

ALONG THE TOWPATH

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ANNUAL HIKE DATE - CHANGED

Due to problems related to banquet space availability, the 1975 Annual Justice Douglas Hike has had to be moved to May 3, rather than the previously announced April 26 date. The Annual business meeting will be held the evening of May 2 and the Annual banquet the evening of May 3.

The Hike will start at Harpers Ferry and end at Point of Rocks, beginning at 9:00 a.m. May 3 at the confluence of the Potomac and Shenandoah Rivers (This is beyond the Armory as one walks from the NPS parking lot in the restored portion of Harpers Ferry). Lunch will be available at Brunswick. Transportation will be provided from Point of Rocks back to Harpers Ferry. Both Lunch and return transportation will involve fees payable at that time. Showers will be available at the NPS training Center, the Mather Center, but you must bring your own towel and soap. Arrangements for a Happy Hour will be announced on May 2 and 3. Dinner will begin at 7:00 p.m. at the Fire Hall, which is between Bolivar and Harpers Ferry - cost is \$5.00 per person, reservations and payment must be made in advance. The meal will include roast beef. All reservations must be made with Mrs. Bonnie Troxell, 612 Montgomery Avenue, Cumberland, Maryland 21502 not later than April 21.

The annual business meeting will be held at the Canal Campground, a private campground near the canal above Harpers Ferry. To reach the campground, turn off U.S. 340 into Sandy Hook and continue along Sandy Hook Road past the Salty Dog Tavern. Sandy Hook Road becomes Harpers Ferry Road at Lock 34. Stay on Harpers Ferry Road to the campground, approximately 3 miles from Sandy Hook. There are signs along the route. Dinner and breakfast will be made available for a nominal fee on Friday night and Saturday morning at the campground. The times for all this are: 6:30 p.m. Friday dinner; 8:00 p.m. Friday business meeting; 6:30 a.m. Saturday breakfast. You must note on the enclosed reservation form if you wish to have dinner and/or breakfast provided and for how many people.

Each person must make his (her) own arrangements for Friday night (and Saturday night if you are staying over). The Canal Campground is available for camping - tent and camper units - tell the owner you are with the C&O Canal Association when you check in. The American Youth Hostel in Sandy Hook has a fair amount of space, reservations may be made two weeks in advance. There are also the Hilltop House and the Cliffside Motel in the Harpers Ferry area, the Cliffside being a couple miles out of town. In addition, there are motels in Shepherdstown and Frederick, plus other camping areas.

For those in the Washington, D.C. area, train service is available. One could take the evening train from Washington (call Amtrak for the schedule) to Harpers Ferry on Friday evening in time for the business meeting (please indicate on the reservation form if you plan to do so, we will see that someone meets the train to take you to the camp area). Return train transportation is available on Sunday afternoon. The Saturday schedule arrives too late for the start of the hike and returns prior to the banquet. Train service from above Harpers Ferry is not so convenient, if you are interested in trying it, contact Amtrak for information. There is no bus service to Harpers Ferry.

NOMINEES

The Nominating Committee, Carl Linden and Alan Franklin, has proposed the following slate of Nominees for election at the 1975 Business Meeting. For Board of Directors (five terms expire): Grant Conway, William Davies, Thomas Hahn, John Chandler, and Bruce Wood. The first four are being proposed to succeed themselves; Bruce Wood is proposed to fill a vacancy.

For Officers (all terms expire): President, Bruce Wood; First Vice-President, Nancy Long; Second Vice President and Level Walker Chairman, John Howard; Secretary, The Hedins; Treasurer, Douglas Greene; Information Officer, Barbara Yeaman.

These two slates will be presented to the membership at the Annual Business Meeting on May 2. All of the above positions are for three year terms.

BY - LAWS CHANGES

The Board of Directors proposes that the following changes be made in the Association By-Laws. To date the officers who are not also directors have not had a vote in Board meetings. The proposal is to allow them a vote equal to that of the Directors. Also, to date there has been no specification of the number of Board Members and Officers constituting a quorum in Board meetings. There are 15 Board Members and 6 officers. The proposal is to set seven (7) as the number necessary for a quorum. These changes will be voted upon at the annual business meeting.

CANAL CALENDAR

There is one change in the study hike schedule. There will be no June hike. Instead, John Frye will lead a hike on April 13 in the Maryland Heights-Fort Duncan area - see below for details.

March 15 - Advisory Commission Meeting - 9:00 a.m. Harpers Ferry at the Mather Center.

March 29 - Study Hike - History and Wildflowers - Sycamore Landing to Fort Harrison Island and return. Meet 9:30 a.m. Sycamore Landing parking area. Leaders: Virgil Smirnow and Napier Shelton. Bring lunch and binoculars.

April 13 - Study Hike - History - Maryland Heights and Fort Duncan. Meet Salty Dog Tavern 9:30 a.m. Wear good boots, bring lunch, be prepared for some reasonably strenuous climbing. Leader: John Frye.

Late April - Master Plan Hearings - see later article for more information.

May 3 - Annual Justice Douglas Reunion Hike. Meet 9:00 a.m. Harpers Ferry near the Armory (see Page 1).

May 10 - Advisory Commission Meeting - 9:00 a.m. Harpers Ferry at the Mather Center.

May 17 - Study Hike - Natural History - Dam Number 4 Blackwater. Meet 9:30 a.m. McMahon's (Charles) Mill. Bring sneakers or rubber boots for possible wading. Bring lunch and binoculars. Leader: Charles Otstot.

MEMBERSHIP

The 1975 Dues are now payable. All persons who wish to remain members in good standing must pay their 1975 dues of \$5.00 (regular) or \$10.00 (Patron). Checks should be made out to "C&O Canal Association" and sent to Douglas M. Greene, 10317 Brunswick Avenue, Silver Spring, Maryland 20902. Please tell Doug your current address and how you wish to have your name appear on the new membership badge.

MASTER PLAN

The National Park Service is nearly ready to make public a revised Master Plan. They will send copies of the Plan to those people who wrote letters or participated in the small meetings held after each public hearing. Various organizations along the river, the Maryland County Commissioners, and the C&O Canal Advisory Commissioners will also receive copies. Limited copies will also be available at the Antietam Visitors Center and National Capital Parks.

The present schedule calls for mailing the Plan during the week of March 17. Public information hearings will probably be held during the month of May, with one hearing in each Maryland County on the Canal and the District of Columbia. The first hearing will probably be in Allegany County in early May. The complete schedule for public hearings is expected to be announced at our business meeting on May 2 and earlier through the media.

Due to the size of the Master Plan, the Association is not planning to reproduce any of it for any of the membership. If you wish to see a copy, contact one of the sources noted above. Public comments can be submitted to NPS up to 30 days following the last public hearing.

POTOMAC NATIONAL RIVER

Congressman Gilbert Gude has introduced the Potomac National River Bill in the 94th Congress. The number is H.R. 3102. The Association has supported the concept of a Potomac National River and has specifically supported Mr. Gude's bills for such a river. The goal of the Potomac National River concept is to improve the quality of the river, to protect the shorelines from intensive development (such as Jellystone Park), and to establish hiking trails and basic camping areas along the southern shore (Virginia and West Virginia).

Congressman Joseph Fisher of Virginia is a supporter of this concept and has been in consultation with Congressman Gude about the bill. You can help achieve a Potomac National River by writing to your congressman (both House and Senate) to encourage their support and co-sponsorship of the bill.

Congressman Gude has proposed that he traverse the entire length of the Potomac from Fairfax Stone (Western Maryland) to Point Lookout (Chesapeake Bay) this coming August. He has suggested using various modes of transport including foot, horse, bicycle, canoe, rail, boat, etc. It is anticipated that many groups along the river will participate in this "Journey Down the Potomac". He also hopes to meet with as many area residents as possible to discuss the River and the Potomac National River concept. Further details of this "Journey" will be announced in future newsletters.

ADVISORY COMMISSION

The Commission met in Harpers Ferry on January 11. The next meetings will also be in Harpers Ferry on March 15 (delayed one week due to legal requirements) and May 10. There was continued discussion of the Cumberland Canal/Boat project, with a report by the Commission's representatives who visited the site and talked with the interested parties. The Commission felt there were too many unanswered questions and recommended that a request for a permit to put the boat in the canal be denied at this time. The new director of the National Park Service is Gary Everhardt, who took over in January. Only 10% of the land acquisition program including 149 owner-ships remains to be acquired. The Master Plan is soon to be distributed and made available for review. (See page 2 for more information)

BADGES

We have an order placed for new plastic membership badges with space for the member's name. These will hopefully be available prior to the annual hike. Those whose orders have been received, will have theirs mailed to them as they are available. We also expect to have these badges available at the business meeting if you wish to purchase extras. Each regular (\$5.00) member will receive one free badge with his 1975 dues. Patrons (\$10.00) will receive two free badges. Additional badges may be purchased for \$1.00 each.

Also, we have placed an order for new cloth badges. These also will hopefully be available prior to the annual hike. They too will be mailed to those who have ordered them and will be available for purchase at the annual hike (\$1.00 per badge).

HIKE BOOKS

There are still some copies of the 1954 and the 1974 hike books available. To obtain your copies, send \$5.00 for each 1954 book and \$3.00 for each 1974 book (make checks

payable to "C&O Canal Association") to: Carl Linden, 6404 Ridge Drive, Brookmont, Washington, D. C. 20016.

INTERESTED IN NATURE?

The Audubon Naturalist Society of the Central Atlantic States is sponsoring a series of field trips on a wide variety of subjects during the weekend of May 17-18. On May 24-25 the Society will offer a "Woodend Weekend" at its headquarters at 8940 Jones Mill Road, Washington, D.C. This "Woodend Weekend" is an introduction to the program of Natural History Field Studies offered by the Society in cooperation with the U.S. Department of Agriculture Graduate School. These Field Studies are taught in the D.C. area and include local field trips. They are oriented especially for our local area. There is a fee for the above activities. In addition, the Society offers regular bird watching and nature study field trips, some of which have a fee, in the local area during the course of the year. For information about any of the above, or about membership, either write: Audubon Naturalist Society, 8940 Jones Mill Road, Washington, D. C. 20015; or call (301) 652-9188. If you enjoy getting out of doors, you would enjoy knowing about the Audubon Naturalist Society's activities.

NPS - LEVEL WALKER MEETING

On January 10 the second NPS-Level Walker meeting in a month was held at the Antietam Visitors Center. Again the turnout was smaller than anticipated, but a very good discussion of the entire canal and related activities was carried out. Those who attended judged the meeting very interesting and worthwhile.

VOLUNTEERS

In the January newsletter we asked for volunteers for speaking engagements. Anyone who has not yet offered their services is still welcome to do so. Marilyn C. DeLoach has offered to coordinate volunteers and speaking engagements. She may be reached at 3206 Wisconsin Avenue, N.W., Washington, D. C. 20016. Her home (evening) telephone number is (202) 363-0650. Any volunteers and those receiving inquiries of speakers should contact her. Please allow a reasonable advance notice of speaking engagements.

LEVEL WALKER REPORTS

Mile

19.6 Pennyfield Lock to Seneca Aqueduct - Bill Clague notes that the Pennyfield parking area is very limited when muddy. The towpath is in good shape, but a bit muddy that day. Violet's Lock is now supported by pilings and there is an earth dam just above it.

33.2 Fort Harrison Island to White's Ferry - Morris Green reminds that a crater near mile 34.8 is still growing and is unmarked. He cautions of use in that area under poor lighting conditions.

44.6 Nolands Ferry to Point of Rocks - John Lyons notes light usage. He calls towpath conditions only fair in the lower portion due to auto traffic. Robert Flynn calls the towpath "good" but notes drier weather than John had. Robert had a talk with a local resident who told of plans to reroute the canal from Kanawha Springs¹⁰ years ago.

68.1 Charles Mill to Formans Ferry, Vic Conrad notes his brush clearing work along the towpath and remarks on annual windfalls at the end of each year. Other than the usual erosion of the towpath just upstream of Charles Mill, he notes good conditions all around. He suggests this erosion should be stopped.

106.8 Dam 5 to Lock 47, Charles Morrison advises that conditions are generally as have been reported recently. There is a good view of Jellystone Park from his section.

120.0 Mile 120 to Hancock, James Bryant reports good canal bed, fair towpath. Lock 52 is in bad condition and the aqueduct (Tonoloway Creek) is in very poor condition. NPS has since closed that aqueduct for stabilization work.

HISTORICAL TERMINOLOGY

The following list of terms relating to the Canal and their definitions was provided by Dale Sipes, Chief of Maintenance, Seneca to Cumberland, National Park Service. He calls this list "a beginning in order to bring about some definition and consistency."

Abutment - The structure or portion of that supports the arch of the aqueducts or bridges on each end.

Aqueduct - The structure installed to carry the canal over the larger streams.

Barn, Mule - Frame building constructed for housing mules. One at Lock 50.

Basin, Turning - A section of the canal constructed considerably wider for turning canal boats at loading docks.

Basin, Boat - A section of the canal designated for storing boats during winter months, some of these areas were adjacent to the canal such as "Poly Pond," level 55.

Berm - The dykebank of the canal on the opposite side of the towpath.

Bridge, Foot - Bridge constructed for foot traffic. Many are now located on lock structures.

Bridge, Mule - Bridge constructed over the canal or structure in order for the mules towing the canal boats to pass from one side of the canal to the other.

Bridge, Pivot - Historic bridge constructed and placed on a stone base with a circular metal track in order to pivot or turn across the canal prism. None exist today, only the base is still in place.

Bridge, Vehicular - Bridge constructed for vehicular traffic.

Culvert - Conduit or stone constructed facility to allow the streams and run-off from the watershed to pass under the canal into the river.

Culvert, Vehicular - Culvert constructed to provide an underpass for water and vehicular traffic.

Dam, Feeder - Dam constructed in the river for the purpose of feeding or supplying water into the canal.

Dykes - Earth constructed embankments to hold water.

Dry Dock - Facility constructed to allow a canal boat to enter, drain the area, and leave the boat out of the water in order to make repairs.

Dry Wall - A stone wall constructed without mortar.

Flume - By pass for water constructed along berm side of each lift lock to allow overflow into the canal below the lock.

Granary - Building adjacent to canal with chutes extending for the purpose of loading stored grain into canal boats for transporting or for feeding mules.

Guard Bank - Earth embankment usually constructed at each dam site that would be considerably higher in elevation than the towpath in order to keep the river from overflowing into the canal prism.

Gudgeon - A device similar to a modern ball bearing on which lock gates pivoted when opening and closing.

Lock Gate - Constructed of wood and installed at each end of a lock structure; a drop gate installed in some instances for the same purpose of maintaining the water level to pass boats through.

Lock Gate Hinge - Fastener to hold gate to structure and allow movement for opening and closing.

Lock, Guard - Structure installed to guard or control the waterflow into the canal, located above dam sites in order to allow boats into the slackwater.

Lock, Incline - A container running on an inclined plane loaded a boat from the canal, was lowered to river level, and allowed the boat to proceed downriver. This avoided the congestion in Georgetown. Mile 2.1 above Lock 4 remains exist.

Lock, Lift - Structure installed to raise and lower boats from one elevation to another in the canal, average lift was eight feet.

Lock, River - Structure installed for the specific purpose of allowing canal boats to travel from the canal into the river and across to the opposite bank.

Lock, Stop - Structure installed for the purpose of maintaining a section of the canal in order to drain east for making repairs and also for the purpose of protection in areas of large bodies of water in the canal.

Lock, Tidal - Structure installed at Tidewater (east end of the Canal) in order for boats to pass into and out of the river.

Level - Section of towpath between locks, named for downstream lock.

Lockhouse - Residence for locktender and family.

Locktender - Person who tended the lift locks.

Mitre Sill - A V-Shaped wooden device placed on the floor of locks to keep lock gates closed when under water pressure.

Mortise - A notch or hole cut out to receive another projecting part to fit in order to join the two pieces securely.

Mule Drink (Spillway) - Overflow installed in the towpath constructed of stone or concrete for the purpose of allowing water to overflow from the canal. These also provided a source of water for the mules.

Parapet Walls - The walls on each side of an aqueduct constructed for the purpose of holding the water, from the bed of the canal to the topside.

Pivot Post - Round post secured to the lockgate and to the lock with a gate hinge.

Planking - Wood covering on lockgates.

Pocket - Indentation in lock wall into which lockgate fits when open.

Prism - The entire area within the towpath and berm bank where the canal flowed.

Recess - Routed areas in timbers to allow braces to be flush with surface.

Section House - House provided for crew of canal "maintenance" workers on a specified section of the canal.

Slackwater - Area of water in the river behind or upstream of dam for the distance the dam created less than normal flow of water.

Snubbing Post - To tie up or hold boat while loading, unloading, or locking through

Stone Rip Rap - Areas of dyke walls subject to water erosion were covered by laying flat stone over surface.

Stone Walls - Protective walls constructed around dam site areas and the areas of the dyke walls subject to severe erosion.

Tenon - The projection shaped to fit the notch or hole in order to join two pieces.

Timber - Large shaped wood parts of lockgate.

Towpath - The path constructed on the riverside dyke embankment for the purpose of providing an area where the mules could walk and tow the canal boats. Usually averaged 12 feet in width.

Water Intake - Conduit or device installed to take water in from the river other than through a feeder or guard lock.

Weir, Waste - A structure installed usually in the towpath dyke wall to allow excess water to waste into the river. In most instances, placed near the lift lock either up or down stream, and in some aqueducts. Usually one per level.

Wicketgate (Butterfly Valve) - Small metal gate installed in timber lock gate to let water into or out of the lock.

Wicketgate Stem - Metal rod extending to top of lock gate to operate wicketgate.

Widewater - Areas of the canal that were unusually wide sections of canal - some purposely constructed due to existing conditions of the terrain. Some were former river channels.

NON - HISTORICAL TERMINOLOGY

Barricade - Usually the posts installed at locations previously used by vehicles but now protected from further vehicle use.

Bridle Trail - A constructed or designated trail used primarily for horseback riding.

Concession - Visitor service facility operated within the Park by outside organizations in order to provide the visitor with food and services.

Gate - Pipe gate installed to prevent unauthorized vehicles from using the towpath or protected areas.

Hiker-Biker - Visitor facility provided for the overnight hiker-biker camper to spend the night. Water, table, grill, toilet usually provided at each site.

Marker, Interpretive - Sign explaining what something is, its purpose or function.

Marker, Historical - Sign indicating an historical structure.

Marker, Lock - Sign indicating number of lift lock.

Marker, Mile - Sign indicating distance to another location.

Mile Post - Mile Posts are located at one mile intervals along the river side of the towpath. They indicate the mileage from the Tidal Lock, Georgetown.

Ramps, Boat - Facilities constructed for visitors to launch boats into the river.

Vistas - Selected areas where trees and brush have been removed to allow views of specific areas.