

# ALONG THE TOWPATH

VOLUME IV NUMBER 3

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## THE NINETEENTH ANNUAL REUNION HIKE

The annual reunion hike of the C & O Canal Association in the C & O Canal National Historic Park will be held Saturday, May 5, 1973. The date was changed from April 28 for two reasons: 1. Several thousand Boy Scouts will be cleaning the Canal and, 2. Shepherd College is having their spring weekend, both on April 28. The information below and the enclosed Reservation and Membership Questionnaire will take the place of a separate mailing about the meeting.

### Friday meeting -- 7:30 p.m.

The C & O Canal Association will hold its annual meeting on Friday, May 4, 1973, at the Western Maryland Sportsman's Club at Dam 4. Dam 4 can be reached by taking Maryland Route 65 north out of Sharpsburg and turning left at Downsville onto Dam No. 4 Road. Follow Dam No. 4 Road on to Dam 4.

### Friday Overnight

Overnight camping will be available at Dam 4 and on the grounds of the Western Maryland Sportsman's Club.

### Saturday A. M.

The Western Maryland Sportsman's Club will provide breakfast from 6:30 to 8:00 a.m. for as many as are indicated in the Reservation Questionnaire.

### Bus From Shepherdstown to Dam 4

Bus service (45 person capacity per trip) (at \$1.00 per passenger -- pay the driver) will be available from Shepherd College (park in the lot behind the Administration Building) in Shepherdstown, West Virginia to Dam 4 at 7:30, 8:00, and 8:30 a.m., arriving at Dam 4 in time for the start of the hike.

### Hike Begins at 9:00 a.m. - May 5, 1973

The hike will start at Dam 4 on the Canal (Mile 84.4) at 9:00 a.m. and proceed to Lock 38, across the river from Shepherdstown.

### Lunch Stop

Lunch will be available at Snyder's Landing for those who indicated they wanted trail lunches on the Reservation Questionnaire.

### Shower -- After Hike

Hot showers will be available 4:00 to 5:30 p.m. at Shepherd College's Health and Physical Education Building. Towels will be provided.

Dinner (dress as you please) - BY RESERVATION ONLY

Dinner will start promptly at 7:00 at the Shepherd College Dining Hall.

RESERVATIONS WILL BE ACCEPTED UNTIL APRIL 23RD, or until 200 (full capacity) are received. NO REFUNDS can be made for reservations cancelled after April 23rd. Admission will be by reservation check list at the door.

ASSOCIATION BOARD NEWS

The Board held its February 4 meeting in Williamsport through the hospitality of Mel Kaplan and the Williamsport C&O Canal Club. After inspecting the severe breaks in the towpath above Harper's Ferry, through which water rushes, the Board decided to shift the annual hike route to the Dam 4 to Shepherdstown alternative. The Board also moved the date of the hike to May 5 for the reasons given on the preceeding page.

Ed Wesely reported to the Board on PEPCO's massive expansion plans for its plant bordering the Canal at Dickerson, Md. It was evident to the Board that the expanded plant (the stacks alone would be higher than nearby Sugarloaf Mountain) would compound the harm done to the environs of the Canal Park by the present plant. The Board unanimously resolved that Association President Carl Linden express the Association's opposition to the expansion plans to the appropriate public agencies. He has complied with this resolution in full.

The Association's By-Laws were amended by unanimous votes to: (1) add to the section on organizational structure an article making the Level Walkers a "principal activity" of the Association and (2) establish the post of Second Vice President. This post will customarily be occupied by the Level Walker Chairman. Bruce Wood has been elected to the new post.

The Association's volunteer canal repair program has gotten off to a prosperous start. A corps of a dozen and a half Association members has already been given expert on-the-job training by N.P.S. Officer Tom Hahn. The members of this corps are now serving on a rotational basis as supervisory staff for volunteers. A number of volunteers have been coming out on Saturday mornings to work on a variety of projects which have been identified and selected through consultation and cooperation with the N.P.S. The volunteer coordinator, Jim Haden, finds he is leaving the area, so, until further notice, Carl Linden (301) 229-2398 should be contacted about volunteers.

ASSOCIATION OFFICERS

**President:**

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**1st Vice-President:**

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**Secretary:**

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**Treasurer:**

Douglas M. Greene  
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## ALLEGANY CHAPTER BUILDING CANAL BOAT

The Allegany County chapter of the Association is organizing to build a full-scale replica of the boats which were used on the C & O Canal. They are having a kick-off hike on April 15 in the afternoon from Mexico Farms to Cumberland - join in! They have lined up donations of the necessary lumber at cost, commitments from local citizens to help clear 1.1 miles of the canal bed, and promises of N.P.S. assistance. Still needed are more volunteers, a pump house to water the section and money. If you would like to help, Bonnie Troxell, 612 Montgomery Avenue, Cumberland, Maryland 21502 is accepting financial contributions and will answer questions on volunteer needs. They have authentic plans and will make it as historically accurate as possible.

## CANAL COMMISSION MEETING

The next meeting of the C & O Canal Advisory Commission will be held on May 12 in Allegany County, anyone is welcome to attend.

## LEGISLATION AFFECTING THE CANAL

The U. S. Congress has been presented with a \$1.3 million request for restoration work on the Canal in the N.P.S. FY 1974 (beginning July 1, 1973) budget. The N.P.S. hopes to completely restore the first five miles of the canal, provide for towpath continuity from Georgetown to Great Falls (with a by-pass at Widewater), replace the Great Falls bridges, and, best of all, make a complete study of all the aqueducts, including core borings into the aqueducts, examination of the stone-work, and a study of the subsurface structure and base soil or rock. The Congress appears to be generally in support of these funds and activities. This may not appear to be very much accomplishment for the money, but many man-days of labor and studies are involved in doing the above. There is a possibility of getting additional funds at a later date if progress warrants it.

The proposal by Senators Mathias and Beall to amend the C & O Canal Act to include land acquisition near Cumberland is still in the draft stage, pending resolution of a number of conflicts.

Congressman Gilbert Gude, Maryland, hopes to present a new version of the Potomac National River Bill to the Congress by June 1. This Bill would protect the scenic resources along the Maryland, Virginia, West Virginia and District of Columbia shores from at least Washington, D. C. to Cumberland. To get this Bill through the Congress, expression of local citizen support is required from both sides of the river. A citizens' group backing this Bill is planning a "canoe-in" on June 10 from Harper's Ferry to Brunswick to demonstrate public interest.

## TOWPATH GUIDE \* BOOK 4

Tom Hahn advises that he now has copies of Book 4 of the Towpath Guide, Fort Frederick to Cumberland available. He is charging \$2.00 for the Guide until after the May 5 Association hike. The price following the hike will be \$2.50 for this one book, due to higher printing costs this time, and \$2.00 for Books 1, 2 and 3. To order by mail, add \$0.25 per book for postage. His address is: Tom Hahn, P. O. Box 638, Glen Echo, Maryland 20768. He will have copies of all sections at the hike.

## TOWPATH NEWS

Bill Davies has accepted assignment as Advisory Level Walker for Geology. Senator Charles McC. Mathias has been assigned co-Level Walker with Ray Teale on the Monacacy Aqueduct to Nolands Ferry section. Grant Conway reports the placement of logs for resting places by the N.P.S. at half-mile intervals from Lock 8 to Old Anglers Inn. If this placement is satisfactory, the practice may be extended to other areas.

## LEVEL WALKER REPORTS

Mile

55.0 Brunswick to Weverton, The Dr. Herbert Winston Family has recently been assigned to this section and has already sent in an excellent report on most of the section. Their overall impression of the physical condition of the section is "Susceptible of vast improvement." They report sufficient water in the canal at Brunswick for ice skating. The first part of their section is a road, maintained for the several shacks between the canal and the river. On the date of their visit this was being used as a motorcycle raceway by local teenagers - a great use for the towpath! The shacks seem to have survived Agnes well and include everything from a respectable-looking farmhouse complete with recently plowed field to an ancient bus body complete with functioning chimney. The entire report is well organized and will serve as a useful basis for future reports.

58.0 Weverton to Harpers Ferry, Grant Conway, recently assigned to this section, is at it again with a good report. He notes that the family living in Lockhouse 31 has been given oral notice to vacate and he wonders how long the unoccupied lockhouse will remain in good shape, especially due to the high vandalism rate nearby. The Baltimore and Ohio Railroad is continuing to dump refuse into the canal bed along here, even though the N. P. S. has previously requested them to stop. The towpath under the railroad bridge is completely destroyed, and is high on the N. P. S. priority list.

84.4 Dam No. 4 to Charles Mill, The Harold Vreeland Family has submitted their first report on their section. They report a large break in the towpath above Dam Number 4 (upstream of this year's hike, visible to those who wish to walk the short distance to it before the hike starts). Footbridges are missing, a bench mark near milepost 88 is loose, and picnic tables at the Inlet Lock Picnic area are missing.

88.1 Charles Mill to Lock 43, Charles Ostot reports that all debris from the flood have been cleared away from the towpath in these two sections. The wash-out at mile 89.3 is getting worn down so much that one will soon be able to ride a bicycle through it. A sand bar across the canal near Lock 41 is adequately taking the place of the missing bridge across that lock. In January the Opequan Junction Hiker-Biker had no latrine, the structure having been washed about 50 feet downstream by the flood and now having been removed, hopefully by the N. P. S. for repairs. Dellinger's Cave is said to have had many "guests" in recent months.

136.6 Sideling Hill Aqueduct to Little Orleans, Don Ramsey noted that the flood almost reached the top of the arch of the aqueduct. He wonders if a cemetery near the aqueduct, marked on a "Government" (topographic?) map, might be canal-related. One of the stones is for a native of Scotland and was erected by some of his fellow countrymen in 1838. The "spilled beans (left following a wreck many months ago near mile 137.9) are still intact, but smell worse." There is a commercial campground on U.S. 40, near the Belle Grove Grocery (at Sideling Hill Creek) for those who are interested.

144.x Devil's Alley Hiker-Biker to Lock 60, Don Ramsey kindly reported on this mileage and copies of his report have been sent to the Level Walkers for the sections covered. Thank you, Don. This would be a good practice for all of us to follow when we are out hiking. He visited this section shortly after the flood so some things may have changed, others have been reported by John Urquhart. There is a nice "U" shaped fold in the rock near 144.6. A concrete waste weir at 145.9 has the date 1915 on it. He reports residents sighting increasing numbers of wild turkeys and he saw abundant evidence of deer and raccoons. There are bridges across a missing waste weir at mile 149.45 and Lock 60. Camping is available in the Green Ridge State Forest on Orleans Road.