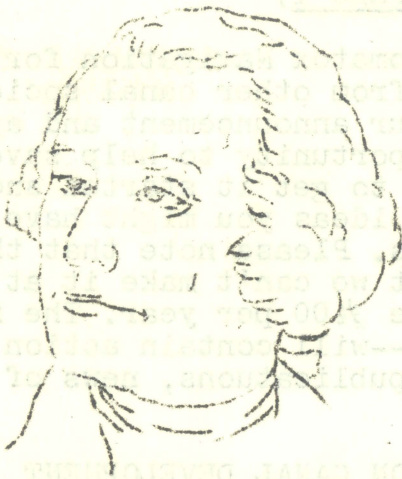


Pls. send \$2.00 Level Walker dues to

CAPT. T. F. HAHN, USN

7535 WILL ST.

FT. MEADE, MD. 20755



ALONG THE TOWPATH

VOL. 3 NO. 1 9 FEB'72

TENTATIVE PLANS FOR C & O CANAL REUNION IN WILLIAMSPORT

Pending a confirmation of the Executive Committee of the Chesapeake and Ohio Canal Association, it appears that our Annual Reunion will be held in the Williamsport area on the weekend of 28-29 April. The place and date are not definite, so just mark a circle around those dates and hold the weekend open, and wait until you hear definitely from the Secretary of the Association. The Level Walker Chairman's recommendation for the hike itself is from Williamsport upstream, to perhaps as far as Fort Frederick depending on what the flavor of the proceedings are going to be this year. In that stretch we have seven locks, an old Bollman Bridge, and aqueduct, a dam, a beautiful river bend, slackwater, a mule crossover bridge, an old mill, etc. Also camping at both ends. Melvin I. Kaplan, President of the Williamsport C & O Canal Club is making the preliminary arrangements.

NEW DIRECTORS APPOINTED TO C & O CANAL ASSOCIATION

Melvin I. Kaplan of Williamsport, Maryland and President of its C & O Canal Club was appointed a Director of the C & O Canal Association to fill the vacancy of Ellery Fosdick. Capt Tom Hahn, USN of Ft. Meade, Maryland and Chairman of the Level Walkers of the C & O Canal Association was appointed a director also to fill the vacancy of Justice William O. Douglas.

AMERICAN CANAL SOCIETY FOUNDED

The American Canal Society announced its formation on 1 January 1972. The purpose of this non-profit educational organization is to encourage the preservation, restoration, interpretation and useage of the canals of the United States, past and present; to cooperate with individual canal societies, to act as a focal point for action; and to provide for the exchange of general canal information. The officers of the Society are: Capt. Tom Hahn, USN, President; William Shank, P.E., Vice President and Secretary; and William E. Trout, III, PhD., Vice President and Treasurer. The National Board of Directors is being formed now, and the announcement of its members will be announced later. Members of the Board will include the Presidents of the various canal organizations throughout the country and other leading canal authorities. The first Bulletin of the Society will be out the beginning of March. Issues taken up to date are the Cross-Florida Canal, the dumping of sewage scheduled for the James River and Kanawha Canal in Richmond, dumping of snow in the New York Barge Canal, an attempt to save and restore the locks of the Goose Creek and Little River Canal, save the locks of the Rappahannock Navigation,

(Continued on next page)

AMERICAN CANAL SOCIETY FOUNDED (Continued from Page 1)

and save the 4-starcase flight of the Upper Appomatox Navigation for restoration. We have had a tremendous response from other canal societies and I have waited for this mailing to include our announcement and application blanks to Level Walkers. This is your opportunity to help save the other canals of our country--please help me to get it started and going well. I would welcome any suggestions and ideas you might have. The application blank has a place for such items. Please note that the charter membership is \$2.00. We see already that we can't make it at that fee, so beginning 1 July the memberships will be \$4.00 per year. The Bulletin (as yet un-named--to be named by our membership--will contain action items on canal problems, listings of new canal publications, news of canal organizations, etc.

RESULTS OF CRRC AND LEVEL WALKER MEETINGS ON CANAL DEVELOPMENT

The Canal and River Rights Council and the Level Walkers of the C & O Canal Association held three joint public meetings in December in Cumberland, Williamsport, and Washington, D. C. to try to determine public reaction to the Preliminary Master Plan of the National Park Service, and more importantly, to try to determine what the desires of the public were regarding the development of the C & O Canal National Historical Park in the future. An attempt was made at the meetings to crystalize public sentiment and to provide the results of the expressed attitudes to the C & O Canal Advisory Commission and the National Park Service.

Several themes concerning historical restoration, scenic preservation, park development, and land acquisition evolved at each of the meetings.

Cumberland, December 2: Forty people attended this meeting. General agreement was reached that the canal must be restored to its original length of 184.5 miles with the Western Terminus appropriately marked in Cumberland. Considerable discussion centered around the actual condition to which the canal could be feasibly restored. A visitor center and historical museum were deemed desirable. Sentiment favored a clean Potomac River. The problems of landowners with land potentiality within the taking lines were discussed. It was agreed that landowners should have a separate meeting where their rights are discussed in detail.

Williamsport, December 8: Over 100 persons attended this meeting, which was often heated. Considerable desire exists among those of the region to know the plans of the park service and to have an input into those plans. General agreement was reached, however, that the park land should remain essentially unchanged with the integrity of the canal and towpath maintained by restoration to original condition. Considerable protest was logged against rapid or intensive new development of visitor facilities.

Washington, December 9: Thirty-five attended this meeting. General agreement was reached "that the C & O Canal National Historical Park be kept primitive with emphasis on historic restoration and scenic preservation." An expert on marina construction indicated that no marinas can really be justified for the park and that boat ramps with parking well back and hidden from the canal would be preferable. (Expert was Level Walker Dodds.

I would like to thank all of you who participated in these meetings. Public discussion is a part of our American heritage and the democratic process. We will make our desires known to those who control the park and the monies provided for development in an effort to help guide their efforts

SECTION OF THE MONTH

PAW PAW TUNNEL

BY ALAN D. FRANKLIN

(Part Two--Continued from the last issue)

(In Part One Alan Franklin covered the background of the construction of the Paw Paw Tunnel and began the description of the section from the upstream end at the Route 51 bridge. He described an old, deserted frame house which appears to be the old Section House, with its foundation of bricks, probably from Supt. Lee Montgomery's abortive brick-making machine. The story resumes with further discussion of that machine.)

That there were so many bricks left over is understandable. In a letter dated March 16, 1838, Assistant Engineer (for the Canal Company) Elwood Morris reported to Engineer Charles B. Fisk that Montgomery's bricks were of poor quality. It is known that the brick facing of the tunnel was not installed until after the tunnel was opened, long after Lee Montgomery was gone.

155.78 South Portal. At this point the canal enters the tunnel into the hill that looms up before you. The NPS built a nice little picnic ground here a few years ago, with several picnic tables, a water pump, and an outhouse. There was once an explanatory sign telling something of the building of the canal; its restoration would be a fine idea. A trail leaves the towpath at the entrance to the tunnel and climbs the hill to the right. This trail leads over the Tunnel Hill and rejoins the towpath on the other side. It is well-marked and makes a pleasant 20-30 minute hike. At the top of the hill, the trail crosses Tunnel Hill Road. A turn to the left on this road for several hundred yards brings to a point directly over the tunnel. From here, with the survey map in one hand and a compass in the other, you can trace the route directly over the tunnel. There is no trail but the woods are open and the going is easy (keep your eyes open for copperheads). On the top of each of the small ridges you cross you will find an old stone marker (the first of which is on the portal side of Tunnel Hill Road on your left a few feet from the edge of the road as you arrive at the intersection of the road with the line of the tunnel) although several of the five are leaning or fallen. Each has a groove on the top that was once set transverse to the line of the tunnel; they were used to establish the tunnel line and to assist in measuring progress. Various white and gaily-colored ribbons in the trees may still show you where other surveyors have already found them before you.

In the small ravines between markers 3 and 4 and between 4 and 5, the heads of the shafts that were used to help dig the tunnel can be found. The NPS recently dug into the shaft between markers 4 and 5 in an effort to reduce the leakage of ground water into the tunnel below. Each shaft is 8 ft in diameter, but tapers at the top to a diameter of 2 ft in the last 12 ft of the shaft. The hole of each is capped with a split capstone 5 ft in diameter, which in turn is buried under several feet of clay (water-tite) fill. The NPS apparently dug down to this capstone, and then re-filled, leaving a visible depression. These ravines also contain piles of spoil, the rock brought up and dumped as the tunnel was dug, forming very impressive banks, like glacial moraines. (Continued on page (6))

The portal itself has stone steps on each side, by which you can climb to the top. Some of the exposed strata, mostly shales, at the top and running down the berm side contain fossil shells. There is an engraved keystone marked "C. B. Fisk, Engineer" for Charles B. Fisk, without whose short-sighted enthusiasm the tunnel would most probably never have been built! He was the Canal Company Engineer who pushed through the tunnel project in the beginning, and who, in spite of the fact that the unnecessary expense of the tunnel undoubtedly helped bring the Canal Company to ruin, was Chief Engineer when it was finished in 1850. Mr. Fisk's memorial has served as a target for rifle bullets in recent years.

In the wintertime, you will find the entire portal blocked by a great wooden wall. Do not despair, however. The towpath has its own little door, which does not appear to be locked, and you can pass on through. The purpose of the wooden wall is to protect the brick lining of the tunnel from the freezing and thawing that occurs if the winter winds are allowed free play through the tunnel, and as long as it does not interfere with public access to the tunnel, it seems a reasonable precaution.

Tunnel. It will pay to take at least a flashlight with you, and if possible even a Coleman lantern. Not that the towpath isn't in perfect shape--it is, and there is no danger. I have ridden a bicycle through with only a dying flashlight for company. But there are things to see inside, and general light is helpful. For instance, at times the evaporation of ground water through the walls creates a snow-like mineral deposit that is very pretty to see.

For the first 26 ft the tunnel lining is dressed stone. From then on it is brick, at least seven courses thick in places. The tunnel is an arch of 12 ft radius set atop 11 ft vertical walls. The towpath runs on a ledge about 4 ft wide, and is equipped with a stout railing a bit better than waist high. The top rail is a square strong beam, which in many places shows deep ruts burned into it by the tow ropes of the mule-drawn barges. On both sides there are wooden railings at a level to keep the barges from scraping the brick walls. At the spring line of the arch occasional "weep" holes are placed to prevent seepage water from building up and coming directly through the brick, an admirable precaution but one that seems not now entirely effective. In fact, there is a good deal of seepage of ground water through the brick lining - the patches are quite visible. In 1966, the NPS did a thorough renovation of the interior of the tunnel, and it is now in excellent shape.

It is fairly easy to locate the positions of the two sets of vertical shafts that were dug down from the surface of the hill overhead. These shafts are marked by the extensive seepage of water that comes out through the brick ceiling from them. One pair is located about 370 ft in from the North Portal, and the other about 900 ft.

The weep holes in the brick lining are used by birds as nesting sites, and you can see them constantly swooping in and out of the portals in spring and summer. They are probably rough-winged swallows.

155.20 North Portal. The gorge at this end is considerably steeper than that at the other, and the northern entrance to the tunnel is really quite spectacular. There is a mighty fold in the rock just overhead, and if you back off a bit, you can see in fact that the rocks form almost a natural arch over the tunnel. In fact, this was counted upon by the Canal Company Engineers to help prevent falls inside the tunnel during and after construction. On the other hand, this rock is mainly a very stratified shale.

(Continued on page (7))

On the towpath side of the gorge, just below the North Portal, one can see how the great sheets of rock have slid down. Iron pegs have been driven into it in an attempt to prevent these slides. Nonetheless, it obviously has lived up to its name of "slickenslide" sometimes given to this kind of formation.

A good deal of water falls down the cliffs over the portal, possibly including genuine springs as well as runoff. In wintertime the cliffs are covered with great frozen waterfalls of ice. This has induced rock falls and slides from time to time. In the winter of 1971 a massive slide that occurred in 1968 or 1969 still fills the canal to the level of the towpath just at the portal. It did only minor damage to the towpath, but it does obscure somewhat the view of the portal. This portal too has a keystone, this one bearing the legend "J. M. Coale, President, 1850" Colonel James M. Coale was President of the Canal Company at the time, 1850, of the completion of the tunnel. On the berm side, there is a swinging boom that was used to drop timbers into slots in the masonry of the portal so as to form a gate sealing off the canal, making it possible to drain the canal downstream of the tunnel for repairs and maintenance. A platform of raised stones on the berm side to store the timbers has been covered by the rock slide, and may have been damaged.

The towpath from the North Portal downstream to about 154.95 was a wooden boardwalk, and has been restored so by the NPS. There are several old photographs in the museum in the tavern at Great Falls, Md., that show these details around the North Portal as they were when the canal was in use. The restoration appears to have been quite faithful to the original.

As the mules pulled the downstream-headed boats out of the tunnel, they must have been on fairly long ropes. At the first bend in the canal, there are horizontal grooves cut in the rock just at knee level, above the towpath, the result of wearing by those ropes. Their position shows how long the ropes must have been.

The canal has been cleared thoroughly through this steep part of the gorge. This clearing has brought to light remnants, on the berm side, of a wooden sheathing but has also eliminated aquatic animals and most of the beautiful blue flags that grew in the canal bed here and bloomed in the spring.

154.95. At this point the cliff over the towpath has been reduced to perhaps 10 ft high. It is mossy and green, with a good deal of water running and dripping down it. Just overhead is a spring, which was once used as a source of water by the passing boats. The spring itself has been covered with a wooden roof. There used to be a double stair going up to the spring from the towpath, but there is now no trace of it. In winter, the flow creates massive and beautiful ice sheaths on the cliff. The spring has the reputation of being potable, but whenever I have inspected it I have found it full of some sort of insect larvae that turned me definitely away. I would stick to water drawn from the pumps provided by the NPS at the South Portal or at the Sorrel Ridge Hiker-Biker, downstream at about mile 154.

154.85. The trail over the tunnel from the South Portal returns to the towpath at this point. This portion of the trail is the old road by which rock dug out of the tunnel and gorge was carried away to be dumped in ravines in the hill above. Not only did this get rid of these tailings, but by filling in the ravines in the hill above had the effect of reducing the runoff of surface water back down into the gorge, and thus of helping to prevent rock slides that are induced by the water. These massive fills of broken rock are clearly visible along this road, and give impressive evidence of the quantity of material that had to be moved. (Con't on page (8))

154.70 Lock 66. Emerging from the steep cut, the towpath now follows the natural gorge or ravine on its way back to the river. The towpath here is gravel, and like the entire section, is in excellent condition, perfect for cyclists or hikers. The three locks in this section are all in ruined condition, the wooden gates having fallen over and much of the masonry being in a state of disorder. This lock and the next one were certainly sheathed in wood, protected by a preservative known as "Kyanized," as an economy measure. Dressed stone was then not necessary. The iron pegs that once held this sheathing are still in place on the walls of the lock. A footbridge crosses to the berm side, where there is the ruin of what was once a maintenance or carpenter shop. A tar pot seems to have occupied the downstream end, and the remains of a wooden lock gate can be seen amid the ruins. I have not been able to find evidence of a lock-house here. From this point downstream the canal bed is heavily overgrown, and harbors many delightful birds.

154.60 Lock 64 2/3. The peculiar numbering of this and the next lock is a result of the last minute decision to put three rather than four locks into this section, primarily as an economy measure. Work here was completed rather late, due to the difficulty of construction of the tunnel, and locks upstream had already been built and numbered according to the old plan. To leave out one lock here and yet not upset the numbering scheme, they have assigned each lock 4/3 instead of 1.

The wooden sheathing is still in place on the sides of this lock, although much decayed, of course. The front gates are still in place, although ruined and falling away. The rear gates are gone. There are also remains of a wooden floor under the downstream gates. The Canal Company repaired a number of these locks in cement near the rear gate, and also an extra strap groove there. There is some evidence on the river side of the towpath of a lockhouse foundation, with some old brick; perhaps the keeper here tended lock 66 also.

154.48 Lock 63 1/3. It isn't clear whether or not this lock was also sheathed in wood, although the remains of a wooden floor are clearly visible at the upstream end. The inscription "1910" in cement shows that repairs were made here also in that year. There is a curious solid line of masonry crossing the towpath and the lock near the upstream end, as if a dam lay imbedded there. This lock marks the downstream end of the section.

Later additions

We previously described a field of brick on the river bank, from about mile 156.2 to the Route 51 bridge, a field we surmise may have been the site of Lee Montgomery's brick-making machine during the tunnel construction. This field has now been graded and an entrance ramp built down to it from Route 51 near the Western Maryland bridge. A simple cabin has been built on the field, and it is now the site of a private (open to the public) campground. The owner is Mr. Gary Arbaugh of Paw Paw and Alan Franklin describes his camp as simple and tasteful, and in keeping with the nature of the canal and the tunnel. Mr. Arbaugh described to Alan a graveyard for construction workers and a 70 ft deep brick-lined well.

The Section House has now been repaired and is being preserved. At locks 64 2/3 and 63 1/3 are piles of large blocks of more-or-less finished sandstones. These are probably the blocks removed when the locks were repaired and some portions re-done in 1910.

The following are the rates for Mr. Arbaugh's Paw Paw Canal Tunnel Park:
Parking per day \$1.00; Camping per night \$2.00; Canoe Ramp 25¢.

LEVEL WALKERS REPORT

- 1 Miss Rae T. Lewis Georgetown Tidal Lock to Old Boat Incline (0.00) reports that because of exceptionally mild weather, the towpath has had much more than its usual winter use. Towpath clean. Little canal trash.
- 2 Miss Anne B. Watson of 6208 Seabrook Road, Seabrook, Md. 20801 has been assigned as Co-Level Walker on this section to assist Level Walker Bill Johnson. Old Boat Incline to Lock 5 (2.1).
- 3 Philip J. Stone Lock 5 to Cabin John Creek (5.0) reports water level from Lock 7 to Lock 5 low in November, presumably for fall cleanup. A new parking area has been provided on GWM Parkway just below Lock 6 at Brookmont. Several small streams drain directly into the canal. The stream a short distance above the bridge at Sycamore Island has deposited a large amount of sediment. The lower reaches of Cabin John Creek are still heavily polluted because of a break in an overload sewer some distance upstream. Increased traffic on GWM Parkway imposes on peaceful environment as does airplane traffic in the Potomac Valley. Encouraging sign was small amount of litter in the section. One and one-half hour visit in November showed 148 users.
- 4 Dr. Kenneth Pfifer Cabin John Creek to Lock 14 (7.5) reports that apparently NPS plans to take some steps to increase the water level in the canal so that animal life can be sustained, but that NPS personnel stated that because of budget deficiencies, they wouldn't be able to repair the wall the way it should be done so that there would not be a recurrence. Quite a few fish between Locks 8 and 9, but water is very low and fish will probably not survive. NPS personnel at Lock 9 to 10 area stated that low water level due to a serious break in the canal bed at Widewater. Water above Lock 10 almost gone. Large fish in lock. Water in Locks 11 to 14 almost gone. Ron Wilson, Co-Level Walker on this section provided some very informative information on the condition of lockhouses in 1938 and other useful data. He had provided earlier an interesting study of Lockhouse 10.
- 5 Robert N. Greenberg Lock 14 to Cropley (9.5) reports that two cross-canal obstructions have been erected by NPS in the section of the canal bordering the boundaries of the Naval Ship Research and Development Center to serve as a footpath across the canal, but canoes now have to portage and appearance spoiled.
- 6 James E. Putman Cropley to Great Falls (12.3) suggests making Level Walkers Association independent of C & O Canal Association. Any comments?
- 7 Co-Level Walker John Anderson Great Falls to Swains Lock (14.3) says widespread useage of towpath. Recommends The River and the Rocks--a publication of the U. S. Geological Survey and story of the Great Falls area, available at the Government Printing Office. (Will try to obtain and provide further details.)
- 10 Seneca Aqueduct to Tenfoot Island (22.8). Everyone watch for developments in this area. A historic 280-acre tract bordering the C & O Canal soon will be included in the Seneca Creek State Park, but a tourist camp has been proposed nearby (101 acres). Under consideration is the Seneca Quarry with the foundations of the 19th century sandstone mill. Send any news and developments of this area to Level Walkers Edwin Wesely (7101 Ridgewood Avenue, Chevy Chase, Md. 20015) and Grant Conway (6032 Broad St., Brookmont, Washington, D. C. 20016), who are the Montgomery County members of the C & O Canal Advisory Commission. (Continued next page)

11 Grant Conway Tenfoot Island to Sycamore Landing (25.0) has many canal irons in the fire, one of which is his membership in the C & O Canal Advisory Commission. In spite of his many activities, Grant has been most helpful in the preparation of the Third Section of the Towpath Guide (Harpers Ferry to Ft. Frederick) by preparing the Harpers Ferry portion and doing field checking from Harpers Ferry to Mt. Lock and checking over the draft for the rest of the manuscript as well. Grant notes on his own section that the Horsepen Branch Hiker-Biker is in excellent condition and the level area has been extended upstream.

14 Dwight Sheesley Ft Harrison Island to Whites Ferry (33.2) in his first Level Walker report states that Boy Scout Troop T849, Baltimore Area Council, is helping to monitor this section. He comments that the towpath does not appear to be used extensively in this area, and for this reason and easy access at Whites Ferry this should be a good section for summer hiking as well.

17 Ray P. Teele, P.E. Monocacy Aqueduct to Nolands Ferry (42.2) and Mrs. Teele have been invaluable colleagues on the Third Section of the Towpath Guide as they were on the Second. They have made at least three field trips to check the Falling Waters to Williamsport area and the Lock 46 to McCoys Ferry area. Ray has come across some information in the Library of Congress which lists specific mileages which will help straighten out some discrepancies in the Four Locks to McCoys Ferry and other areas.

19 Point of Rocks to Catoctin Aqueduct (48.2). Mrs. S. Lavenia Waskey of Catoctin View Apts., #715, 800 Motter Avenue, Frederick, Md. 21701 has been appointed Co-Level Walker on this section with Lyman Stucker. Mrs. Waskey lived in Lockhouse No 29 at Lander as a girl. Her father was lock-tender L. H. Cross.

21 Albert T. Swann, Jr. Brunswick (Lock 30) to Weverton (Lock 31) (55.0) nothing new and no improvement--shack and junk car areas seem to be growing. "Will the new bill help clean up this situation?" He reports campsite signs can be followed from Route 340 thru Brunswick to the canal, where there is a new dirt road, filling the canal there, 100 ft from the lock. What about this NPS and C&O Canal Advisory Commission Members? Mile 55 to 65.3 is badly hole-pocked. What about filling those instead of the canal bed?

23 Orville Crowder Harpers Ferry to Dam No 3 (60.7) checked over the manuscript for the Towpath Guide and added some information on the masonry work that was begun on the lower wall which supports the missing bridge where the Dam No 3 intake canal enters the main canal just below Lock 35. Several courses of stone have been laid, and the bed of the intake canal is almost closed with construction materials, but not quite, so it is still necessary to go across to the berm if one wishes to continue up the towpath. Mrs. S. Lavenia Waskey (See Section 19) has been assigned as Co-Level Walker to this and Section 24 (Dam No 3 to Dargan Quarry). Her grandfather was locktender in the two-story brick house which sits between Dam 3 and Lock 36; he tended both the dam and Lock 36. Mrs. Waskey was born in this house and later lived in the frame house above Lock 36. Much of this area had been a mystery until Mrs. Waskey provided the details which appear in Section Three of the forth-coming Towpath Guide.

27 Kenneth S. Rollins Antietam Aqueduct to Shepherdstown (69.4) submitted an update of the section and provided a beautiful set of color transparencies.

(Continued next page)

28 Shepherdstown (Lock 38) to Lock 39 John C. Frye (72.8) is very busy these days, with the added responsibilities as one of the Washington Co. Members of the C & O Canal Advisory Commission. John has provided several old canal photos, at least two of which (Lock 38) are unpublished and which will be used in the Towpath Guide. Dr. Baruch Blumberg has been reassigned as Co-Level Walker on this section from Section 46.

29 Gene Maddex Lock 39 to Snyders Landing (74.0) has provided several canal and related items., and especially useful is the loan of a book on James Rumsey (James Rumsey--Pioneer in Steam Navigation and Prominent Men of Shepherdstown (1762-1962)) which I am using for background info on the Shepherdstown portion of the Towpath Guide. Co-Level Walker Lee Barron and his wife Barbara keep busy on weekends at their Country Store and Canal Museum at Snyders Landing. Lee is so busy these days, that I suspect he will pop out with a new canal book very soon! He has many contacts with canal boat captains and their families and others whose lives centered on the C & O Canal. Lee Barron and Gene Maddex and his son Lee and I had a fine outing in November together from Snyders Landing to Lock 39 and return, while we were field checking our notes for the Towpath Guide.

XX
Before we completely leave the Shepherdstown area I would like to mention a book which I borrowed from John Frye, The Ferry Hill Plantation Journal. This book is the journal of Col John Blackford whose plantation was on the C & O Canal on both sides of Lock 38, and was written for the year 1838, shortly before he died. Many of the entries refer to the canal, in which Col Blackford was an investor (he talks of a trip to Georgetown and Washington via packet boat from Shepherdstown to settle an account with the C & O Canal Co. I ordered a few copies of this book and no longer have them so have ordered a larger number which I have on hand for anyone who is interested. The cost is \$3.00 which includes postage. It is very interesting reading for those interested in plantation life, comments on Blackfords Ferry. life in Shepherdstown and Sharpsburg, and life in general in 1838, as well as life associated with the C & O Canal.

XX

30 Harold A. Cramer. Lock 40 to Marsh Run Culvert (76.7) reports the towpath in excellent condition for hiking or cycling.

31 Harold A. Cramer, Jr. Lock 40 to Marsh Run Culvert (79.4) reports a second house being built in the Potomac Valley Farms real estate development and that the picnic area between the towpath and river about 200 yards south of Lock 40 has been improved to include picnic tables and a cleared area. William H. Cramer, brother of Harold A. Cramer Sr., and uncle of Harold A. Cramer, Jr. is the Co-Level Walker now assigned to this section. His address is: 1301 S. Scott Street, Apt 231, Arlington, Va. 22204.

32 John F. Delean Marsh Run Culvert to Dam No 4 (81.6) submitted a revision for the Towpath Guide, noting an earth slide at 83.4, from the cliff into the canal bed for about eight feet, and that about 100 feet below Dam 4 the canal bed has been partially filled in and a road has been run from the state road thru the canal, up to the dam crest, and continues on top of the protective dike. He comments further that the road appears to be of a temporary nature. My two teenagers and I explored Dam No 4 cave about one-half mile below Dam No 4 and found it to be a very interesting experience. Can walk right in. Good lights and care need to be taken, but a relatively safe cave with supervision.

33 Robert M. Dodds Dam No 4 to Charles Mill (84.4) submitted a Level Walkers Report, but his material is buried in my notes for the Towpath Guide so will just say thanks for the help.

34 Charles Otstot of 5124 33rd North, Arlington, Va. 22207 has been assigned to Charles Mill to Foremans Ferry as Co-Level Walker, with Vic Conrad(88.1). We stopped to talk with Bill McMahon and his family on Christmas Eve afternoon and learned of his plans to restore the mill. He controls access to the canal, and the charge for parking is \$1.50 and for overnight camping \$2.00. Boat rental is \$3.00 and he has fishing needs and gas and oil and boat launching facilities and marina. Also a refreshment stand, and he will carry the Towpath Guides beginning this spring. Bill McMahon has bought two other mills from which he has taken the machinery for the restoration of the mill here.

35 Charlie Otstot has also been assigned as Co-Level Walker on this section, Foremans Ferry to Lock 43 (91.0) with Donald S. Ebersole. Charlie provided an outstanding report on the entire section, most of which is included in the upcoming Towpath Guide. Access to this section is from Falling Waters Road via a dirt road to Lock 43. About a half-mile from (below) Lock 43 is Dellingers Cave, and a good cave to explore. My children and I thoroughly enjoyed it. As with all caves, old clothes, good lights, and supervision is needed.

36 Miss Sylvia Geller, 419 Florida Avenue, #108, Herndon, Va. 22070 and Miss Ellen Holway, 6214 Wagner Lane, Washington, D. C. 20016 have recently been assigned as the Level Walkers to this section. They have visited the section and made some contacts in the Williamsport area and we will be hearing from them shortly.

37 Miss Geller and Miss Holway have been assigned as Co-Level Walkers with Walter Teach on this section, Falling Waters to Williamsport (94.4).

38 Melvin I. Kaplan Williamsport to Pinesburg Station (99.3) was recently elected to the Board of Directors of the C & O Canal Association, thus giving Williamsport a direct vote in the affairs of the association. Mel has also been busy helping to arrange for the Annual Reunion which is tentatively planned for the Williamsport area, in addition to his duties as a Level Walker.

path

In the October issue of Along the Tow/ I used an article submitted by Mel on the Conococheague Creek Incident of 1920 in which the berm parapet collapsed while Boat No 20, Captain Frank Meyers, was in the aqueduct. Unfortunately I skipped a line in the typing and put the mules on the berm side of the aqueduct, which was an almost impossible thing to do! What I should have said was that, "Capt. Myers saw the wall beginning to waver and immediately called to his step-son who was almost at the western end of the parapet to cut the mules loose." My apologies for spoiling a good story (I wonder how many others caught the error Mel?)

Mel also set up the joint public meeting sponsored by the Level Walkers and Canal and River Rights Council in December, for which we again thank him. Since we do not take the Hagerstown papers, I always learn from Mel what is going on in that area. He has also provided valuable information on the Watkins Ferry and the Berkley Bridge which will be used in the Towpath Guide. Harry Turner is the Co-Level Walker working with Mel Kaplan.

39 George W. "Hooper" Wolfe Old Railroad Bridge to Dam No 5 (105.0) is as involved as ever in canal affairs. I noticed his name the other day as a member of the American Canal Society. If it has anything to do with canals, Hooper will be there. Thanks to him Mrs. Hahn and I attended the showing of two canal movies at the Museum of Fine Arts in Hagerstown, and took advantage of the fine showing of watercolors of canal life by John Wellington. I turn to him often for information and advice, and would advise any of you to do the same if you need canal information or guidance as where to look for it.

(Continued next page)

41 Charles Morrison Dam No 5 to Lock 47 (106.8) submitted a fine report which will be used in the Towpath Guide. This section to my way of thinking is one of the prettiest on the canal.

43 Robert Monroe 112 Country Club Drive, Glen Burnie, Md. 21061 has been assigned to Ft. Frederick to Ernestville (112.4) as Co-Level Walker with ~~George Snyder~~.

44 Robert Monroe Ernestville to Licking Creek Aqueduct (114.5) has also been assigned as Co-Level Walker on this section with Jesse L. Hull.

45 William Davies Licking Creek Aqueduct to Millstone (116.0) was as full of energy as ever at our Executive Committee Meeting of the C & O Canal Association in December. Have asked Bill to check over the accuracy of the Towpath Guide draft and hope that he will do so.

46 Dr. Baruch S. Blumberg Millstone to Ditch Run Culvert (118.9) has been re-assigned as Level Walker on Section 28, Shepherdstown to Lock 39 with John Frye. Section 46 is open for assignment to anyone who wants it. Would like to get someone in the local area if possible.
(124.1)

48 Walter S. Boardman Hancock to Roundtop Mill is moving to Florida after several years in the Washington area. We shall miss him as a fellow Level Walker, as Vice President of the C & O Canal Association, as President of the Potomac Valley Conservation and Recreation Council, and as an all-around fine person. Our good wishes go with you! Adele Donnelly (Mrs. Ralph Donnelly) will take over this section. Address: Hancock, Md.

49 Roundtop Hill to Lock 53 (127.3) will be taken over by Mrs. Donnelly from Walter Boardman as well as Section 48.

52 Ralph Donnelly Sideling Hill Creek Aqueduct to Little Orleans (140.9) is as interested as ever in canal affairs, and I had a nice visit over lunch with the Donnellys in Washington after a C & O Canal Meeting. Ralph and I met accidentally recently at Four Locks and had a nice hike on up to McCoys Ferry. Donald D. Ramsey, 8300 Flower Ave., Takoma Park, Md. has been assigned as Co-Level Walker on this section.

57 John W. Beck, Jr. Lock 61 to Lock 63 1/3 (153.1) is managing once more to find time from his studies at the University of Maryland to prepare the maps for the Towpath Guide, for which we all are grateful.

58 Alan D. Franklin Lock 63 1/3 to Paw Paw (154.5) sent in an excellent report covering two trips to his section. The report was so good that I sent it to the British Waterways Board and the Inland Waterways Association in England as an example of the type of reporting that is done by Level Walkers here. Unfortunately, I came across it after I had typed up the last portion of the Paw Paw Tunnel article, so there is some more later information which I will pass along shortly.

62 Bruce and Sherry Wood, 5300 Westbard Ave., Bethesda, Md. 20016 have been assigned Lock 69 to Oldtown (Lock 71).

63 Sylvia Geller and Ellen Holway have been re-assigned as Level Walkers on Section 36 (Lock 43 to Falling Waters). Bonnie Troxell remains as the Level Walker on this section. She is very active in C & O Canal Association affairs and took part in the C & O Canal Association Executive Meeting in Washington in December. Bonnie remains as the only active Level Walker from Cumberland. The remaining sections from here to Cumberland assigned to the Allegany C & O Canal Association remain un-reported, so they will be re-assigned unless there is some action there. They should remain in the local area if possible????

SECTION THREE OF TOWPATH GUIDE (WILLAIMSPORT TO FORT FREDERICK) READY

Section Three will be finished before the next issue of Along the Towpath and will be longer and contain more material than previous two sections. Cost will probably be higher, but I will assure same cost as before to all those who order prior to 1 April. Cost before that time will be \$2.25 (includes mailing). Cost after that date to be determined after estimates received from the printer. Send to: Capt Tom Hahn, USN, 7535 Will St., Ft. Meade, Md. 20755.

LEVEL WALKER DUES FOR LEVEL WALKERS AND MAILING LIST SET FOR \$2.00

It hasn't worked out to receive only donations to cover the expenses of the Level Walker organization and to support our activities and our newsletter Along the Towpath; and the C & O Canal Association does not have funds to cover our expenses. I have put over \$400 into the things necessary to carry out our organization in the past three years, over and above what has been re-imbursed or donated, but cannot continue to do so. Therefore I would ask that each Level Walker pay his \$2.00 dues to help out. Those who don't will be dropped. I have also asked those who don't have sections but want to receive our mailings to pay the same. If you have a financial problem, C & O Canal Association has changed by-laws so that Level Walkers need not pay C & O Canal Association dues as well. Other Level Walkers have had sections and no reporting for one or two years. Those too will be dropped to make room for those who want to participate actively. Anyone can be a Level Walker without being active by being on the mailing list if he desires. I am merely trying to be efficient so that we (Level Walkers) can survive. Please cooperate.