

# ALONG THE TOWPATH

VOLUME V

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NUMBER 3

## CATOCTIN CREEK AQUEDUCT - GONE!!

A local two-day rain at the end of October caused the Catoctin Creek to rise to within a foot of the top of the arches of the Catoctin Creek Aqueduct and then to cause the upstream two arches to collapse into a sorry-looking pile of rubble. The downstream arch, one of the small arches, survived for the moment, but it, too, appears to be near collapse if no repairs are made soon. Early estimates are that \$500,000 will be required to restore the aqueduct. The N.P.S. has begun getting the stones out of the creek. With the aqueduct out, hikers and bikers must make a six-mile detour along state roads - maps are available at each end of the aqueduct.

You can help us obtain funds for the restoration of the Catoctin and Seneca Aqueducts and for immediately needed repairs to the other nine aqueducts by writing to your Senators (zip code 20510) and Congressman (zip code 20515) in Washington, D.C. Letters to the following people are also required to request and obtain funding for these repairs. Please help by writing to:

Mr. Alan Powers  
New E.O.B. Room 8208  
Office of Management and  
Budget  
Washington, D. C. 20503

Secretary of the Interior,  
Rogers C. B. Morton  
Department of the Interior  
Washington, D. C. 20240

Congresswoman Julia  
Butler Hansen  
Chairman, Interior  
Subcommittee  
House Appropriations  
Committee  
House of Representative  
Washington, D. C. 20515

## SECOND LEVEL WALKER MEETING

The second annual Level Walker meeting was held in Point of Rocks, Maryland on October 27. Approximately 50 Level Walkers attended the interesting meeting. The morning was devoted to viewing Hooper Wolfe's movie "Canals West" which includes several C&O Canal scenes, and to hearing N.P.S. repair reports. Grant Conway gave a very interesting history of Noland's Ferry. After lunch we drove to Noland's Ferry and walked to the Monomacy Aqueduct where Ed Wesely gave us some information on the Aqueduct's history. Several of us then went on to see PEPCO's "beautification" of its grounds. The weather was perfect and the talks interesting.

PLEASE NOTE THE MEMBERSHIP RENEWAL ON THE  
BACKPAGE OF THIS ISSUE

## C&O CANAL ADVISORY COMMISSION

The following notes of Commission transcripts will bring you up to date on the Commission meetings. Future meetings will be reviewed in this newsletter on a current basis. Prior meetings were reviewed in the last newsletter (October 1973).

March 10, 1973, Harpers Ferry, W. Va. - Robert Utley, NPS Director of the office of Archeology and Historic Preservation, spoke on NPS policy guidelines and methods of historic preservation. These guidelines require complete study and documentation of the historical background, classification of the historic items in terms of importance and whether to preserve them in their present state or restore them, and implementation of a plan based on this study. In the case of the C&O Canal, he suggested

that the Master Plan could go ahead because sufficient study has been done to establish this base.

A discussion of the available canal records and their various locations followed. NPS has many records in a few storage locations, but there are also many in private and institutional hands, not all of which are available to the public.

\$1.3 million has been requested for FY 1974 (July 1, 1973) for flood restoration work and studies of the aqueducts and other structures. The Commission endorsed an immediate engineering, historical, and archeological study of the canal.

The Maryland Commission delegates were asked to prepare a cooperative agreement for use by the NPS and the state of Maryland in dealing with historic sites along the canal. Ed Wesely presented a slide program and discussed the PEPCO expansion, what they are doing now, and how the expansion will affect the canal. The Alleghany County delegates announced the initiation of the plan to build a barge replica with the intent of floating it on a portion of the canal in the Cumberland area. A discussion of the possibility of putting the entire canal under one superintendent followed. The NPS promised to initiate a management study of the idea in the near future. The meeting closed with the superintendents reports of volunteer work, repairs completed, and the Keep America Beautiful day on which 10,000 Boy Scouts are scheduled to help clean up the Canal.

May 12, 1973, Cumberland, Maryland - The meeting began with a presentation by a survey team of the possibility of rewatering a three mile section of the canal in the Cumberland area. They studied the canal from the waste weir about a mile downstream of the intake lock to the Twitts Creek Aqueduct. 18 problem areas were identified including grade-level bridges, drainage pipes emptying into the canal, and silt in the prism. The estimated cost for rewatering is \$1.5 million. No action was taken on this report at this meeting.

The canal boat project (Cumberland) had raised \$1,000 toward the estimated \$10,000 cost during the first month of fund raising. The NPS announced that the Master Plan and Environmental Impact Statement would be released as one document. As the various parts of the Master Plan are to be implemented, changes would still be possible by means of public hearings as previously anticipated. PEPCO and its expansion continued to be a matter of much discussion. PEPCO has agreed to remove the fly ash in the canal prism and to improve appearances, with vegetation plantings, along the canal in the vicinity of the plant.

June 23, 1973, N.P.S. Headquarters and Georgetown - The problem of the fly ash created by an expansion of the PEPCO plant was a major item of discussion. The Georgetown waterfront zoning problem was reviewed in preparation for the Commission's tour of that area that afternoon. The NPS reviewed its three priorities for the \$1.3 million it has requested for canal repairs: 1. rewater the canal between Georgetown and Brookmont (this contract was let in mid-September and work began in October); 2. restore towpath continuity between Georgetown and Great Falls; and 3. perform a comprehensive study of the aqueducts and recommend emergency stabilization methods as needed for all aqueducts. \$200,000 more is being made available for flood repair upstream of Seneca.

The problem of acquisition and protection of the Antietam iron furnace was also discussed. The NPS does not believe it has enough flexibility either under the Antietam Battlefield legislation or the C&O Canal Park legislation to acquire it. The State of Maryland cannot purchase it under present legislation. Washington County could use State funds to buy it - this was to be investigated. The Cumberland Canal Boat fund is up to \$4,000. The NPS was asked to talk with the C&O Railroad about possibly acquiring the Western Maryland trackage from Williamsport to Cumberland.

July 28, 1973, Harpers Ferry, W.Va. - The meeting opened with a discussion of the Western Maryland Railroad right-of-way from Williamsport to Cumberland. This trackage is up for abandonment and the Chessie System, which now owns the W.Md. RR, is apparently interested in swapping the right-of-way for some NPS land in Georgetown.

The Georgetown waterfront rezoning was again discussed. Present and proposed zoning plans were discussed, with the affect of each on the canal being central to the conversation. The proposal, by the Georgetown Planning Group, would permit retail and residential but no commercial activities in the waterfront area.

The Cumberland Boundary legislation was also discussed. Senators Mathias and Beall have asked the Commission's opinion of the current draft legislation. The Commissioners voted to re-approve a map they approved and which was presented to the public in December 1972, instead of the current proposed map. The major differences between the two are whether to include the Western Maryland station, terminus land, and the PPG settling ponds. The 1972 map includes all three, the 1973 one does not.

The Commission voted to ask Congressman Goodloe Byron to meet with them to discuss the possibility of his sponsoring the Cumberland legislation in the House. Congressman Gilbert Gude is interested in co-sponsoring it in the House.

The superintendents reports noted that a new waste weir and dam above Violets Lock (23) will permit rewatering of that section for the first time in many years. The towpath is or has been rough graded from Lock 16 to Lock 21. The stones and railing of the Monocacy Aqueduct have been recovered and stored. Diversion dams are being constructed at each end of the aqueducts to keep water from freezing in them during the winter (see Level Walker reports for some status of this project).

September 29, 1973, Harpers Ferry, W.Va. - The Commission continued discussion of the Cumberland Boundary Amendment. The Maryland Senators, Mathias and Beall, are prepared to introduce a bill calling for such an amendment with a map of the area to be acquired, but they would then encourage public hearings on the areas under discussion. Land acquisition is now 1/3 completed, with an estimated 12 to 18 months remaining before it is finished. The NPS is presently assembling two teams to deal with flood damage restoration. One would supervise activity downstream of Great Falls. The other would be an Historic Resource Study Team to come up with advice on historic work which will be required throughout the canal. Reports on a study of Fort Frederick, the WSSC proposal for an expanded water intake at Watkins Island, and the Army Corps of Engineers proposal for an extensive pumping station near Chain Bridge were heard and generated much discussion. Discussion of the Advanced Waste Treatment Plant plans at Darnestown and an elaboration of the proposal to use the water in the C&O Canal followed (This plant is now to be built near the PEPCO Electric Generating Plant at Dickerson, according to Governor Mandel's decision.)

#### CANAL BOOKS FOR SALE

Tom Hahn advises that there are two books about the C&O Canal which are recently available. "Samantha Goes to Washington on the C&O Canal," by Barbara Winslow, who also illustrated this 8x10 inch, 28 page book, is a children's story of 10 year old Samantha's adventures down the canal on a packet boat. It is available for \$1.50 postpaid from the address noted below.

The second book is an old one, long out of print, reprinted by Johns Hopkins University Studies in Historical and Political Science. It is "Early Development of the C&O Canal Project," by George Washington Ward, written in the 1890's. It is recommended to anyone wanting to know more about the building and early planning of the C&O Canal. The cost of this book is \$6.50 postpaid, also from the address below.

Both books are available from: The American Canal and Transportation Center  
809 Rathton Road  
York, Pennsylvania 17403

The above address can supply you with listings of other canal-related books available through them or other sources.

#### OTHER ORGANIZATIONS

Noted below is some information about two other organizations with an interest in the C&O Canal, and other things, which you might be interested in knowing about.

American Canal Society - Publishes a regular newsletter about canals in the U. S. and abroad, organizes tours to various canals together with local societies, and encourages preservation of worthwhile remaining aspects of canals. Membership for 1974 is: \$4.00 single, \$7.00 husband-wife, \$10.00 family, \$25.00 patron, and \$50.00 sustaining. Checks should be made payable to "American Canal Society" and sent to William H. Shank, Secretary, 809 Rathton Road, York Pennsylvania 17403.

Canal and River Rights Council - Publishes a monthly newsletter in which planning and zoning issues are discussed, impending problems are brought to the reader's attention, and action is recommended. Environmental problems are the main focus.

Membership for 1974 is: \$3.00 single, \$5.00 family, \$10.00 contributing, and \$25.00 sponsor. Checks should be made payable to "Canal and River Rights Council" and sent to C.R.R.C., 7101 Ridgewood Avenue, Chevy Chase, Maryland 20015.

### T H A N K   Y O U

Quoted below is part of the text of a letter from Bill Failor, Superintendent from Seneca to Cumberland, to Bruce Wood, Level Walker Chairman.

"I received the October Level Walker reports for the canal and I would like to thank the following persons for their very informative reports and comments:....

"I would like to reiterate again how helpful these reports are to our park operations and to extend our appreciation to the Level Walkers for their continued interest in the C&O Canal resources management and interpretive program...."

Level Walker reports are passed along directly to Superintendents Dave Richie and Bill Failor and to Chairman Nancy Long of the C&O Canal Advisory Commission. All three of them have expressed their great appreciation for the reports and their quality. We all hope you will keep them coming in.

### O P E N I N G S

Only four sections remain unassigned. I have had many new Level Walkers join us as a result of the last newsletter and I would like to have every section assigned for the first time in years. If you know anyone interested in the following sections, have them write or call me: Bruce W. Wood, 6200 Winnebago Road, Bethesda, Md. 20016, Telephone (301) 229-5182. Perhaps we can enlist some more Cumberland-area Walkers.

159.7 Culvert opposite Little Cacapon to Town Creek Aqueduct 162.3

170.8 Kellys Road Culvert to Spring Gap 173.4

173.4 Spring Gap to North Branch (Lock 74) 175.5

182.6 Wiley Ford to Intake Lock (Cumberland) 184.5

### L E V E L   W A L K E R   R E P O R T S

2.3 Old Boat Incline to Lock 5, Marily DeLoach reported prior to commencement of work on the resurfacing from Foundry Branch to Lock 5 which should be finished by January. The spillway work has been completed and looks good. Marilyn has some comments about towpath conditions and trash along part of the section, both aspects of which one hopes have changed by now. She included an additional listing of insects, birds, animals, and flora of her section, including uses for some plants. Carl Linden has recently been transferred to this section from the Lock 14 section. Carl notes that beavers have felled a tree across the path to Lock 5.

5.0 Lock 5 to Cabin John Creek, Philip Stone notes continued fair condition of the towpath in lieu of repairs. A contract for towpath work from Lock 5 to the Beltway is expected to begin next Spring. Cabin John Creek continues to be severely polluted due to the sewer break upstream of the canal even though work has been going on for several months now. Usage appears to be picking up, according to Philip's counts

7.5 Cabin John Creek to Lock 14, Dulany Davidson is the new co-Level Walker with Nancy Long on this section. Welcome to you and the other new Level Walkers.

9.4 Lock 14 to Cropley, Bob Greenberg notes little change in the towpath, which was not badly damaged from Agnes since most of the section was not flooded.

12.3 Cropley to Great Falls, Nancy Lindsay, one of the new co-Level Walkers on this section, has provided the first Level Walker report on it since the flood. She notes the two large breaks, but that the downstream one appears to have been worked on and grading has been done. The Great Falls bridges are still out. Helen Johnston, the other new co-Level Walker on the section, just sent in a very interesting report which I don't have space for in this issue, but will try to print intact next time.

19.6 Pennyfield to Seneca, Bill Clague reports some water in the section but no permanent repairs to the collapsed culvert as of his walk. Violet's Lock appears to have much collected debris at the inlet lock. The towpath is in fine condition for bicycling from Blockhouse Point to Seneca, with a new surface this past summer.

22.8 Seneca Aqueduct to Tenfoot Island, Alan & Anna Mighell comment on a greatly improved towpath, even for the 12 miles upstream of Seneca they have bicycled. They warn of many dead trees and dangerous limbs along the towpath. They compliment the NPS personnel they have encountered for their courteousness.



- 25.0 Tenfoot Island to Sycamore Landing, Alan & Becky Hedin confirm Mighell's report of good towpath. Firewood is stacked at the Horsepen Branch Hiker-Biker and there is a new bridge at Sycamore Landing, replacing one washed out last year.
- 30.8 Edwards Ferry to Fort Harrison Island, Napier Shelton reports no significant changes since last spring, but that useage has increased.
- 33.2 Fort Harrison Island to Whites Ferry, Morris Green also confirms good towpath, and notes only minor problems otherwise.
- 42.2 Monocacy Aqueduct to Noland's Ferry, Ray Teele congratulates the NPS on the way they have temporarily protected the Aqueduct, replaced the footbridge from the parking lot, and repaired the parking lot. Tuscarora Creek culvert is badly eroding on both sides of the towpath. Again, useage is on the increase. The annual Level Walkers hike covered this section and confirms Ray's observations.
- 51.5 Catoctin Aqueduct has collapsed, see the information on page 1.
- 60.7 Harpers Ferry to Dam 3, Larry & Sue Harris report that the breaks near Dam 3 and Lock 34 still remain. The NPS advises that filling of the Dam 3 break is first priority with current funds, and with this filled the canal will cease being a running stream in this area and foot-passage along the section will be easier.
- 65.1 Dargan Quarry to Mountain Lock, Gabriel Jacobs, in his first report since their year in France, notes that Lock 37 is deteriorating. He, too, reports dead branches endangering towpath walkers. He says, about their trip during which they lived on a boat and locked through 700 times, "I won't go into all the details ... but we can be tempted to talk about it..." Perhaps at next year's Level Walkers meeting or at another Association gathering?
- 67.0 Mountain Lock to Antietam Aqueduct, Art Binney reports a new handrail on Antietam Aqueduct, well equipped recreation areas at Mountain Lock and Antietam, and no traces of the flood.
- 72.8 Shepherdstown to Lock 39, John Frye reports a resurfaced towpath with no remaining evidence of the flood except occasional debris.
- 76.7 Snyders Landing to Lock 40, Art Cramer notes no new damage to Lock 40, some towpath erosion near mile 79, and a replaced footbridge near Lock 40.
- 84.4 Dam 4 to Charles Mill, Robert Dodds advises that the parking area at Dam 4 has been restored to use, the fill between the dam and the winchhouse replaced, and the picnic area back in operation. The break above the dam has been filled but is eroding. Stairs and footbridges have been replaced. There is a new rockfall at 87.5, causing towpath users to climb up about five feet and over 15 feet along the face of the cliff.
- 88.1 Charles Mill to Lock 43, Charles Otstot took his Boy Scouts along and cleared the towpath as they hiked. Some flood debris is still visible, but the washout has been filled. Dellinger's Cave was dry and warm, Howell Cave was marked no trespassing.
- 102.0 Pinesburg Station to Old Railroad Station, Betty Chartrand and Paul Hauck are the new Level Walkers assigned to this section.
- 105.0 Old Railroad Station to Dam 5, Hooper Wolfe reports repairs having taken care of most of the flood damage. The towpath and Little Conococheague culvert are in good shape.
- 110.4 McCoys Ferry to Fort Frederick, Jgs Buescher has recently been assigned as the Level Walker on this section.
- 112.4 Fort Frederick to Ernestville, John Buescher is the new Level Walker on this section.
- 114.5 Ernestville to Licking Creek Aqueduct, John Beck has recently been assigned as the Level Walker on this section.
- 130.0 Lock 53 to Dam 6, Betty Buescher and Mary Dwyer are the new Level Walkers on this section.
- 134.1 Dam 6 to Sideling Hill Creek Aqueduct, Fay Whyte reports good towpath, new guardrails on the aqueduct, and earthen dams at each end of the aqueduct. She warns that this aqueduct could be the next to collapse unless repairs are made soon.
- 140.9 Fifteen Mile Creek Aqueduct, Don Ramsey reports an earthen dam at the upriver end of the aqueduct. This is hoped to divert water from the aqueduct to avoid freezing.
- 146.6 Lock 59 to Green Ridge Station, Dottie Johnson and Doris Bailey report trail bike tracks along the canal bed near Lock 60. Many hunters were in evidence, but not on the canal proper. Motorized vehicles are prohibited along most of the canal.

149.4 Stickpile Hill Hiker-Biker to Lock 66, Don Ramsey notes the bridge near the Hiker-Biker is back in place. He wonders about the purpose of large iron staples on the downstream end of the locks here. Hooper Wolfe told us, on last year's hike, that they held white wooden boards to help the boat captains line up on the lock at night. Hooper could not tell us why one is 90° from the others in alignment.

149.7 Lock 60 to Green Ridge Station, Jack and Ricki Colwell are newly assigned Level Walkers on this section.

151.2 Green Ridge Station to Lock 61, Jeremy Parker also noted many hunters, again apparently respecting the no hunting regulation on the canal. There is grass on the towpath, trash is not evident, and the section quite pleasant. The cleared area at mile 152 is kept mowed to provide a view upriver.

153.1 Lock 61 to Lock 63 1/3, The Joseph Flynn Family has been recently assigned as Level Walkers on this section.

154.5 Lock 63 1/3 to Paw Paw, Alan Franklin suggests some preventive maintenance at Lock 64 2/3 could save a lot of repair later in regard to the lower berme part of that lock crumbling. Siggs are back at the locks. Weed-killer sprayed this summer along part of the section has caused an "ugly mess." Massive rock slides have occurred recently near the North (downstream) Portal of the tunnel. The towpath inside the tunnel is becoming slippery.

156.2 Paw Paw to Town Creek Aqueduct, Don Ramsey notes an interesting and elaborate waste weir at mile 160.3, a small concrete structure at 161.x, and vehicle tracks across the canal near the Town Creek Hiker-Biker.

172.0 Mile 172.0 to Evitts Creek Hiker-Biker, Bruce & Sherry Wood report good towpath conditions, a fine rhododendron hill on the berm upstream of Spring Gap, an interesting bridge abutment near mile 173, Lock 74 lockhouse in poor condition, as is the log lockhouse at Lock 75, lush poison ivy around Mexico Farms, and a very attractive and interesting culvert at 179.5. This last item is described in Tom Hahn's Guidebook number 4, but has to be seen to be appreciated.

#### H E L P

In the past, some issues of "Along the Towpath" have been very skimpy and others quite full. This is due, in part, to the due dates on Level Walker reports (November 15 and May 15) and, in part, to quiet times. I would like to obtain some "filler" information - information that is of interest to the members of the Association but which is not so timely as to require publication in the next newsletter - so that when I hesitate to put out a newsletter for lack of information, I can turn to this and add a few pages with that. Such items as a restoration of Tom Hahn's "Section of the Month," Lyman Stucker's suggestion for a write up on "Friends of the Canal," and attractively versed Level Walker reports such as Helen Johnston submitted too recently to get into this issue are examples.

#### 1 9 7 4   A N N U A L   H I K E

The voters on the 1974 hike lean between a 10 to 11 day full length hike and a one day hike. Assuming enough people who expressed interest in 10 to 11 days of hiking will come along, we are beginning to work with the NPS on logistics of such a hike. The dates which were by far the preference are April 17 to 27. Fuller details and, we hope, reservation forms, will be supplied with the next "Along the Towpath."

This newsletter is put together by: Bruce W. Wood, Level Walker Chairman; 6200 Winnebago Road; Bethesda, Maryland 20016; Telephone (301) 299-5182

# ANNUAL MEMBERSHIP NOTICE

The C&O Canal Association's membership year runs from January through December. In the past, dues have been collected along with registration for the annual hike events. This year we have decided to bring the dues back into conformity with the membership year and to handle them separately from the annual hike registration. If you have any question about whether you owe dues at this time, please check the membership card Douglas Greene has sent to each of you and see whether it expires in December 1973 or December 1974. Those who joined very late in 1973 probably were granted membership for 1974 automatically.

Only current, paid-up Association members will receive issues of "Along the Towpath" and advice of Association activities during the coming year. All Level Walkers must be current, paid-up Association members in order to retain their section assignment.

The Association has only two membership categories: Regular at \$5.00 per year; and Patron at \$10.00 per year.

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Please renew the membership of \_\_\_\_\_ for 1974.  
(please print name)

Enclosed is \$ \_\_\_\_\_ for ☒ Regular \$5.00 ☒ Patron \$10.00 membership.

If your address has changed from that to which this newsletter was sent, please print the following information:

\_\_\_\_\_  
Number, Street, Apartment Number

\_\_\_\_\_  
City, State, Zip Code

PLEASE RETURN THIS FORM TO:

Mr. Douglas M. Greene  
10317 Brunswick Avenue  
Silver Spring, Maryland 20902

Checks should be made payable to: "C&O Canal Association"

ALONG THE TOWPATH  
1900 Bedford Street  
Cumberland, Maryland 21502



Mr. William Davies  
125 West Greenway Boulevard  
Falls Church, Virginia 22046