

ALONG THE TOWPATH

VOLUME V

OCTOBER 1973

NUMBER 2

ANNUAL LEVEL WALKER MEETING

The second annual Level Walker meeting will be held on October 27 at the Kountry Kitchen Restaurant in Point of Rocks, Maryland starting at 10:00 a.m. The restaurant is located on Maryland Route 28 east of Point of Rocks (downstream). Grant Conway and Ed Wesely will relate some history of Noland's Ferry and the Monocacy Aqueduct. "Hooper" Wolfe has offered to show us his film "Canals West" which includes many scenes along the C&O Canal. We will plan to have lunch at the restaurant and then to hike from Noland's Ferry to the Monocacy Aqueduct and back during the afternoon. All Level Walkers, persons interested in the Level Walkers, and friends are invited. No reservations are needed and lunch will be pay-as-you-go.

OTHER CALENDAR ITEMS

September 29 - The C&O Canal Advisory Commission will meet at 9:00 at the Stephen Mather Center at Harpers Ferry, West Virginia. The public is welcome.

September 30 - WRC-TV (Channel 4) will present a special program on the C&O Canal at 10:00 p.m. The program is called "When the Past Dries Up." It is a local production of WRC's "Perspective" section. It will not be a network presentation.

ENVIRONMENTAL PARK?

The Association's Directors are considering a resolution which will be presented before the Montgomery County Council's final hearing on the location of the proposed Advance Waste Treatment (AWT) plant. The Directors are expected to approve the resolution which will ask that the AWT plant be placed in Darnestown (Montgomery County) so that a) there will be no trunk sewer line to upper Montgomery County (the area around the Monocacy Aqueduct which is today rolling farm land) which would permit development of the suburban sprawl into the Monocacy area in violation of the County's Master plan for development corridors, and b) if the water from the AWT plant is better than Potomac River water, and it is expected to be of drinking water quality, that we would like to use it in the C&O Canal from Pennyfield Lock downstream. If you agree with this position, please write to:

The Honourable Marvin Mandel
Maryland State House
Annapolis, Maryland 21404

The Honourable William Sher,
President
Montgomery County Council
Rockville, Maryland 20850

Letters to both persons should be received by them prior to October 10, 1973, the deadline for a decision on the AWT plant location. Please write.

CUMBERLAND BARGE PROJECT

The Association's Directors have voted to contribute \$500 toward the Cumberland Barge project. This is expected to be the first of several selected projects the Association will become involved in during the coming years, as funds become available and as worthy projects are approved.

1974 REUNION HIKE PLANS

The Association's Directors are considering a proposal that the 1974 reunion hike cover the entire length of the Canal. The NPS has promised their support for whatever we come up with. Justice William O. Douglas has said "go ahead."

Various alternatives have been proposed and the Directors would like to receive comments from the membership regarding the best alternative. Please complete and return the questionnaire on the last page of this newsletter - your comments are needed and will be listened to. An eleven (or ten, as worked out) day hike could start in Cumberland during the week (Wednesday or Thursday) and end in Georgetown on a Saturday, covering between 14 and 20 miles per day. Camping would be the over-night accommodations except for one night at the mid-point when hotel accommodations could be available. An eight day hike could start in Cumberland on a Saturday and end in Georgetown the following Saturday. No hotel accommodations would be readily feasible for this length hike. To cover the canal in eight days, single day hikes of between 20 and 25 miles per day would be necessary. A two day bus trip could start in Cumberland on a Saturday and end in Georgetown the next day, permitting only selected stops and perhaps not much hiking. The remaining alternatives under consideration are a canoe trip together with the eleven (or ten) and eight day hikes, and the traditional one day hike. Only one alternative (plus canoeing if feasible) can be selected but day hiking would be available together with any of the above hikes.

Please complete the questionnaire whether or not you expect to hike. If you can supply any logistical support please indicate that under question 4. A truck will be needed to carry camping gear, food, and cooking equipment from one site to the next; an automobile (preferably one with large passenger capacity) may be needed to carry day hikers back to their cars; drivers for these vehicles will be needed; and, depending on meal arrangements, cooks and helpers may be needed - these latter could also be hikers.

C & O CANAL ADVISORY COMMISSION

The following are notes taken from the transcripts of Advisory Commission meetings. Each meeting is recorded and transcribed completely. Nancy Long, Chairman of the Commission, and Dick Stanton, in National Capital Parks, have complete sets of the transcripts.

The first meeting of the Commission was held on December 20, 1971 in Washington, D.C. The meeting opened with the swearing-in of the 19 Commissioners and followed with remarks by Senator Charles McC. Mathias, Secretary of the Interior Rogers C. B. Morton, and Director of the National Park Service George Hartzog. The guidelines governing the preparation of the Master Plan for the Canal Park were summarized and discussed. The Commission would be asked to review and comment on the Master Plan in the future. Its goals and focus were discussed in detail. The problems involved with rewatering new parts of the Canal were mentioned - silt buildup, integrity of the clay liner, holes are the major considerations in a practical decision to rewater a section. Justice Douglas proposed, and the Commissioners unanimously adopted, that the aqueducts be considered as first priority for repair and stabilization as funds become available. The NPS announced that it is making detailed maps of the entire canal to show landowner boundaries in conjunction with the land acquisition they are commencing.

January 15, 1972, Harpers Ferry, West Virginia - during the second meeting the Commissioners were appointed to positions within the Commission and they signed up to work on the various committees which were organized. A review of the regulations dealing with the status of Advisory Commissions followed. Subsequent discussion revolved around whether the meetings should be open to the public, a point which later in 1972 became academic due to new regulations requiring that all Advisory Commission

meetings be open to the public.

Other discussions during this meeting concerned the use of power boats on the river and the possibility of regulating this use, the need for environmental impact statements in relation to canal repair, restoration, and development, and land acquisition. This last item took much time and centered on where scenic easements should stop and fee simple acquisition replace it.

Recommendations resulting from this meeting were: press representatives would be given a press release of the meeting shortly after the end of the meeting; a Master Plan timetable should be set up to provide public sessions during April and May, Commission review of the revised plan by August, and inclusion in the NPS budget review process by September 1 with a request being made for Fiscal Year 1974 funds to start the recommendations; the NPS should not accept an offer by Potomac Edison to give NPS Dam Number 3 at this time because of the extensive repairs required and the liabilities related to acquiring it without funds to make these repairs; and the NPS should attempt to acquire an option to buy 20 to 30 acres of the Pierponts tract in Seneca which the State of Maryland is presently negotiating to purchase.

January 29, 1972, Harpers Ferry - the Commission heard a report on the emergency work at Seneca Aqueduct which had lost an arch during the September 1971 flood. A discussion of the definition of the Park Boundaries followed. There is leeway within the boundary line to include all of certain properties if fee simple acquisition will be required on most of the tract. They discussed sub-standard housing and agreed to set certain basic standards as guidelines. If housing is considered to be below that standard and long-term tenancy was being asked by the owner, he would have a specific amount of time to bring the property up to the standard or the NPS would take the property over.

Recommendations resulting from this meeting were: approval to proceed quickly on repair work on the Seneca Aqueduct; and guidelines would be established for housing within the Park boundaries.

March 4, 1972, Harpers Ferry - Reports were heard from four committees. James Gilford, chairman of the Resource Planning and Environmental Studies Committee, reported they had met a few times and had reviewed the Master Plan and were working to coordinate Commission, NPS and County activities in this field. John Frye, chairman of the Historical Studies Committee, reported a meeting at the Washington County Library at which they reviewed some records, some films dealing with the Canal, and heard from some invited guests. Mary Miltenberger, chairman of the Cumberland Boundary Committee, reported on that committee's meeting and discussion of the problem. Rome Schwagel, chairman of the Land Acquisition Committee noted that the committee had met with NPS officials but had determined that additional guidance was required from the Commission on the guidelines to be applied to their activities.

The NPS noted they had until July 8, 1972 to notify property owners of the extent and manner of easement or acquisition they would be subject to as a result of the Park Act. The Commission approved the NPS duty to proceed with notification and left to the NPS the responsibility of determining the type of acquisition required by the Master Plan. A cut-off date of March 4, 1972, the date of the meeting, was established after which any new construction, subdivision of property, or rezoning would not be accepted for appraisal valuation increase. Any construction in process or contracted for before that date would be included in the appraisal.

The Commission was advised of the progress being made in the Seneca Aqueduct repairs and of the problems encountered to date. The blow-out in the Oldtown Level, a watered section, was discussed and the Commission granted its approval for immediate repair work. Joe Prentice then presented a slide show on the eleven aqueducts along the Canal, with emphasis on their present condition and the repair and restoration work needed. He also got into some history of the aqueducts, noting that several of them had wooden trunks (wooden walls and floors) at various times in place of stone walls due to deterioration of the stone walls.

The Commission resolved to warn the Baltimore and Ohio, the Western Maryland, and the Potomac Electric Power Company against their intrusions upon the canal in the form of discarded trash resulting from cleaning of freight cars, repairing road-

bed, and other operations. They were all requested to remove the trash promptly.

April 8, 1972, Harpers Ferry - a report on Seneca State Park was presented by a member of the Maryland National Capital Park and Planning Commission. Included was the status of the Pierpont tract, which was recently acquired by MNCPPC. Discussion included the feasibility of the NPS's getting control of two acres and the mill and quarry, which are part of the tract. Various aspects of this possible exchange were discussed as well as the need to provide security for the ruins. Copies of the draft Master Plan were circulated to all Commissioners with the special notation that it was just a draft at that point. In connection with this a discussion of proposals to restore the canal in the Williamsport and the related acquisition problems was carried on. Interpretive restoration of the canal and Lock 30 in the Brunswick area was discussed.

The report on the Seneca Aqueduct work noted that the contractor was near completion. He had installed the supporting I-beams and pipes which were necessary to maintain the remaining two spans. He had also forced concrete into the base of the arch in order to fill a hole caused by erosion over the years and to stabilize that part of the stonework. A foot-bridge had been installed across the missing arch for pedestrian use. The contractor was finishing the work of removing the fallen stones from the creek and stockpiling them nearby for the time when restoration could be carried out.

May 13, 1972, Harpers Ferry - the Commission approved the NPS plan to defer previously planned work at Brunswick and North Branch in order to begin aqueduct restoration with the funds. The deferred work is to establish interpretive centers and to restore the locks and canal at these two locations. Various aspects of aqueduct restoration were then discussed. A long discussion ensued about the degree of development being proposed in the Master Plan, the canal boundary, and the methods for informing the public of the Master Plan proposal in advance of the hearing dates. The schedule for these hearings was also discussed. The break in the Cabin John sewer line was discussed as it relates to the canal and park property. The creek was polluted by this break from approximately a half mile upstream of the canal. The NPS has been requested to stop fishing in the creek between the canal and the river and methods for doing so were discussed.

July 8, 1972, Harpers Ferry - this meeting was delayed for two weeks because of the flood resulting from Tropical Storm Agnes. A preliminary flood report was given, with much commendation for the Level Walkers who had assisted in this by reporting on their sections as of that date. The report was accompanied by slides of the damage.

The meeting then returned to the original agenda and heard from representatives of several groups with interest in the canal. Each representative discussed the background of the group, their relation to the canal, and made some comments on the Master Plan. The representatives and the groups they represented were: Carl Linden, C & O Canal Association; Alan Franklin, for Tom Hahn, Level Walkers; Harry Rinker, Pennsylvania Canal Society; Henry Juenemann, Potomac Valley League of Montgomery County; Mel Kaplan, Williamsport C & O Canal Club; Bill Shank, for Tom Hahn, American Canal Society; Elmer Koontz, Mayor of Sharpsburg; Ralph Donnelly, Hancock C & O Canal Club; Bonnie Troxell, Cumberland C & O Canal Club; Alan Johnson, American Youth Hostels; and Bob Harrigan, Citizens for the Potomac National River.

The Commission voted to request that NPS and the local political divisions get together on the issuance of building permits in flood damaged areas and that an 18 month freeze be placed on such permits. Suggestions were made relating to the use of the local railroads to transport hikers, bikers, and canoeists to various points along the canal. Letters from Senator Mathias and the Western Maryland railroad expressing interest in exploring this idea were entered into the record.

August 5, 1972, Harpers Ferry - a comprehensive report of the flood damage was submitted at this meeting. Additional slides were viewed, including aerial photos,

the extent of damage was more definitely fixed, and there was a review of the manner by which the NPS hoped to approach repairs. Flood plain regulations and controls were discussed. The Commissioners approved a resolution that Secretary Morton, Senators Mathias and Beall, and Congressmen Gude and Byron be requested to provide priority funds for flood repair, with structures getting the first assistance. A possibility of volunteer assistance in the cleanup was discussed.

The status of land acquisition was reviewed, with 607 acres already acquired and 1300 under negotiation. The flood has delayed acquisition and evaluation of land values. The Resources, Planning and Environmental Study Committees reported at length on studies it has been considering and the possible sources it could use in its work. An NPS study for the Potomac National River was described and reported on. The court injunction was lifted and a determination made that flood repair work does not require an environmental impact statement so the NPS is free to repair washouts and other damage along the canal. Many of the Potomac Fish and Game club's river cottages were washed out or destroyed by the flood. The club has met with NPS officials and suggested they would be interested in re-building them outside Park boundaries in return for continued access to the river for boating. They have a 25 year use right to that land already for the cottages. The Commission recommended the proposal be accepted. A Cumberland Boundary proposal was introduced to the Commission. It had already been approved by the Tri-County Council and the City of Cumberland Council. This proposes scenic and fee acquisition of the land between the Canal and the river and some berm side acquisition as is provided downstream of North Branch. It also proposes inclusion of the Western Maryland station in the area available for acquisition. The Commission approved the plan and recommended it be sent to the Senators and Congressmen for introduction in the U.S. Congress as an amendment to the existing law which created the Park.

The Superintendents' reports followed which included detailed reports on the major damage and repair plans for that damage. A proposal to impound Town Creek was noted. The Commission was advised that the NPS had already taken a stand to oppose the impoundment since it would involve park lands and had notified the owner that they wish to purchase the land involved in fee simple. The proposal appears to have been stopped.

September 9, 1972, Harpers Ferry - as a result of the public reactions to the Master Plan, John Parsons reported that he has done some new thinking about the approach to be taken. He outlined five kinds of use zones - heavy use (e.g. Georgetown) to "wilderness" (e.g. Hancock to Paw Paw). - in which different moods would be emphasized. The first use zone would mainly attempt to accommodate heavy short-term use with little emphasis on education about the canal and its history. The second zone would be historical (e.g. Monocacy Aqueduct) and would emphasize interpretive activities as well as day use. The third through fifth zones are where different degrees of use occur, ranging from short-term walkers and picnickers to overnight hikers. He emphasized there would be no restrictions on use in any given zone, but that the mood of the zone and the anticipated use of that zone are what will generally determine the type of user. This was greeted with general approval and is the basis for the Master Plan now in draft.

Regulations on boating in the river were discussed, as they might apply to access, the use zones, and safety. No definite decisions resulted except to encourage the State of Maryland to come up with some guidelines. The proposed Cumberland airport road and related zoning in that area were discussed. Both were thought to be detrimental to the Canal in their present form. Some of the Commissioners had taken a trip on the Western Maryland Railroad from Hagerstown to Cumberland with railroad officials to explore possibilities of rail access to the Canal. The officials were interested but no definite plans were worked out. A parking area along I-70 near Little Pool is being considered by the state to provide access for fishermen to Little Pool. The NPS has agreed to the idea and is talking with the planners about the exact location and design of a bridge to cross the Western Maryland trackage and the Canal. This work was to begin in the Spring of 1973.

November 4, 1972, Great Falls and Glen Echo, Maryland - The morning session was held at the Great Falls Park to discuss and view flood damage. The officials present, including Justice Douglas, Senators Mathias and Beall, Congressman Gude, and Secretary Morton, viewed the overturned footbridge to the falls overlook, scrambled through some washouts, and viewed the big break at Widewater. Secretary Morton estimated that \$34 million would be required to put the Canal back into pre-flood condition. He expressed hopes that these repairs could be completed in time for the bicentennial celebrations in 1976.

The afternoon session, held in Glen Echo, opened with the HBC movie on the Canal, discussed flood repair work, recommended that the NPS use volunteers where possible, and reiterated the first goal of repair to aqueducts and other structures. They reviewed the new regulations pertaining to Advisory Commissions - all meetings are to be open to the public and announcement of them published in the Federal Register. Land acquisition as of this date included 1,207 acres and cost \$1,776,000. The Commission approved sending letters, jointly with the NPS, to the county commissions requesting that no subdivisions within park lands and state open spaces be approved. A proposal to widen Falls Road (between Rockville and Great Falls) was mentioned. The NPS noted there is apparently no way for them to purchase the ferry, and land at White's Ferry with assurance that a ferry could continue there. They would not be able to offer the owner any payment for the value of the ferry. The consensus was that this acquisition should be delayed until needed. A new report on the bridge near Little Pool was made, with note being made that an environmental impact statement is needed before work can begin.

December 9, 1972, Hagerstown, Maryland - discussion on the best and promptest manner in which to protect the Antietam Iron Furnace - as part of the Canal Park or the Antietam Park - resulted in the NPS being requested to investigate the alternatives which might be available. All new work on the canal, except for flood repair, must comply with the National Environmental Policy Act. The Cumberland Boundary was again on the agenda with notice of a hearing in Cumberland being scheduled by Senators Mathias and Beall for December 20 to discuss local interest in the amendment.

January 27, 1973, Frederick, Maryland - Ron Clites noted that a canal boat was purchased in the late years of the canal's operations and is still being used as a portion of a house in the Cumberland area. The State of Maryland was reported to be interested in the Antietam Iron Furnace if the NPS does not acquire it.

A greatly revised Master Plan was presented. The new orientation, much improved divides the canal into five types of density zones: A. Interpretive Centers (e.g. Great Falls); B. Historic and Cultural (e.g. Paw Paw Tunnel); C. Short-term Recreational (a few hours' use of the canal); D. Short-term Remote (day hiking); and E. Long-term Remote (overnight hiking). The only controls will be limitation of the types of facilities permitted in each area. Zone A would have no rental concessions or picnicking but perhaps food concessions in addition to the interpretive centers. Zones B and C would have rental concessions and picnicking. Zones D and E would permit walk-in camping only. The Zone concept - there are 31 zones - is for management purposes only, visitors would not be restricted.

PEPCO made a presentation on its proposed expansion at the Dickerson, Md. power plant which adjoins the Canal. The Sugar Loaf citizens presented a counterargument to the expansion. The afternoon was largely spent discussing the Master Plan zones, references to the activities along the canal, and relationships of towns along the river to the canal and the amount of emphasis to be placed on this relationship. A report of the December hearings was made -- they went well, attendance was good, and general approval of the amendment was obtained.

This concludes this issue's notes of the Advisory Commission's transcripts. Tune in again next issue for the remaining notes which will bring you up to date.

I'm interested in resuming Tom's "Section of the Month" articles -- any contributors? Any length, and any condition, if legible, will be accepted. Also, Lyman Stucker suggested a "Friends of the Canal" series. I have a piece from him which

NEW VOLUNTEER COORDINATOR

The N.P.S. and the Junior League of Washington, D.C. have agreed on Junior League funding of a volunteer coordinator for the lower section of the Canal. Mrs. Sally Crawford is the new coordinator. She can be reached at (202) 426-6915 on Tuesdays and Thursdays (NPS office at the Georgetown Reservoir) and at (301) 229-4723 at other times. She would welcome any new volunteers for the canal projects the Association is working on.

TOWPATH GUIDE REVISION

Tom Hahn has advised us that he is in the process of revising Section 1 of the Towpath Guide (Tidal Lock to Seneca). He would welcome any comments users might have about inaccuracies (other than temporary or flood-caused) or additional information. He may be reached at: P.O. Box 638, Glen Echo, Maryland 20768, Telephone (301) 229-7838.

LEVEL WALKER REPORTS

Mile

0.0 Tidal Lock to Old Boat Incline, Rae Lewis notes little change along the section except for "a thick growth of every kind of weed imaginable" in the canal bed. The Duvall Foundry has been moved from its original location toward K Street so that the Inland Steel building can be constructed. The Foundry will be returned to its original location later in the construction.

2.3 Old Boat Incline to Lock 5, Marilyn C. Deloach is the new Level Walker on the section. Her first report is a good one. She notes that stinging nettles cover the incline in profusion. Little water and many weeds are common to this section. She, too, suggests benches be provided for resting (more of "Conway's logs?"), and some signs explaining the Alexandria canal and the Incline. She has supplied a very nice listing of flora and fauna of the section.

12.3 Cropley to Great Falls, this section is unassigned, any takers?

33.2 Fort Harrison Island to Whites Ferry, Morris Green reports the towpath to be in excellent condition. Mosquitos are reported to be in fine form. The hiker-biker at 34.4 is in good condition and even has a supply of firewood.

48.2 Point of Rocks to Catoclin Aqueduct, Lyman Stucker says the new house near the pivot bridge is a definite improvement over the one lost to Agnes last year. Many turtles, no mosquitos are reported. The hiker-biker in this section is also in good condition. The aqueduct is reported to be stable but still in much need of repair.

72.8 Shepherdstown to Lock 39, John Frye notes no remaining evidence of the flood, except for some slightly eroded sections of the towpath. He had made his report after a bicycle trip from Shepherdstown to Dam 4 and reports good biking all the way.

79.4 Lock 40 to Marsh Run Culvert, William Cramer reports little use of the canal. He says much debris remains near mile 80 and a washout under the towpath at 80.3. He supplied a good flora and fauna listing.

84.4 Dam No. 4 to Charles Mill, the Harold Vreeland Family said the NPS is working on the soil losses at the winch house at Dam 4 and at the break upstream of the dam. The towpath near Charles Mill is badly deteriorated. There is heavy use of the river near the Mill.

93.0 Lock 43 to Falling Waters, Ellen Holway and Sylvia Geller report the towpath to be in good condition and the summer shacks washed out by Agnes to be replaced by better looking recreational vehicles. They note they have no problem in their relations with the Schebromphs, who have complained about towpath users blocking their road with their cars, because they ask each time if they may park near the canal. They have always been granted the privilege pleasantly.

102.0 Pinesburg Station to Old Railroad Station, is unassigned - any takers?

105.0 Old Railroad Station to Dam No. 5, "Hooper" Wolfe remarks on the honeysuckle taking over the section which makes for a good aroma. He says some damage from Agnes remains, but the towpath is all right for any kind of travel.

110.4 McCoys Ferry to Fort Frederick, 112.4 Fort Frederick to Ernestville, and 114.5 Ernestville to Licking Creek Aqueduct are all unassigned - any takers?

130.0 Lock 53 to Dam No. 6 is also unassigned - any takers?

136.6 Bideling Hill Aqueduct to Little Orleans, Don Ramsey reports styrofoam stuck in the piled up wood in the canal bed. The spilled beams at 137.9 have dried out and do not smell so much anymore.

146.6 Lock 59 to Green Ridge Station, Doris Bailey and Dorothy Johnson report little change from a year ago. There is a flat-bottom boat overturned in the canal at 147.2. The bridge at the hiker-biker at 149.4 has been replaced. The waste weir at 149.5 needs some fill and some work. Doris completed a course in field biology and conservation at the Audubon workshop in Greenwich, Connecticut this summer.

153.1 Lock 61 to Lock 63 1/3, is unassigned - any takers?

159.7 Culvert Opposite Little Cacapon to Town Creek Aqueduct, is unassigned - any takers?

164.8 Lock 68 to Oldtown, Bruce and Sherry Wood report good towpath with healthy vegetation along the sides. Again, little usage is reported except for fishermen. This section is once again completely watered, although the level from Lock 68 to Lock 69 was slightly below normal, perhaps due to evaporation and leakage.

170.8 Kellys Road Culvert to Spring Gap, and 173.4 Spring Gap to North Branch, are unassigned - any takers?

177.7 Mexico Farms to Wiley Ford, Bonnie and Ted Troxell report that the aqueduct (Evitts Creek) is in bad shape, especially the berm side. Earthen dams are being constructed at each end of the aqueduct to divert water from the bed of the aqueduct so freezing will not cause more damage. There is a pleasant marsh at 181.8, complete with Wood Ducks and Green Herons. The Candoc area has been drained.

182.6 Wiley Ford to Intake Lock, is unassigned - any takers? In the meantime, Bruce and Sherry Wood report the towpath to be in good shape, what there is of it. The upper end is no longer towpath but, instead, flood levee from which one gets a good view of downtown Cumberland. The stop lock at 183.4 is badly undermined on the towpath side. The intake lock and guard lock at 184.5 are barely visible under the railroad tracks. Remains of the dam abutments are visible near the intake and guard locks.

1974 REUNION HIKE QUESTIONNAIRE

1. Whether or not you expect to attend, please check one:

- ☐ I prefer a major hike in 1974 (either full-length or several selected segments over more than one day).
- ☐ I prefer the traditional one-day hike.

2. Whether or not you expect to hike, please check one:

- ☐ I prefer a full-length hike lasting ten or eleven days (between 14 and 20 miles per day).
- ☐ I prefer a full-length hike lasting eight days (between 20 and 25 miles per day).
- ☐ I prefer to canoe with either of the above hiking times.
- ☐ I prefer chartering busses for two days to visit the highlights of the canal.
- ☐ I prefer a one day hike.
- ☐ I prefer (~~make~~ your own suggestion): _____
- _____

3. I prefer that the annual reunion hike be held:

- ☐ between March 6 and 16. ☐ between April 17 and 27.

4. Support:

- ☐ I might be able to assist as a driver.
- ☐ I might be able to assist as a cook.
- ☐ I might be able to provide a pick-up truck (or other small truck).
- ☐ I might be able to provide an automobile to ferry day hikers back to their cars.

PLEASE RETURN TO:

Bruce W. Wood
6200 Winnebago Road
Bethesda, Maryland 20016

1973 KENNEDY HIKES QUESTIONNAIRE

1. Whether or not you expect to attend, please check one:
 - ☐ I prefer a major hike in 1973 (either full-length or several selected day-hikes over more than one day).
 - ☐ I prefer the traditional one-day hike.
2. Whether or not you expect to hike, please check one:
 - ☐ I prefer a full-length hike lasting two or eleven days (between 10 and 20 miles per day).
 - ☐ I prefer a full-length hike lasting eight days (between 20 and 25 miles per day).
 - ☐ I prefer to canoe with either of the above hiking plans.
 - ☐ I prefer chartering buses for two days to visit the highlights of the area.
 - ☐ I prefer a one day hike.
 - ☐ I prefer (make your own suggestion): _____

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1900 Bedford Street
Cumberland, Md. 21502



- ☐ I might be able to assist as a driver.
- ☐ I might be able to assist as a cook.
- ☐ I might be able to provide a pick-up truck (or other small truck).
- ☐ I might be able to provide an automobile to ferry day hikers back to their cars.

Mr. John C. Frye
Gapland, Maryland 21736