

ALONG THE TOWPATH

VOLUME V

February 1974

NUMBER 4

1974 ANNUAL REUNION HIKE

Many arrangements have been completed since the last newsletter regarding the annual hike this year. It is still being planned as a full-length, eleven day enterprise. We plan to leave Cumberland, after a kick-off dinner the evening before, from the Western Maryland Station at 9:00 a.m. Wednesday, April 17. We will cover approximately 17 miles each day, arriving in Williamsport on Sunday, April 21, where we have arranged for a dinner and overnight accommodations will be available. Pushing onward, we will reach Point of Rocks on Wednesday, April 24, where another dinner has been arranged. The hikers will reach Georgetown, in Washington, D.C., on Saturday, April 27, when the annual Association Banquet will be held.

Senator J. Glenn Beall, Jr. has, conditional upon the Congressional schedule, accepted our offer to speak at the Cumberland kick-off dinner on April 16. This dinner will begin with cocktails at 8:00 p.m. and follow with dinner at 9:00 p.m. The exact location will be announced in the next newsletter, as will other pending details. The late hour is so that those participants arriving from Washington and other downstream points may take the train to Cumberland that day. The cost of the dinner is \$5.00 plus drinks. Rooms can be reserved at the Algonquin Motor Inn (which is handy to the starting point) at \$11.00 for singles, \$14.00 for doubles. Both the dinner and room reservations can be indicated on the Reservation Form at the end of this newsletter. ***Payment for the dinner must accompany the reservation,*** but the room charges will be paid by each person at the check-out time. If anyone wishes to camp the night of April 16, we must have advance notice.

The hike will begin the next morning, April 17, at 9:00 a.m. (most other days the hike will begin at 8:30 a.m.). Those persons who are camping overnight en route will find vehicles provided to transport their gear - PLEASE KEEP IT TO A MINIMUM - at a fee of \$1.50 per day or \$15.00 for the entire hike per hiker. *** Payment for those days on which logistics support is desired must accompany the Reservation Form. All hikers will be expected to provide their own lunches en route (if there is any change in this arrangement, it will be noted in the next newsletter). Lunch materials may be purchased at various stores en route. Overnight hikers will need flashlights, sleeping bags, and tents as well as personal gear. We expect to make arrangements for breakfasts and dinners throughout the hike. You should plan on approximately \$1.00 per breakfast and \$3.00 per dinner, payable when served. We will advise you of any change in the status of these arrangements in the next newsletter.

The dinner in the Williamsport area will be on Sunday, April 21. It will begin at 6:00 p.m. with cocktails or punch and dinner at 7:00 p.m. The cost of this dinner will also be \$5.00 per person. Rooms are available at a local motel, with the cost estimated at \$10.00 for singles, \$14.00 for doubles. Transportation will be provided for the overnight hikers to and from the Canal as required. Again, dinner and room reservations can be indicated on the Reservation Form. ***Payment for the dinner must be sent with the Reservation, the room is to be paid at the time of check-out. Camping will be available at the Riverside Park in Williamsport.

Senator Charles McC. Mathias, Jr. has, conditional upon the Congressional schedule accepted our offer to speak at the dinner in Frederick, on Wednesday, April 24. This dinner will begin at 7:00 p.m. at Watson's Family Restaurant. Transportation will be available for the overnight hikers from Point of Rocks. The cost of the dinner is \$4.50.

The annual Business Meeting will be held at the Great Falls Tavern on the evening of April 26, Friday, at 8:00 p.m. Saturday, April 27, is the "Annual Reunion Hike Day" for those who wish to join us on our triumphant march into Washington. Justice Douglas may be able to join us on that day and we anticipate a large turnout.

The final event of the hike will be the Annual Banquet, which this year will be at Hegate's Restaurant, in Southwest Washington, D.C. A cocktail hour is planned, to begin at 5:00 p.m., followed by dinner (\$8.25) at 6:30 p.m. Congressman Gilbert Gade has accepted our offer to speak to us that evening. We also expect to have a ceremony for the original hikers and to invite other dignitaries. This should be a *grand finale to a great hike! ***Dinner reservations must be made on and paid for with the Reservation Form. If you cannot eat seafood, please indicate that on the Reservation Form. If you wish an hotel room in the Washington area for the night of April 27, please indicate that fact. Train transportation is available at mid-day Sunday for those returning upstream.

We expect to be able to provide transportation from the end of each day back to that day's starting point, for a fee to be determined later. If people indicate a desire to hike the weekend (April 20-21) with us, we will see if arrangements can be made from Williamsport back to the April 20 starting point. Transportation will be available from Thompson's Boat House in Georgetown back to Great Falls Tavern, at a fee to be determined.

The hikers, both day and overnight, will be expected to provide their own transportation to the Canal, to pay for their breakfasts and dinners as they do, and to **pay for whatever hotel accommodations they select. Advance Payment is required for **logistical support (\$1.50 per day; \$15.00 for the entire hike), and for the Cumberland **(\$5.00), Williamsport (\$5.00), Frederick (\$4.50), and Washington (\$8.25) dinners.

The above costs are per person charges.

No charge will be made of hikers not using Association-arranged support. The DEADLINE for all reservations is APRIL 10. All reservations must be with Bennie Trexell (612 Montgomery Avenue, Cumberland, Maryland 21502) by that date. The final banquet is limited to 200 persons. Any hiker who pays for logistical support he is unable to use, eg. must leave the hike earlier than planned, will be refunded the unused portion. Other cancellations made less than one week prior to the event cancelled cannot be refunded.

Train service is available between Washington and Cumberland on Amtrak, which follows the Baltimore and Ohio Railroad route, each weekday evening (westbound) and each weekday morning (eastbound). Saturday and Sunday service travels west in the morning and east in the afternoon. You should check these schedules for your local station's times. Bus service is also available to various Canal communities.

MEMBERSHIP - 1974

The annual Association dues (\$5.00 for regular, \$10.00 for patron) are due on January first of each year. This will be the last newsletter you will receive if you have not sent a check for either amount (or any other amount greater than \$5.00) to: Douglas M. Green, 10317 Brunswick Avenue, Silver Spring, Maryland 20902. The check should be made out to "C&O Canal Association." If you paid late in 1973, your 1974 membership may have been granted automatically - check your membership card for the expiration.

All Level Walkers must be Association members. Any Level Walker who does not pay his 1974 Association dues by April 1 will be removed from his assignment.

Anyone, member or not, may make reservations for the annual hike and related activities, but if limited space is available, Members will be considered first.

LOST!

Dave Richie, Superintendent for the Canal from Georgetown to Seneca, has been promoted to a new position in the New England region. He will be a great loss for the Canal, but we trust that Jim Redmond, his acting replacement, will do a good job of filling the vacancy for the present. A successor has yet to be named. We wish Dave well in his new post.

LEGISLATION

Senators Mathias and Beall have introduced legislation in the Senate to amend the C&O Canal National Historic Park Act to include provision for acquisition of property from North Branch into Cumberland (S 2841). Congressman Gude introduced similar legislation in the House the next day (H.R. 12111). This legislation notes a maximum acreage to be acquired and calls for a museum near the terminus. It does not include a map of the proposed boundary nor does it stipulate where the museum is to be located. This bill is now in the respective Interior Committees and is being worked on by the Committees and the NPS. Public hearings will be held at a future date.

The Potomac National River Legislation has just been introduced in the House (H.R. 12112) by Congressman Gude. The Congressman held a luncheon in December to discuss the bill and to elicit recommendations. Representatives of several local conservation groups attended. The C&O Canal Association was well represented at the meeting, since several of its members were invited to represent other organizations.

Copies of the canal legislation may be obtained by writing Senators Mathias or Beall or Congressman Gude. Congressman Gude can also supply you with the Potomac River bill.

MEETINGS

On November 30, 1973, 17 Level Walkers and Friends met with Dave Rickie and 7 other National Park Service personnel at the Great Falls Tavern. An informal discussion was held during which everyone had a chance to question, comment, congratulate, and criticize.

It was suggested that Level Walkers might look for special habitats along the canal for locally rare plants and animals and report them by specific location so that the NPS could take care not to destroy them during routine maintenance.

A meeting was held with Bill Failer and his staff a week later, on December 7, at the Antietam Battlefield Headquarters. Eighteen Level Walkers and Friends participated in the give and take with eight NPS personnel. A slide show of progress and activities during 1973 was presented. This was followed by a good, lively discussion period. This meeting, as with the previous one here and last week's at Great Falls, was thought to have been most useful to all participants. Future meetings of this nature will be held periodically.

COMMISSION MEETING

December 8, 1973 - Harpers Ferry - Hugh Miller, NPS, presented a slide show on approaches to historic preservation and restoration. These methods will be utilized by the Historic Study Team which has been organized. This Team was introduced to the Commissioners and much questioning of the team followed. Three contracts have been let for canal repairs: towpath resurfacing from Foundry Branch to Lock 5 (this is almost complete in February); repair of the step lock above widewater (this is complete) and repairs to Muddy Branch Culvert. They are also proceeding to see about stabilization of the remaining pieces of the Catectin Aqueduct and are about to commence study of the needs of the other aqueducts. Other items of discussion included the Western Maryland Station in Cumberland, re-zoning of rural property near the Monocacy Aqueduct, and land acquisition - this last is one-half completed.

OTHER ORGANIZATIONS

The following information about the Preservation Society of Allegany County, Inc. was written by Mel Collins, the society's secretary.

"The organization that has urged the complete development and restoration of the C&O Canal from Georgetown, D.C. to the western terminus in Cumberland, Md. This organization started the ball rolling when it was announced there was to be no development of the Canal between North Branch and the downtown terminus in Cumberland. Through their constant urging and working with the C&O Canal Commission a bill has been introduced in the House and Senate to extend the Canal from North Branch to

Cumberland's downtown terminus. The Society has awakened the Allegany County people to the development of the canal and interested a local group into constructing a Canal Boat to be used on the Canal. The Society has published a bound historical book called the Heritage Press. It featured much information of the historic C&O Canal. The Society also publishes a monthly newsletter, called Heritage Review." Dues are \$3.00 per year. The Heritage Press costs \$4.00 hard cover, \$3.50 soft cover, plus \$1.00 handling and postage. Address: Preservation Society of Allegany County; c/o Mel Collins, Secretary; Bedford Road, Route 3; Cumberland, Md. 21502.

The following is a status report on Virginia's Old Canals and Navigations. For details contact W.E. Trout, III, 1932 Cince Robles Drive; Duarte, California 91010. Others will appear in future newsletters as space permits.

The Tidewater Connection Flight. Most critical is this important flight of 5 large stone locks in downtown Richmond, 3 of which will be destroyed by the imminent Downtown Expressway. A donation to James River and Canal Parks, Inc., Box 777, Richmond Va. 23206 will entitle you to be a "Friend of the Canal" and help this very active citizen's group. The lower end of the canal, the Richmond Deck, may be rebuilt of concrete as a storage lagoon for storm sewage -- hopefully a temporary role as promised. On the good side, the 2 other locks of the flight have been dramatically cleaned up by Reynolds Metals and recently received the first plaque to be presented by the Virginia Historical Landmarks Commission. Reynolds has made a showplace of the site and have even begun a canal library.

The Goose Creek and Little River Navigation. This may become part of a Loudoun County park. The unusual double lock at the mouth of the creek is owned by Xerox Corp. which has expressed interest in preserving and perhaps restoring the lock and canal.

F R I E N D O F T H E C A N A L

Lyman Stucker wrote the following and suggested perhaps others would like to write similar pieces. I would welcome such write-ups, on people, places, sections, etc. for use in future newsletters.

"One of the staunchest supporters of our efforts to preserve the Canal and Towpath is Miss Cernelia Hickman. Miss Hickman has been a resident of Point of Rocks all her life and remembers as a child seeing the canal boats pass through the town.

"She and her sister, Mrs. Brown, live in a most charming and delightful red brick home that her father built in 1912. Miss Hickman's mother was well acquainted with Canal life, having been born and reared near the Canal at Shepherdstown. Her mother recently passed away at age 92.

"Miss Hickman was active in pretesting the proposal to build a highway along the Canal right-of-way in 1954 and recently, largely because of her interest, the beautiful and architecturally fascinating old B&O Railroad station (at Point of Rocks) has been declared an Historical Landmark.

"She, having been the postmistress of Point of Rocks for 39 years, probably knows more people in the area than anyone else. The whole town turned out for the testimonial dinner when she retired in 1971.

"Many consider her the local historian, she having collected much information concerning the Canal and Point of Rocks. We are indebted to people like her."

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 - Marilyn DeLoach reports locating red cedars, spruces, and hydrangeas in the area of the Old Boat Incline. These, together with a flight of steps she has found, are indications of the civilization which once thrived here. She also notes "autographed" animal tracks in the mud around the Incline. The repairs on this section are almost completed.

12.3 Cropley to Great Falls - Helen Johnston's report arrived after the space for reports had been budgeted in the last newsletter. She reports a new footbridge across the step lock but little other recent work on the section. She notes that, while some visitors use Berma Road, many traverse the damaged towpath to pass Wide-water. "Wherever the canal held even a little water, it mirrored the gold, russet,

and occasional red of the woods throughout October and until mid-November. Only then did the wind finally tear the leaves from the trees, baring the stark white arms of the sycamores, the smooth grey of the beech trees, the sky-reaching branches of tulip trees, and the rugged shapes of oaks." She also mentions, equally poetically, Christmas fern, Polypody, ebony spleenwort, marginal shield, common woodsia, and purple-stemmed cliff-brake, among other plants and a bird list.

16.6 Swains Lock to Pennyfield Lock - Gilbert Gude reports good towpath in this area. The rental business at Swains Lock is considerably improved. Hikers, cyclists and canoeists were in abundance when he was on the section. A wooden Canal bridge against some trees on the towpath side, just below Pennyfield Lock, is the only evidence of the June 1972 flood he noted.

99.3 Williamsport to Pinesburg Station - Mel Kaplan provided good details of the condition of the lockhouse at Lock 44. It looks good with fresh paint and good repair. The aqueduct continues in fair condition. A wooden railing has been added recently for the safety of hikers. Many debris from the flood remain upstream of the aqueduct. Mel did a very good job of noting other problems in the area and has a suggestion for rewatering above and below the aqueduct without having to completely restore the aqueduct. Mel also commented very nicely on other aspects of the section - the good condition of the Jordan Junction Hiker-Biker, litter, use, and even some dandelions in bloom.

106.8 Dam 5 to Lock 47 - Charles Morrison reports that the foot bridges have been restored and the towpath cleaned up. He noted the intrusion of some plastic pipes under the towpath to draw water from the river. Problems of this nature should be reported to the NPS at the first opportunity; Charles did report it.

154.4 Lock 63 1/3 to Maryland Route 51 - Alan and Kit Franklin report that the section house above the tunnel is in good shape. They report bluebirds (in December?) outside the tunnel (Helen Johnston reported bluebirds at Widewater on November 30.). They commend NPS for an excellent Tunnel Hill Trail. This is now, well marked, and easily followed. NPS provides interpretive Rangers during the summer to lead groups over and to tell them about the Canal. Interpretive signing for other seasons is a suggestion made in this report.

164.8 Lock 68 to Lock 71 (Oldtown) - Bruce and Sherry Weed report little change since their last visit. The Potomac Forks Hiker-Biker sign is placed backwards. The distance to the upstream Hiker-Biker is shown as being the distance to the downstream one. These signs are printed to be placed on the river side of the towpath - this one is on the canal side.

167.0 Lock 71 (Oldtown) to Mile 172 - Bruce and Sherry Weed suggest that Tom Hahn's guide book is modest about this area. It is much more interesting than the book indicates, what with shale cliffs (Deep Cut) on each side at one point and large drops to the river at others. The Pigman's Ferry Hiker-Biker is a rambling, grassy, very pleasant-looking campsite. The towpath is generally in good condition, especially through the shale cut where the particles of shale form the surface. Can anyone tell us about eight small, prow-shaped concrete pillars about 15 inches high which are in a row along the river side of the towpath in an area where the towpath is obviously built-up on a rock wall? The terrain on each side of this section does not require such an artificial towpath. This is not described in Tom's book, the Boy Scout Book, or Barron's Guide. It is located at approximately 171.5.

Four sections near Cumberland continue to be unassigned: Mile 159.7 to 162.3; Mile 170.8 to 173.4, Mile 173.4 to 175.5, and Mile 182.6 to 184.5. Anyone who is interested in taking any of these assignments should write me.

The editor of this newsletter is: Bruce W. Weed; 6200 Winnebago Road; Bethesda, Maryland 20016.

1974 Annual Reunion Hike Schedule

Date Day Miles	Mile	Activity	Location - Notes
April 16 Tuesday	184.5	Dinner	Cumberland - Cocktails 8:00, Dinner 9:00 \$5.00. Rooms - Algonquin - Singles \$11.00, Doubles \$14.00
April 17 Wednesday	184.5 175.5 17.8	Begin Hike Lunch Camp	Cumberland - 9:00 a.m. Western Maryland Station North Branch - Lock 74 Oldtown - Lock 70
April 18 Thursday	166.7 157.4 17.3	Breakfast Lunch Camp	Oldtown - Lock 70 Leave 8:30 a.m. Purslane Run Hiker-Biker Stickpile Hill Hiker-Biker - near Lock 60
April 19 Friday	149.4 140.9 18.1	Breakfast Lunch Camp	Stickpile Hill Hiker-Biker & Leave 8:30 a.m. Fifteen Mile Creek Aqueduct Near Duncen Road (Cohill Station - where a road crosses the Canal)
April 20 Saturday	131.3 124.3 15.3	Breakfast Lunch Camp	Near Duncen Road - Leave 8:30 a.m. Hancock Licking Creek Hiker-Biker
April 21 Sunday	116.0 108.6 16.4	Breakfast Lunch Dinner, Metel	Licking Creek Hiker-Biker - Leave 8:30 a.m. Four Locks Williamsport - Cocktails 6:00, Dinner 7:00 \$5.00 Room reservations available
April 22 Monday	99.6 90.2 18.0	Breakfast Lunch Camp	Williamsport - Leave 9:00 a.m. Dellinger Widewater Tayler's Landing - upper end of clearing
April 23 Tuesday	81.6 72.8 16.7	Breakfast Lunch Camp	Tayler's Landing - Leave 8:30 a.m. Shepherdstown - Lock 38 Dargan Bend Recreation Area
April 24 Wednesday	64.9 57.0 17.1	Breakfast Lunch Camp	Dargan Bend Recreation Area - Leave 8:30 a.m. Knoxville Point of Rocks - Dinner Frederick 7:00 p.m. \$4.50
April 25 Thursday	47.8 39.3 17.0	Breakfast Lunch Camp	Point of Rocks - newcomers start Pivot Bridge 8:30 a.m. Weeds Lock (Lock 26) Edwards Ferry
April 26 Friday	30.8 22.8 16.5	Breakfast Lunch Camp	Edwards Ferry - Leave 8:30 a.m. Seneca Aqueduct Great Falls - <u>Business Meeting</u> 8:00 at the Tavern
April 27 Saturday	14.3 6.5 14.3	Breakfast Lunch <u>Annual Banquet</u>	Great Falls - Leave 9:00 a.m. - <u>Annual Association Hike Day</u> Sycamore Island Washington, D. C. - Hegate's Restaurant: Cocktails 5:00, Dinner (\$8.25) 6:30 p.m. Hotel Reservations available.