

# ALONG THE TOWPATH

VOLUME IV NUMBER 2

January 1973

## LEVEL WALKER MEETING

The first annual meeting for Level Walkers was held October 28, 1972 in Paw Paw, West Virginia. Bruce Wood, Chairman, presided. A resolution to request that the Congress provide for the acquisition of lands between North Branch and Cumberland as a part of the C & O Canal National Historic Park was passed unanimously by the 50 persons present. Grant Conway was invited to speak about Level Walker coordination with the C & O Canal Advisory Commission. He also described ways in which we might encourage the Federal Government to give some priority to the designation or re-distribution of funds to repair the canal, presently estimated at \$34 million.

Following the business session, a film by the British Broadcasting Company (BBC) on the legislative history of the C & O Canal National Historic Park Act was viewed, courtesy of the National Parks and Conservation Association. Tom Hahn spoke about his role in the National Park Service. Following lunch Alan Franklin, Level Walker for the Paw Paw Tunnel Section, and Ralph Donnelly, historian, spoke about the section we hiked later that afternoon. Some of the group hiked over the mountain with Ralph, returning through the tunnel. The remainder hiked through the tunnel both ways with Alan, "Hooper" Wolfe, and Grant Conway, among others. "Hooper's" anecdotes provided for a very leisurely and interesting hike for those with him.

## 1973 ANNUAL MEETING ANNOUNCED

The 1973 annual meeting of the C & O Canal Association will be held April 27 - 28, 1973 at Shepherdstown, West Virginia. The business meeting will be held the evening on April 27, at a time and place to be announced. The annual hike will take place on April 28, either from Harpers Ferry to Shepherdstown or from Dam Number 4 to Shepherdstown, depending on the condition of the towpath in these two areas. We want to bring public attention to the damage caused by Tropical Storm Agnes but we also want to be able to hike the section chosen. Transportation will be provided to take hikers from Shepherdstown to the starting point. Arrangements for the dinner to be held the evening of April 28 will be announced later.

## REMINDER

During the April 1972 business meeting of the C & O Canal Association, the proposal that all Level Walkers must belong to and pay dues to the C & O Canal Association was passed and is now part of the Association's regulations. This regulation becomes effective with the dues required for membership starting in April 1973. These dues are currently five dollars per year per family. Because of this resolution, Level Walkers are not requested to pay any dues in addition to the Association dues and all expenses incurred by the Chairman relating to the Level Walkers will be reimbursed in full. "Along the Towpath" now goes to all Association members as a result of another proposal made in that meeting. I regret to say that, following the April 1973 annual Association meeting, I am going to be required to remove from the list of active Level Walkers any Level Walkers who do not maintain active Association membership.

## NEWS OF THE C & O CANAL ASSOCIATION

Carl Linden, Association President, has asked for some space in which to present some news items to the membership, following are his items:

### Revised N. P. S. Master Plan for the C & O Canal Park

The National Park Service expects to present the revised Master Plan to the C & O Canal Advisory Commission for its comments in time for the Commission's January 27 meeting. The C & O Canal Association Board will meet February 3 to discuss a report of the Plan. The present version takes into account the comments and criticisms of the Association, the Level Walkers, and a number of other interested public groups and persons which have been made both in correspondence to the National Park Service and at the Canal Commission hearing on the Plan last July. The Association and its Level Walkers intend once again to review the revised plan in detail and to communicate their views to the National Park Service and the Canal Advisory Commission.

### C & O Canal Film

The Association Board has approved the purchase of a copy of the excellent BBC film telling the story of the C & O Canal Association's long campaign ending in the Congress' passage of legislation in 1970 establishing the C & O Canal National Historic Park. This is the same film which was shown at the Level Walker meeting in October. It will be shown again at the annual Association meeting in April and will be available for loan to groups interested in the Canal.

### Efforts to Acquire the North Branch to Cumberland Lands

At its December meeting the Association Board passed a resolution strongly urging the addition of those lands adjoining the Canal from North Branch to Cumberland to the National Historic Park. This section was overlooked in the original legislation establishing the Park. Ralph Donnelly, member of the Association Board, ably represented the Association's position at a Public Hearing in Cumberland on December 20. Senators Mathias and Beall, who are jointly planning to introduce an amendment to the Canal legislation adding the North Branch to Cumberland section to the Park in the 93rd Congress, arranged the hearing to get local public comment on the acquisition plan. The prospects of success of the amendment were clearly enhanced by Cumberland's response at the hearing. Mary Miltonberger, Allegany County representative on the Canal Advisory Commission, played a key role in drawing together local support for the addition of these lands to the Park.

### Pilot Volunteer Project Between Locks 5 & 6

At its December meeting the Association Board appointed a committee consisting of Alan Franklin, Carl Linden, and Tom Hahn to organize a volunteer canal repair project between locks 5 and 6. The project is being conducted on a pilot basis to learn in practice what can usefully be done through volunteer work. The committee members and other interested citizens have already spent a few days with a pick and shovel on this section and plan to continue regularly. Jim Haden, of Brookmont, Maryland (Tel. (301) 229-6749) has agreed to serve as an organizer and manager of the volunteer roster. His address is 6423 Broad Street, Washington, D. C. 20016. Hopefully, the project will prosper and will provide genuine aid to the National Park Service in husbanding its meager funds for major repair work and, additionally, to demonstrate through citizen action a public demand that the Canal be fully repaired and not permitted to suffer neglect. Persons and groups interested in volunteering should contact Mr. Haden at the address and telephone number noted herein.

## C & O CANAL ADVISORY COMMISSION

Nancy Long, Chairman of the C & O Canal Advisory Commission, has advised me that all meetings of the Commission are open to the public. The next meeting will be held January 27, 1973 at 10:00 a.m. in the Administration Building Board Room of the Frederick Community College. Meetings will normally be held the second Saturday of every other month (i.e., March 10 would be the next meeting if this schedule is used). The place of the meeting changes each time. As noted previously, the January 27 meeting will discuss the revised N.P.S. Master Plan.

## ADVISORY LEVEL WALKERS

A cadre of Advisory Level Walkers was organized when Orville Crowder first set up the Level Walkers. This group of advisors in various special topic areas of interest to the C & O Canal has sort of gone by the boards, so to speak. I would like to revive a group of advisors, who may or may not be Level Walkers assigned to specific sections, for the fields of: History; Geology; Engineering; Ornithology; Other Fauna; and Flora. I presently have volunteers for History (Grant Conway) and Engineering (Robert Dodds). If anyone would be interested in volunteering for one of these fields (including History and Engineering) or for another field, please write to me, Bruce Wood. The idea behind setting up this cadre of advisors would be so that they could work with other Level Walkers in exploring these facets of each section, as requested.

## NATIONAL PARK SERVICE REQUESTS

The National Park Service has made two requests since the last newsletter. One is for extant pictures of the stone-filled wooden cribbing used on some of the locks to extend them to handle two boats at a time. This cribbing was not used on all locks and only Lock 29 (Lander) has a good example of the original cribbing. The N.P.S. would like to copy any photographs anyone might have of such cribbing. Please contact Joseph Prentice, National Capital Parks, 1100 Ohio Drive, S. W., Washington, D.C. 20242 if you have any such photographs.

The second request is intended to provide for better communication between the Level Walkers and the NPS. Dave Richie (Superintendent, Georgetown to Seneca) and Bill Failor (Superintendent, Seneca to Cumberland) have expressed interest in having the Level Walkers communicate directly with members of their staffs on items relating to the Canal. A listing of such staff members and their responsibilities will be provided to Level Walkers and to any other persons who express interest in such a list in the near future - the latter persons should contact me. Perhaps meeting can be set up between Level Walkers and N.P.S. staff personnel to discuss the possible lines of communication.

Attached is a listing of emergency telephone contacts within the National Park Service. Please save this listing and use it when the need arises.

## TROPICAL STORM AGNES

Since the October 1972 newsletter I have received several additional flood reports from Level Walkers which I did not have in October. A large percentage of the Level Walkers responded on short notice to the N.P.S. request for reports - thank you. Very little action has been seen in the repair of the Canal due to a lack of funds. The N.P.S. has only routine maintenance monies with which to work at present. You can help by writing to the Office of Management and Budget and to your United States Senators and Congressmen asking for priority to be given to flood repair funds for the Canal.



## LEVEL WALKER REPORTS

### Mile

0.0 Tidal Lock to Old Boat Incline, Carrie Johnson's flood report has been forwarded to me, as have others, since October. She mentioned fallen trees, eroded towpath, and general maintenance requirements of the section. Rae Lewis reports that the N.P.S. has cleared the towpath between 31st Street and the mule cross-over bridge, but that the Tidal Lock and the Boat Incline remain, along with the canal bed, buried in vegetation and debris left over from the summer storm and growing season. Rae reports that the Canal Clipper, the boat used to carry passengers a few miles along the Canal from Georgetown, has been removed from the Canal. It was in bad shape and Agnes did it no good. The concessionaire has promised N.P.S. that they will have another boat ready when the canal is re-watered.

2.2 Old Boat Incline to Lock 5, Anne Watson reports many potholes but that the downed trees have been removed and the big break filled in enough to be passable. Fletcher's is reported to be "back in business as usual." Miss Nancy Long, the Association's Secretary and the Advisory Commission's Chairman, has volunteered to be co-Level Walker for this section.

5.0 Lock 5 to Cabin John Creek, Philip Stone reports temporary repairs to the eroded section above Lock 7, but little evidence of other repairs. The towpath condition varies from poor between Locks 5 and 6 (volunteers have recently started work on this) to good near Lock 7, to poor above Lock 7. Canoeing and fishing could be engaged in above Lock 5. Only 21 canal users were reported as opposed to 148 in November 1971 and 351 in April 1972.

7.5 Cabin John Creek to Lock 14, Ken Phifer updated his flood report to the effect that little has changed since July.

9.4 Lock 14 to Cropley, the flood reports submitted by Bob Greenberg and Carl Linden have been sent to me. They report the lower part of their section being inundated by the flood and the towpath surface missing, but, near Widewater, the flood waters, having exited at the huge break in Widewater, did no damage to the section. Carl has reported that, as of December, the Canal bed is 2/3 full and there should be good skating there this winter. Two unnecessary bridges in the section have been removed but the towpath surface and some holes have not yet been repaired.

14.3 Great Falls to Swains Lock, John Anderson and Dail Doucette independently reported minor damage to their section even though it was flooded by Agnes. Most of the downed trees have been removed but the roots in the towpath surface still make for rough walking.

16.6 Swains Lock to Pennyfield Lock, Jerry Glass and Gilbert Gude, Maryland's Eighth District Congressman, have been assigned to this section following the resignation of Ed Wesely and Edwin Sims. Jerry reports some shooting in the vicinity of the Canal and comments on the possible dangers resulting therefrom. Flood waters at the Swain's residence reached four feet inside. Minor repairs would be required to put this section back into pre-Agnes condition. Walking is easy, biking only slightly difficult.

19.6 Pennyfield Lock to Seneca Aqueduct, Bill Clague, recently assigned here from an upstream section, reports National Guard soldiers clearing the canal bed and towpath near Seneca. Part of the culvert upstream from Pennyfield Lock washed out, as did the towpath. Violet's Lock is missing some masonry and other pieces are hanging without support, possibly causing a dangerous situation.

22.8 Seneca Aqueduct to Tenfoot Island, Alan Mighell reports minor damage to his section and that trees across the towpath have been cut to permit passage. He recommends some plantings be made to prevent further erosion to walls and flood areas - other Level Walkers have noted the value of flowers and grasses in minimizing damage caused by Agnes.

25.0 Tenfoot Island to Sycamore Landing, Grant Conway's flood report on this section notes that the Horsepen Branch Culvert has a 3' x 4' hole in the upstream side. He says, "This section has never been gouged and surfaced by N.P.S. and tree roots tended to resist erosion." - more on the plantings theme! Grant has also written a piece on the value of Day Lillies in erosion control. Alan and Becky Hedin are the new Level Walkers assigned to this section, since Grant has been re-assigned to the Harper's Ferry Area for Level Walker purposes.

30.8 Edwards Ferry to Fort Harrison Island, Napier Shelton has recently been assigned as co-Level Walker on this section with Constant Southworth.

33.2 Fort Harrison Island to Whites Ferry, Morris Green, Jr. is now co-Level Walker on this section with Dwight Sheesley. Morris reports improvement in the section since his July report and says it is completely passable for hikers and bikers. However, there is no drinking water at the Turtle Run Hiker-Biker - if you plan to camp there pack in your drinking water.

39.4 Lock 26 to Monacacy Aqueduct, Anson Courter, using the last of Orville Crowder's report forms - Tom, you did not stay quite long enough! - reports little change except for cleared windfall. Dickerson culvert could be more easily repaired than replaced but if not repaired soon may have to be replaced.

42.2 Monacacy Aqueduct to Noland's Ferry, Ray Teele reports no repairs to date - even the house on the Aqueduct parking lot is still there. The hiker-biker in this section also has a contaminated pump. Bruce and Sherry Wood, during a recent hike of this section (not checking up on you Ray, just out for a walk) noted grooves in the downstream railing of the aqueduct which are apparently from the tow ropes of the canal boats.

44.6 Noland's Ferry to Point of Rocks, The A. R. (Ray) Roan Family has been assigned to this section due to the resignation of George Kline.

48.2 Point of Rocks to Catoctin Aqueduct, Lyman Stucker notes that the house near the pivot bridge (river side) has been replaced with "an attractive brick structure." Lock 28 again has its footbridge. This hiker-biker is back in service with water and facilities. Some of the shacks along the river have been repaired, others abandoned. Catoctin Aqueduct is still standing "but."

51.5 Catoctin Aqueduct to Brunswick, Steve Anderson has recently been assigned as co-Level Walker with Herbert White.

58.0 Weverton to Harpers Ferry (Lock 33), Grant Conway is now co-Level Walker with Thomas McDonald. Lavenia Waskey asked to be relieved of her assignments but is still interested and willing to help.

60.7 Harpers Ferry to Dam No. 3, Rev. Larry Harris has been assigned as co-Level Walker with Orville Crowder.

72.8 Shepherdstown to Lock 39, John Frye notes that, while "the towpath remains rough but useable," little evidence of the June flood remains in this section.

74.0 Lock 39 to Snyders Landing, Gene Maddex and Lee Barron independently reported little change in this section. The foot bridges at Snyders Landing have been removed for repair. Considerable erosion is occurring at the Sharpsburg water intake due to recent construction. Landscaping and planting are again suggested as a remedy.

76.7 Snyders Landing to Lock 40, Lee Barron notes many downed trees and much debris on both sides of the towpath. Barron's store and museum are an interesting place to visit, a few miles out of Sharpsburg on Snyders Landing Road. Harold Cramer, Sr. reports little change from immediately after Agnes.

79.4 Lock 40 to Marsh Run Culvert, William Cramer and Harold Cramer, Jr. report a similar lack of change as previously noted on other sections. Foot bridges are still missing, vehicle bridges are being used.

84.4 Dam Number 4 to Charles Mill, Robert Dodds reports bad erosion around Dam 4, with the parking lot torn up and closed. There is a new bridge at 85.35 and the parking lot at 85.4 shows signs of flood waters 15 feet into the trees. The wooden steps at 86.8 are gone, along with the flood level markers there. The Harold Vreeland Family has been assigned as co-Level Walker on this section.

105.0 Old Railroad Station to Dam Number 5, George "Hooper" Wolfe notes that the dam survived the flood without apparent damage. The Lockhouse there is in good shape. He notes frequent usage of the section. Hooper's book "I Drove Mules on the C&O Canal" is back in print and available from him for \$9.95.

106.8 Dam Number 5 to Lock 47, Charles Morrison sent his flood report together with updated notes. The concrete work along the slackwater survived in excellent shape. The bridge across the guard lock is still in place but the wooden walkway for the towpath near there is missing. Lock 46 still has no crossing bridge. The wooden part of Charles' Mills has collapsed, only the stone wall remain standing.

108.6 Lock 47 to McCoys Ferry, C. S. Baker reports little damage due to the generally high relation of the section to the river. The camping area at McCoys Ferry has been cleaned up and is apparently useable.

110.4 McCoys Ferry to Fort Frederick, Carl Reachard reports a major wash-out at mile 110.9 - detour is possible for bikers and hikers.

130.0 Lock 53 to Dam No. 6 and 134.1 Dam No. 6 to Sideling Hill Aqueduct, Fay Whyte and Katheryn Gordon covered their sections in a rather unorthodox fashion - they flew over them! The Whytes have an airplane and invited Katheryn along to "walk" their sections. All looked reasonably good from the air and a great time was had by all.

154.5 Lock 63 1/3 to Paw Paw, Alan Franklin's report was generally a report on the October Level Walker meeting during which his section was walked. About twenty people assisted Alan in his coverage. Rope burns in the tunnel railing occupy a fair amount of his report. Issac Long, original Level Walker on the Oldtown section, is now assigned as co-Level Walker on this section.

164.8 Lock 68 to Oldtown, Bruce and Sherry Wood noted little change from their post-Agnes hike. The break in the Lock 68 stopgate was to be fixed before Christmas, according to Bill Faylor, so there should be skating in the Oldtown section this winter. The "House of History," owned by Rev. I. G. Allen, Route 1, Box 1, Oldtown, Maryland 21555, is well worth a visit, especially if you collect anything. To obtain admission (free) write to Rev. Allen and arrange a date with him. It is on the Main Street in Oldtown, facing the road to West Virginia, a short walk from the towpath. The house is approximately 200 years old.

Having noted references in various reports to the condition of the hiker-bikers, I am wondering if the Level Walkers could report on water, sanitary facilities and camping conditions of their hiker-bikers so we could report the status of all of them in a later newsletter - the next semi-annual report would be a good time to do so.

NATIONAL PARK SERVICE PERSONNEL

Chesapeake and Ohio Canal

Overall:

Mr. Russell E. Dickenson, Director  
National Capital Parks  
1100 Ohio Drive  
Washington, D. C. 20242  
(202) 426-6613

Emergency Telephone Numbers:  
(After hours and Weekends)

Georgetown to Seneca:

Mr. David Richie, Superintendent  
Turkey Run Park  
George Washington Memorial Parkway  
McLean, Virginia 22101  
(703) 557-8990

Capt. Thomas Hahn, USN (Ret)  
Great Falls Tavern Museum  
11710 MacArthur Boulevard  
Potomac, Maryland 20854  
(301) 299-3613

Georgetown to Seneca:

Park Police (Glen Echo): (202) 426-6940  
or 426-6970

Dispatcher: (202) 426-6605

Great Falls Tavern Museum: (301) 299-3613  
(Daily to dusk)

Seneca to Cumberland:

Mr. William Failor, Superintendent  
Antietam-C&O Canal N.P.S. Group  
Box 158  
Sharpsburg, Maryland 21782  
(301) 432-5124

Seneca to Cumberland:

After hours and weekends: (301) 432-8022

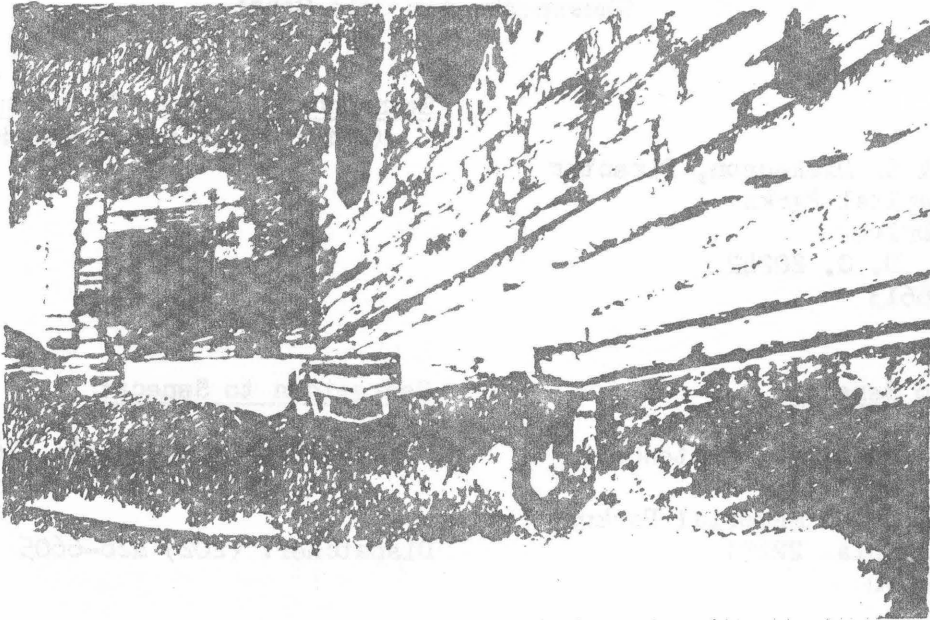
Please limit your emergency telephone calls to matters requiring immediate attention. This might include: a washout in the towpath, motorcycles on the towpath, shooting within Park boundaries and the like. A complaint about the condition of the towpath, defaced signs, and similar matters not requiring immediate attention should best be communicated in a letter, addressed either to me or to one of the persons on this list. By keeping our telephonic communications, especially after working hours, to a minimum, we will be able to receive a more satisfactory response when the need is greatest.

Your first point of contact, if direct contact with the National Park Service is preferred, should be: Georgetown to Seneca - Tom Hahn; Seneca to Cumberland - William Failor. If you receive no response to a reasonable request via that route, write to David Richie and/or Russell Dickenson.

I would appreciate receiving a copy of written communications you have with the National Park Service.

Bruce Wood, November 1972





ALONG THE TOWPATH

1900 Bedford Street

Cumberland, Md. 21502



Mr. John C. Frye  
Gapland, Maryland 21736