

ALONG THE TOWPATH

VOLUME VI

April 1974

NUMBER 1

LATEST HIKE ARRANGEMENTS

The February "Along the Towpath" included information about the 1974 Annual Reunion Hike, a schedule, and a reservation form. This issue repeats the schedule, with some minor changes, and brings you up to date on the latest arrangements. The information contained herein is considered final unless some unforeseen circumstances require a change.

Cumberland: Senator J. Glenn Beall, Jr. is still, conditional upon his Congressional schedule, planning to speak at our kick-off dinner on April 16. This dinner will be held at the Algonquin Motor Inn, Baltimore & Greene Sts., Cumberland, with Cocktails beginning at 8:00 p.m., dinner (\$5.00) at 9:00 p.m. Many of us from downstream are planning to take the evening train that day, which leaves Washington at 4:50 p.m., arriving in Cumberland at 7:50 p.m. Overnight accommodations are available at the Algonquin Motor Inn. If you requested a room that night, you will be at the Algonquin.

The Hike will begin at 9:00 a.m., April 17, from the Western Maryland Station. Everyone planning to hike that day should be ready to leave by that hour. Arrangements for transport of overnight hikers' gear will be announced at the dinner.

Williamsport: Due to a lack of motels in Williamsport, the dinner planned in this area will be held in Hagerstown. It will be at the Venice Motel, on U.S. Route 40 east of Hagerstown. Cocktails will begin at 6:00 p.m., dinner (\$5.00) will follow at 7:00 p.m. Overnight accommodations are available at the Venice Motel (again, if you requested a room for the night, you will be at the Venice). Breakfast will be available at the motel before we resume the hike, April 22, 9:00 a.m. Transportation will be available between the Canal and Hagerstown for the overnight hikers.

Frederick: Senator Charles McF. Mathias, Jr. has had to decline our invitation to speak at the Frederick dinner due to his Congressional schedule. We will, however, follow through with plans to have the dinner (\$4.50) at Watson's Family Restaurant, in the Patrick Shopping Center, beginning at 7:00 p.m. Transportation will be available between the Canal and Frederick for the overnight hikers.

Washington: Congressman Gilbert Gude is still planning to be our main speaker at our Annual Reunion Banquet, which will be at Hogate's Restaurant in SouthWest Washington, D.C., starting with Cocktails at 5:00 p.m., dinner (\$8.25) at 6:30 p.m. Justice Douglas, other charter Association members, and Department of the Interior officials will be among the special people at the banquet.

Anyone wishing to camp the night of our Business Meeting (April 26) must advise Bonnie Troxell, 612 Montgomery Avenue, Cumberland, Md. 21502. Dinner and breakfast will be available near the tavern for those camping. The campsite will be at the Marsden Tract (Brickyard Road off MacArthur Blvd.).*

NOTE: No arrangements are being made for overnight hikers not participating in the various dinners en route - they will have to fend for themselves. Reservations may be made until April 10 or until the dinner or hike fills up, whichever is sooner. In no case are cocktails included in the dinner price.

* If you have signed up for the entire hike, or for the day or days preceeding April 26, as an overnight hiker, you are assumed to be camping at the Marsden Tract. If you did so, but do not plan to camp that night, please advise Bonnie Troxell.

Hike Details: A slightly revised schedule is attached to this newsletter. Minor changes have been necessary for various reasons, and additional minor changes may be required as we approach the start of the hike. However, this schedule should remain accurate enough to allow anyone joining the hike en route to find the group. The only overnight location presently likely to change is the Deneen Road (Cohill Station) site. We may move to one of the Hiker-Bikers nearby, but those joining us that morning (April 20) will find us at Deneen Road anyway.

Each days hike, except for April 17, April 22, and April 27, will begin at 8:30 a.m. On April 17, 22, and 27 we will begin at 9:00 a.m. The campsite, unless otherwise specified, will be the starting point for that day's hike. Hikers joining us on the second day (April 18) should bring flashlights for the Paw Paw Tunnel.

Overnight Hikers: We, as a group, will be providing at least three dinners, most of the breakfasts, and all of the lunches. We are hoping to locate enough volunteers to drive our support vehicles, to purchase feed supplies, and to prepare the dinners and breakfasts - if anyone would like to volunteer, please call me, Bruce Wood at (301) 229-5182. Lunch materials will be available at breakfast each day - this is a change from the original instructions which called for each hiker to provide his own lunch. Hikers should bring approximately \$8.00 in cash for each day they will hike - this should cover the three meals and perhaps something extra. We are expecting to limit the number of hikers supported to 30, plus the support staff. Anyone providing their own support (i.e., transport of gear and feed and cooking) is welcome to join us without prior reservation.

Meeting: A meeting of overnight hikers and their support staff will be held on April 10, a Wednesday, at 8:00 p.m. at the Glen Echo Town Hall. We will discuss gear, logistics, and anything else anyone brings up. Even if you know all about hiking and camping we hope you will attend; perhaps you can provide some advice, too.

Equipment: The following is a recommended listing of equipment each overnight hiker should bring:

One well broken-in pair of medium weight boots - sneakers are not recommended.

One warm sleeping bag and mattress (foam or air). No Cots

One tent - preferably a compact, backpack tent - if you must bring a large tent please advise me at (301) 229-5182.

Your own plate, cup, fork, ~~spoon~~, knife - you will be responsible for packing these and for washing them after each meal.

A wash basin, wash cloth, towel, and soap - hot water will be available at breakfast and dinner.

One comfortable pair of light shoes is recommended for use around camp in the evening. These should be comfortable for hiking in case the boots get wet.

Socks - a good combination is a light weight pair next to the feet, a medium or heavy cotton or wool sock on top of the light one. This combination reduces friction and, hence, the possibility of blisters.

A flashlight, rain gear, and at least one set of cold-weather clothing

Personal clothing as appropriate - suits and dresses will not be needed at any function related to the hike.

Toiletries as appropriate.

Telfa pads and adhesive tape are recommended for prevention/protection of blisters.

One canteen to be carried during the hike.

One day pack for carrying lunch, rain gear, guide books, etc.

Please be advised that in some cases you may be required to carry your own gear (and possibly some cooking gear) for distances of up to a half mile. Normally we will be permitted to drive our support vehicles to the campsite, but if weather creates unfavorable towpath conditions we may have to carry gear from the nearest road access. A backpack is recommended for carrying and stowing gear. PLEASE KEEP YOUR GEAR TO A MINIMUM AND AS COMPACT AS POSSIBLE.

ACCESS TO OVERNIGHT LOCATIONS

April 17 - Oldtown - From Md. Route 51 (between Cumberland & Paw Paw) turn off at NPS Wednesday sign to Oldtown level, right after go under rr. bridge, left at NPS sign, park in lot near Canal (Lock 70).

- April 18 - Stickpile Hill Hiker-Biker - From U.S. Route 40 (west of Hanceck) south on
Thursday Orleans Road, stay straight (slightly right) at "Y", later road comes in
from left, stay right, cross creek, go right on Oldtown Road, stay right
after crossing, pass Pine Ridge Club, right at Carroll Road, left at Dug
Hill Road, pass Bucktail Sportsmans Club, left onto Mertens Avenue, right
after pass large abandoned building (before rr. tunnel), cross rr. tracks,
cross two small ferds, stop at first road to right (it crosses canal),
park clear of roads, walk downstream to hiker-biker (0.7 miles downstream).
- April 19 - Near Densen Road - From Md. Route 144 (west of Hanceck) take Roundtop Road
Friday south (Reel Road goes north here), stay straight on Roundtop Rd., bear
right at Seavelt Road, cross under rr., parallel Canal, park near first
road to left (Cehill Station). We may not camp exactly here, but will be
here early Saturday a.m.
- April 20 - Hanceck - Lunch - rail and bus service available to here.
- April 20 - Licking Creek Hiker-Biker - overnight - Take U.S. 40 from Indian Springs
Saturday toward I-70 (west of Indian Springs), turn left (south) immediately after
crossing Licking Creek Bridge (road on west side creek), follow road under
rr. and I-70, park along shoulder. Can cross from barn to towpath at aqueduct
(downstream of road), Hiker-Biker near downstream end aqueduct.
- April 21 - Williamsport - Dinner and overnight in Hagerstown. Both at Venice Hotel
Sunday on Dual Highway (U.S. 40) east of Hagerstown.
- April 22 - Tayler's Landing - From Md. Route 65 between Sharpsburg and Hagerstown take
Monday Tayler's Landing Road (about 2 miles west of Sharpsburg), follow to Mercers-
ville, parallel Canal (going upstream) to road across canal. Park either
on shoulder Tayler's Landing Road or at boat ramp across Canal.
- April 23 - Dargan Bend Recreation Area - From U.S. 340 exit to east (first exit north
Tuesday of Potomac R.), right into Sandy Hook, follow Harper's Ferry Road as it
goes uphill, along ridge, into valley, left on Shinnham Road to rec. area.
- April 24 - Harpers Ferry - train service available.
- Wednesday - Point of Rocks - camp - from U.S. 15 turn east into Point of Rocks, turn
right to Canal, cross Pivot Bridge, Park. Walk downstream to Calice Rocks
Hiker-Biker. New Hikers start here April 25.
Frederick - Dinner - Watson's Family Restaurant in Patrick Shopping Center
near U.S. 340 in Frederick.
- April 25 - Edwards Ferry - From Md. Route 28 (between Rockville and Point of Rocks)
Thursday follow Md. Route 107 (from Dawsonville) or 109 (from Beallsville) to
Peelersville, at Peelersville take Willard Road (pass school on left),
right on Offut Road, left on Edwards Ferry Road to canal. Campsite at
Chisel Branch Hiker-Biker, downstream.
- April 26 - Great Falls - Business Meeting - take Md. Route 189 from Rockville (Falls
Friday Road), pass through Potomac and cross Md. Route 190 (River Road) there,
continue to deadend, follow road to right to Great Falls Tavern.
- Marsden Tract - Overnight Camp - From Great Falls Tavern (see above) take
MacArthur Blvd. past Falls Road to Brickyard Road (enters from left).
Park near here, walk down road to right to Canal, cross Canal to camp area.
- April 27 - Great Falls - Annual Hike - see above.
- Saturday - Sycamore Island - Lunch - follow MacArthur Blvd. (between Washington and
Great Falls) to Sycamore Store (at Walhending Road, south of Glen Echo),
park along shoulder, follow trail at north end park area across G.W. Mem-
orial Parkway, on down to bridge over Canal.
- Georgetown - End of hike - Thompson's Boat House - At intersection Virginia
Avenue and Rock Creek Parkway - parking area on creek side of parkway.
- Hegate's Seafood Restaurant - from Thompson's Boat House follow Virginia
Avenue to 19th Street, right on 19th, left on Constitution Avenue, right
on 15th Street (first right after passing Washington Monument), cross
Independence Avenue, bear left at next traffic light, follow Maine Avenue
signs and turn right at first traffic light after crossing under bridge,
parking available nearby - Hegates is along Potomac Channel.

THE WASHINGTON POST

The Washington Post carried the original editorial promoting the use of the C&O Canal as a scenic parkway, January 3, 1954. Justice Douglas wrote to the editors challenging them to walk the Canal with him, January 19, 1954. The Post did and changed its mind. On March 9, 1974 The Washington Post printed a fine editorial supporting this year's hike and emphasizing some of the problems facing the Canal. On March 11, 1974 The Post printed a letter from Carl Lindem, C&O Canal Association President, inviting everyone to join us to see the problems the Canal still faces.

Most of us are familiar with the gist of Justice Douglas' letter - but how many of us have read it or have read the original Post editorial? Printed below are both in their entirety.

The Washington Post Editorial Potomac Parkway January 3, 1954

"The renewal of official interest in the proposed parkway along the old C&O Canal between Great Falls and Cumberland will stir the enthusiasm of many Washingtonians. The purpose of such a parkway would be to open up the greatest scenic asset in this area - the Potomac River - to wider public enjoyment. Maryland is already building a 60-mile stretch of the proposed road up the river from Hancock. Local interest is largely concentrated, however, in the section of the proposed parkway that would stretch from Great Falls to Harpers Ferry.

"Any fears that this project would destroy restored sections of the old canal between Washington and Great Falls can be put aside. This stretch of the river is to be opened up by the George Washington Memorial Highway. The parkway now under discussion would extend up the river from Great Falls on the bed of the abandoned C&O Canal or on the adjacent towpath. By utilizing the old canal - no longer either a commercial or a scenic asset - it is estimated that the parkway could be built for \$100,000 a mile. The lovely Potomac Valley could thus be made available to sightseers, campers, fishermen and hikers with little detracton from its beauty. The basic advantage of the parkway is that it would enable more people to enjoy beauties now seen by very few - in the fashion, say, of the magnificent Blue Ridge parkway. Large areas of wilderness would be left and ought to be protected permanently against further encroachment.

"Behind this proposal also is the hope that, with the Potomac more accessible, it would be cleaned up and made a great recreational asset. Washington has been asten-fishingly tardy in taking advantage of this natural playground. The famous founder of this Capital would be shocked to learn that the Potomac has become a sort of open sewer and that some of the most attractive portions of its valley are almost completely unknown even after a century and a half. By naming a committee to study the idea of a C&O Canal parkway, Robert M. Watkins, chairman of the Regional Planning Council, appears to have caught some of the vision of George Washington in locating the Capital here. It will take a great deal of work and practical planning, however, if this vision of a great Potomac playground is to be realized."

The Washington Post Potomac Sanctuary January 19, 1954

"The discussion concerning the construction of a Parkway along the Chesapeake and Ohio Canal arouses many people. Fishermen, hunters, hikers, campers, ornithologists and others who like to get acquainted with nature first-hand and on their own are opposed to making a highway out of this sanctuary.

"The stretch of 185 miles of country from Washington, D.C. to Cumberland, Md. is one of the most fascinating and picturesque in the Nation. The river and its islands are part of the charm. The cliffs, the streams, the draws, the benches and beaches, the swamps are another part. The birds and game, the blaze of color in the spring and fall, the cattails in the swamp, the blush of buds in late winter - these are also some of the glory of the place.

"In the early twenties Mr. Justice Brandeis traveled the canal and river by canoe to Cumberland. It was for him exciting adventure and recreation. Hundreds of us still use this sanctuary for hiking and camping. It is a refuge, a place of retreat, a long stretch of quiet and peace at the Capitol's back door - a wilderness area where man can be alone with his thoughts, a sanctuary where he can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns.

"It is a place for boys and girls, men and women. One can hike 15 or 20 miles on a Sunday afternoon, or sleep on high dry ground in the quiet of a forest, or just go and sit with no sound except water lapping at one's feet. It is a sanctuary for everyone who loves woods - a sanctuary that would be utterly destroyed by a fine two-lane highway.

"I wish the man who wrote your editorial of January 3, 1954, approving the parkway would take time off and come with me. We would go with packs on our backs and walk the 185 miles to Cumberland. I feel that if your editor did, he would return a new man and use the power of your great editorial page to help keep this sanctuary untouched.

"One who walked the canal its full length could plead that cause with the eloquence of a John Muir. He would get to know muskrats, badgers, and fox; he would hear the roar of wind in thickets; he would see strange islands and promontories through the fantasy of fog; he would discover the glory there is in the first flower of spring, the glory there is even in a blade of grass; the whistling wings of ducks would make silence have new values for him. Certain it is that he could never acquire that understanding going 60, or even 25, miles an hour."

Washington

William O. Douglas

C & O CANAL ADVISORY COMMISSION

February 23, 1974 - Harpers Ferry - The Commissioners were informed of the Potomac National River Bill (H. R. 12785) having been introduced by Congressman Gude in the House of Representatives. Approval has now been obtained to put the C&O Canal Park under a single superintendent. This move should be made in about two months, once a suitable location can be agreed upon for the headquarters. NPS announced that special use permits would soon come under a review and cited some examples of permits that were very much outdated. A discussion followed of beating on the Potomac.

The Commission was then briefed on a proposed radio system for use along the Canal. This would allow immediate contact between Headquarters and Rangers on the towpath, which today requires much time and effort. Rescue operations would be greatly facilitated by such a system. Even daily activity would be facilitated by an effective radio system. The Commission asked that more study be made of possible sites for the repeater towers and voiced no opinion pending study.

The NPS has put \$3,000,000 in their FY 1975 (beginning July 1, 1974) budget for C&O Canal repairs. The Historic study team will concentrate on aqueducts but will also survey all structures en route. They have completed Georgetown to Harpers Ferry and expect to complete the Canal by June. The construction projects presently in process are: Foundry Branch to Lock 5 (54% complete) and Muddy Branch Culvert (87% complete). Both had been stepped pending improved weather conditions.

The Master Plan is now written as an Environmental Impact Statement. It has much NPS review to pass before it can be released to the public. There was some discussion of the Cumberland amendment which is presently before both Houses of the Congress. Announcement was made that the Cumberland Canal Boat project has now raised adequate funds to proceed with the boat construction, which will begin this Spring.

LEVEL WALKER REPORTS

Very few Level Walker Reports have been received since the last issue of the newsletter. I realize this is due in large part to the current gasoline situation. I hope you feel the Canal is important enough, and enjoyable enough, to travel to your sections at least twice a year, and preferably four times a year. After all, it is a good chance for an enjoyable afternoon's walk and the information thus obtained and reported is available to all others. Justice Douglas' comments on January 19, 1954 are just as valid today as they were twenty years ago. Bus and rail transportation is available to many sections.

7.5 Cabin John Creek to Lock 14 - Dulany Davidson, a new Level Walker, has provided a good summary of conditions along his section. He notes some missing towpath surface, low water in some levels, a tree blocking the canal at Cabin John, a possible problem area at Cabin John Creek which involves the Dulles Interceptor Sewer, and some useless electrical wires crossing the canal near Lock 11.

16.6 Swains Lock to Pennyfield Lock - Jerry Glass reports many canoeists using the canal above Swains Lock (and below it) but again a tree trunk blocks clear passage to Pennyfield Lock. He was "surprised and pleased" at the improvements made since his last visit. The understory between the towpath and the river appears to have suffered no permanent damage from the flood. He notes, "Mr. Douglas has all the bluebirds on his side of the line at Pennyfield."

27.2 Sycamore Landing to Edwards Ferry - Virgil Smirnow advises that the store at Lock 25 is continuing to deteriorate at a dismaying pace. Likewise with the waste weir at Lock 25. The towpath is in generally good condition. The trash and structures washed down by the flood are gradually disappearing with time. The NPS has purchased most of the houses in the vicinity of Edwards Ferry and, following the Canal Hike (we may use one if necessary), will begin disposing of them.

72.8 Shepherdstown to Lock 39 - John Frye reports a railroad museum across the river from his level. It consists of some passenger cars and a caboose - he did not note how one reaches it - by swimming the river? The towpath and locks are in "top shape" but there is still an old bridge in Lock 38 that ruins picture taking.

105.0 Old Railroad Station to Dam 5 - Heeper Wolfe, recently out of the hospital after 15 days, has already walked part of his section. He reports the Little Conococheague Culvert is in fine condition. Likewise the towpath is doing well.

140.9 Little Orleans to Lock 59 - John Urquhart reminds us of a beautiful view from mile 141 and another at mile 145.5 looking south along the Potomac River. His section is in excellent condition and is well kept up. The towpath, however, does collect muddy puddles and could use some fill occasionally to make life easier for bicyclists.

1954 HIKE

You all have heard reams of information about the hike that started the Association. You realize that the main reason we are going the whole way this year is both in honor of the 1954 Hike and to bring public attention to the present problems facing the Canal. We hope you will encourage your friends to join in with the full-distance hikers on day hikes when we pass your area. How many of you can name the nine hikers, out of the 37 starters, who hiked every step of the way from Cumberland to Georgetown? Sure, all of us knew Justice William O. Douglas, whose letter (see page 4) started the whole thing. The others were: Harvey Breese, Grant Conway, Al Farwell, George Miller, Olaus Murie, John Pearmain, Colin Ritter, and Constant Southworth. Bill Davies hiked most of the distance, Jack Durham led the logistics operation, Lou Shellenberger was there for CBS, Bob Estabrook and Merle Pusey were The Washington Post editors along, George Kennedy represented the Washington Star, The Denver Post, a Meridian, Connecticut paper, the Wilderness Society, the Potomac Appalachian Trail Club, the Audubon Naturalist Society, and Life magazine were also represented. Others I am certain I have missed were along for one part or another of the 1954 hike. The various Sportsman Clubs en route turned out to welcome the hikers as did many private citizens.

This newsletter is edited and written by: Bruce W. Wood, 6200 Winnebago Road, Bethesda, Maryland 20016.

1974 Annual Reunion Hike Schedule
Final

<u>Date</u> <u>Day</u> <u>Miles</u>	<u>Mile</u>	<u>Activity</u>	<u>Location</u>
April 16 Tuesday	184.5	Dinner	Cumberland - Algenquin Motor Inn - Cocktails 8:00; Dinner (\$5.00) 9:00. Rooms Single \$11.00, Double \$14.00.
April 17 Wednesday	184.5 175.5 17.8	Begin Hike Lunch Camp	Cumberland - 9:00 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 Deneen Road (probably either Cacapon Junction H-B or Leopard Mill H-B)
April 20 Saturday	131.3 124.3 15.3	Breakfast Lunch Camp	Near Deneen Road (Cohill Station) - leave here 8:30 a.m. Hanceck Licking Creek Hiker-Biker
April 21 Sunday	116.0 108.8 16.4	Breakfast Lunch Motel	Licking Creek Hiker-Biker - leave 8:30 a.m. Four Locks Williamsport - Hagerstown - Venice Motel-Cocktails 6:00, Dinner (\$5.00) 7:00, Rooms Single \$14.00, double \$16.00.
April 22 Monday	99.6 90.2 18.0	Resume Hike Lunch Camp	Williamsport - leave 9:00 a.m. Dellinger Widewater Taylor's Landing - upper end of clearing
April 23 Tuesday	81.6 72.8 16.7	Breakfast Lunch Camp	Taylor's Landing - leave 8:30 a.m. Shepherdstown - Lock 38 Dargan Bend Recreation Area
April 24 Wednesday	64.9 57.0 17.3	Breakfast Lunch Camp	Dargan Bend Recreation Area - Leave 8:30 a.m. Knoxville Point of Rocks - Frederick - Watson's Family Restaurant Dinner (\$4.50) 7:00
April 25 Thursday	47.6 39.8 17.1	Breakfast Lunch Camp	Point of Rocks - new hikers start at Pivot Bridge 8:30 a.m. Woods Lock (Lock 26) Edwards Ferry - Chisel Branch Hiker-Biker
April 26 Friday	30.5 22.8 16.2	Breakfast Lunch Camp	Edwards Ferry - leave 8:30 a.m. Seneca Aqueduct Great Falls - Business Meeting 8:00 at the Tavern Camp at Marsden Tract off MacArthur Boulevard
April 27 Saturday	14.3 6.5 14.3	Annual Association Hike Day Lunch Annual Association Banquet	- Leave Great Falls Tavern 9:00 a.m. Sycamore Island Washington, D.C. - Hogate's Restaurant; Cocktails 5:00; dinner (\$8.25) 6:30 p.m. Hotel Reservations available

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