

C&O Canal Association

along the towpath

concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin

VOLUME XIII

OCTOBER 1981

NUMBER 4

Something Added: 1981 CANAL HERITAGE WALK

All Association members and friends are invited to the Canal Heritage Walk on October 24, 1981. This event will be an interpretive 7½ mile walk along the section from Lock 22 (Pennyfield) (mile 19.6) to Sycamore Landing (mile 27.2), featuring brief talks and side trips along the way. By late October autumn will have become well established on the canal, and delight in the season should add pleasure to the walk. The walk will be followed by a social hour, early supper and entertainment at the Izaak Walton League chapter house in Poolesville. This event is sponsored by the Association in response to the wishes of the members expressed in last year's membership survey.

The walk will begin at 10 AM at Lock 22. Drivers should take the River Road exit of I495 westbound to Pennyfield Lock Road, and turn left on Pennyfield Lock Road. There will be ample parking at Lock 22; there is limited parking at Sycamore Landing. Association volunteers will shuttle drivers from one end to the other at both the beginning and end of the walk. Late-comers may join the walkers at Seneca (mile 22.8).

Bring your own lunch. The "official" lunch stop is at Riley's lock. The interpretive stops will be at:

Blockhouse Point/Dierssen Waterfowl Sanctuary - Interpreter will be John Baines, Park Naturalist, Maryland-National Capital Park and Planning Commission.

Riley's Lockhouse (Lock 24) - Visitors will tour the lockhouse accompanied by Girl Scout guides.

Seneca Red Sandstone Quarries - Interpreter and tour leader will be Bill Davies, Geologist, US Geological Survey.

McKee-Beshers Wildlife Management Area - Interpreter and tour leader will be Janet McKegg, District Wildlife Manager, Maryland Wildlife Administration.

The social hour and supper will be held at the Izaak Walton League, Bethesda-Chevy Chase Chapter House off Willard Road in Poolesville. Westbound on River Road from Pennyfield, turn right on Willard Road and left at the Izaak Walton League Chapter House entrance. The social hour will begin at 4 PM and the country-style supper will be served beginning at 5:30 PM. Reservations are required for the supper, and must be received by the Association no later than October 14, 1981. The price is \$7 per person. A reservation form for the supper is included in this issue of Along the Towpath. The Association is attempting to arrange after-supper entertainment.

For further information please call 301-229-5948, 703-642-5366 or 703-560-5433.

NOTES OF THE ADVISORY COMMISSION MEETINGS OF JULY 15 AND SEPTEMBER 16, 1981

Toxic Wastes Disposal Site - The State of Maryland, in its attempt to find a site suitable for toxic wastes disposal within the state, is considering locations in Washington, Frederick and Montgomery counties. Biochemical or geological unsuitability removed from consideration those locations in which transport of wastes into groundwater would be likely. Among the 15 locations the state is studying, three are in the southern tip of Washington County; the canal forms the border of this area. If a site in this area is put into service, presumably route 340 would be used for transporting toxic substances to the disposal site.

The Commission instructed its chairman to write to the Maryland Department of Natural Resources, asking for information on a Washington County disposal site, and "pointing out...that it will be surrounded by the C&O Canal...Park and is adjacent to the Harpers Ferry...Park, the Appalachian Trail, the Potomac River and the Antietam National Battlefield."

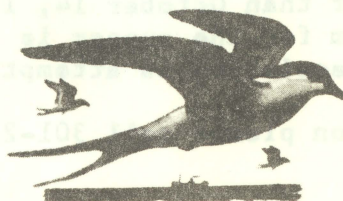
Horses on the Towpath - The National Park Service has not moved to establish the three towpath group camping sites for horsepeople discussed by the Commission at a meeting in October 1980. The NPS, however, does permit camping by permit for equestrian groups (above Seneca), and works with each group requesting a permit.

Watercraft Liveries: The Crowding of the Potomac? - There are presently four entrepreneurs marketing raft or canoe rentals and guided trips in these craft along the Potomac River. The Commission heard a report deploring the rafting along the Potomac near Great Falls, an area "already overcrowded with canoes and kayaks." Canal Park Superintendent Dick Stanton said that he has noticed "proliferation" of canoe liveries along the Potomac. The Superintendent pointed out that there is nothing wrong with recreational use of the River, as long as the River and the Park are not overused. Superintendent Stanton will prepare a strategy for presentation to the Commission on how to both allow use of the River and prevent the destruction that would result from overuse.

Cumberland/North Branch Development Concept Plan - The last public hearing was held on June 17, 1981. The Park Service is now receiving comments on the Plan, and the Record of Decision will soon be prepared.

Williamsport: The Development Concept Plan... - The planning team members are R Lee Downey and John C Frye for the Advisory Commission, Walter Teach, Jane Hershey and Melvin Kaplan for the Town of Williamsport, and Harvey Sorenson and Paul Lederer for the NPS, with an adolescent member still to be chosen. The team will hold public hearings and write a draft of the Plan.

...And Another Abandoned Western Maryland Railroad Right-of-Way - The NPS feels that the Park should acquire that part of the abandoned Western Maryland right-of-way at Williamsport which runs parallel to Conococheague Creek for a quarter of a mile. If you thought the Western Maryland abandoned right-of-way question was already settled, note that the newly-abandoned Williamsport branch line is different from the 34-mile right-of-way west of Hancock recently acquired in its entirety by the Park Service. The Commission authorized the NPS to acquire the above-described section of the abandoned Williamsport branch line.



Arctic Tern

Brunswick Development Concept Plan - Planning team members (a student member has yet to be chosen) are Nancy C Long and James H Gilford for the Advisory Commission, Willard Barger, William Childs and Draper Sutcliffe for the Town of Brunswick, and Jack Sanderson and Paul Lederer for the National Park Service. The team has held two meetings and will proceed to draw up its Plan.

Commission Motions Record - The NPS has prepared a list of all motions passed by the Advisory Commission. The Park Service is working on an index to this document. When completed, a copy of the indexed compendium will be made available to interested persons.

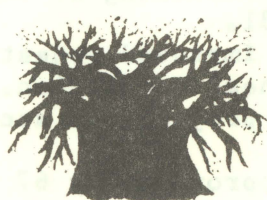
The Boatramp at Jellystone Park - On August 6, 1981 the Maryland Department of Natural Resources rescinded a permit issued March 26, 1981 to River Bend Corporation to build a concrete boat ramp into the Potomac from Jellystone Park. Prior to the rescindment the Commission was concerned over the potential for destroying the "recreational setting" of the seven miles of slackwater above Dam 5. There are now 500 boat docks on that section of the River.

Hydropower in Georgetown? - Persons wishing to return to operation a privately-owned but currently out-of-service hydroelectric power generator near Key Bridge indicate that their project, if successful, will withdraw water from the canal. The US Energy Regulatory Commission had told the NPS that such withdrawal will have "no adverse effect" on the canal. The only predicted effect would be raising the water level 0.9 feet.

Passenger Barges - The National Park Service does not plan to move the barge at Great Falls back to Georgetown. A private organization is interested in building and operating a passenger barge in Georgetown. The operator of such a barge would, of course, be subject to NPS regulation. The NPS has neither the personnel nor the funds to build or operate a Georgetown barge. For 1981 the Great Falls barge has already grossed \$30,000 from 12,500 visitors and is self-sustaining.

Rock Run Sewage Treatment Plant - The Washington Suburban Sanitary Commission is planning for a sewage treatment plant at Rock Run near Carderock. There has been at least one public hearing on the proposed plant. The impact on the canal, if any, would arise from the placement of the plant influent and effluent lines. The favored route for the effluent line is partially along the old streetcar right-of-way. The Commission took no action after receiving a paper describing the Rock Run project.

The Falling Waters Hostel is Closed - "...The Falling Waters hostel, which is on the Schetrompf Farm four miles downstream from Williamsport has been closed. The permit with Trancare Inc. of Maryland has been canceled. About two months ago, the houseparents moved out without notice and left the park with a dilapidated, run-down building. A study is being done to determine the cost of putting this hostel back into operation, which (action) is very unlikely."



baobab

Hancock Rewatering - The Park Service has been working with the Town of Hancock to clear, repair and rewater approximately 1.5 miles of canal. The NPS and the Town have been pumping water from the River into the canal, but water in the canal has not risen very high owing to seepage from the canal bed.

Budget and Land Acquisitions - The NPS expects to have more funds in FY 1982 than it had in 1981, but it will have fewer employees. The Secretary of Interior's land acquisition moratorium was lifted on June 5, 1981, and some \$650,000 became available for Canal Park land acquisition. The NPS will acquire the Golden Commissary Tract in Georgetown as well as other parcels specified in the NPS' land acquisition plan.

The Maryland Route 51 Realignment - Five meetings have been held on the proposed Maryland state project to realign a dangerous one-mile section of state route 51 between North Branch and Spring Gap. Realignment was made possible by the abandonment of the Western Maryland Railroad right-of-way in the area.

In the proposed realignment plan, Lock 72 and the area adjacent to it are the canal areas directly affected. The state's plan includes a 24-foot long retaining wall, varying in height from 3 to 17 feet, 40 feet from the canal at Lock 72. The wall would probably be made of concrete and could be colored to match earth tones. The state hopes eventual re-vegetation will make the area appear "natural."



The Commission was concerned over the fate of the Lock 72 area should the project be undertaken. A state representative said the spring near Lock 72 would not be disturbed. Superintendent Stanton, however, "is not convinced...that Lock 72 is not going to be devastated." The Commission reserved the right to approve a final design for the realignment.

The Abandoned Western Maryland Right-of-Way West of Hancock: a) A Maintenance Plan - The NPS intends to issue special use permits to West Virginia landowners whose properties border on the right-of-way. The permits would require that the land be left in its present state and that the permit holders maintain the land; the NPS cannot afford to maintain the land, which is removed from the River. The Commission endorsed the NPS' intentions.

b) The State of the Bridges - Many of the owners of land adjoining the abandoned right-of-way wanted the 6 Potomac River bridges removed so that they could not be used to gain access to private lands. The bridges, however, were built circa 1906, and the entire 34 miles of the abandoned right-of-way is eligible for inclusion in the National Register of historic places. With removal of the bridges out of the question, the NPS has taken up crossties at the centers of the bridges, installed fences in these locations and concrete posts at the ends of the bridges. "It is virtually impossible to cross the bridges now."

Other Items - Rewatering of the canal in Georgetown was scheduled to begin on September 27, 1981.

Facilities for improved pedestrian and bicycle access to the canal at Foundry Branch are near completion.

In an 18 month project, an access ramp will be built from Chain Bridge to the towpath.

The NPS used approximately 67 tons of clay to repair two recent major breaks in the towpath: one just downstream of Fletcher's boathouse and the other in Widewater.

A wooden bridge (removed from Watkins island) has been placed across the canal at Fletcher's boathouse.

The State of Maryland is considering 20 sites in 5 counties as locations for a coal-fired power plant. Several of the sites are near the canal.

The NPS has proposed a rule for the Georgetown and Great Falls area requiring bicyclists dismount and walk their bicycles during periods of heavy park use.

For Background Information please refer to recent issues of Along the Towpath.



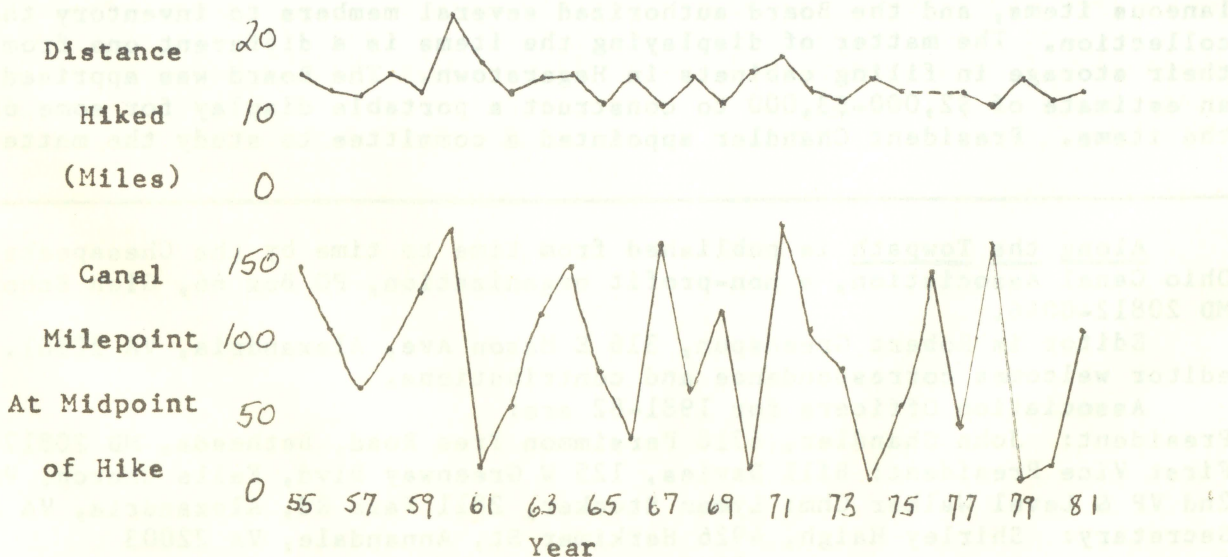
Statistical Odyssey:

THE 27 REUNION HIKEs: WHERE WE HAVE BEEN ON THE TOWPATH

With the time approaching for the selection of a location for the 28th annual reunion hike, your editor found himself thinking about questions such as Have the reunion hikes covered the entire towpath? Which sections have been traversed most frequently? Has the distance hiked over the years increased or decreased? Has the location moved up and down the canal yearly, or does it remain in one section for several years? Thanks to Lyman Stucker's careful records, your editor received a list of the locations of the 27 hikes by year and, to answer the questions set forth above and settle any wagers still outstanding over these matters, here offers a brief analysis of the data.

Figure 1 shows the locations of the midpoints of the hikes and the distances hiked for each year. From this Figure it is evident that the planners of the hikes have done a splendid job in locating the hikes in different areas; an area once visited is not returned to for several years. It is also evident from Figure 1 that the distance hiked appears to have stabilized at about 11-15 miles. There hasn't been a hike longer than 15 miles since 1971, and the 22.7 miles of 1960 has never been matched.

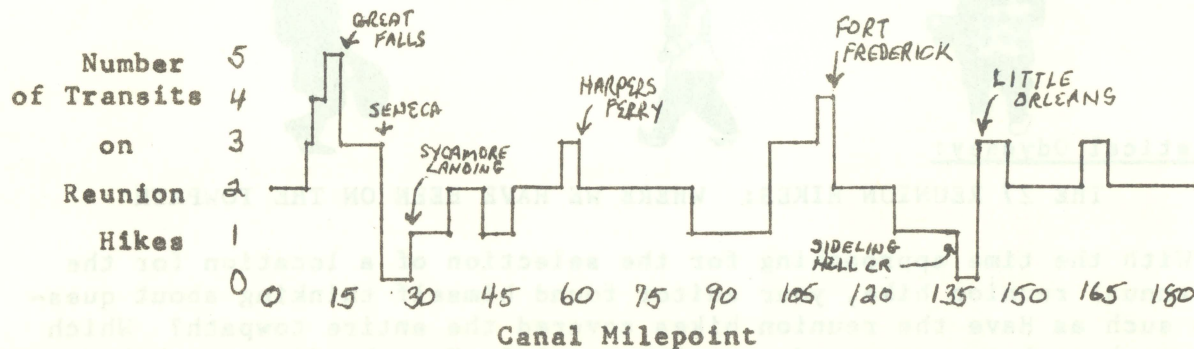
Figure 1. Locations and Distances of Reunion Hikes, 1955-1981*



*The reunion hike parts of the 1974 and 1979 entire canal hikes are taken to be Great Falls to Georgetown. The 1976 hike included only 6 miles along the towpath.

Figure 2 shows the number of times each section of the canal has been the location of a reunion hike. The Carderock-Great Falls section has been traversed five times, and two sections, Seneca-Sycamore Landing and Sideling Hill Creek-Little Orleans, have not been hiked at all during reunion hikes (excepting the 1974 and 1979 entire-canal hikes). The section around Fort Frederick has been popular, with hiking frequencies decreasing going upstream until Little Orleans.

Figure 2. Sections of Towpath Traversed in Reunion Hikes, 1955-1981*, By Frequency of Transit



*The reunion hike parts of the 1974 and 1979 entire canal hikes are taken to be Great Falls to Georgetown.

Finally, the reunion hike organizers have shown a preference for downstream hikes. Seventeen of the 27 hikes have been downstream.

* * * * *

NOTES OF THE ASSOCIATION BOARD MEETING OF AUGUST 1, 1981

The Douglas Memorabilia - The Board accepted the invitation of the Washington County Historical Society to deposit and store the Douglas memorabilia recently acquired from the Douglas estate by the Association, and the Association will enter into an agreement with the Society to accomplish this. The Association is now the owner of four boxes of files, papers and miscellaneous items, and the Board authorized several members to inventory the collection. The matter of displaying the items is a different one from their storage in filing cabinets in Hagerstown. The Board was apprised of an estimate of \$2,000-\$3,000 to construct a portable display for some of the items. President Chandler appointed a committee to study the matter.

Along the Towpath is published from time to time by the Chesapeake and Ohio Canal Association, a non-profit organization, PO Box 66, Glen Echo, MD 20812-0066.

Editor is Robert Greenspun, 316 E Mason Ave, Alexandria, VA 22301. The editor welcomes correspondence and contributions.

Association Officers for 1981-82 are:

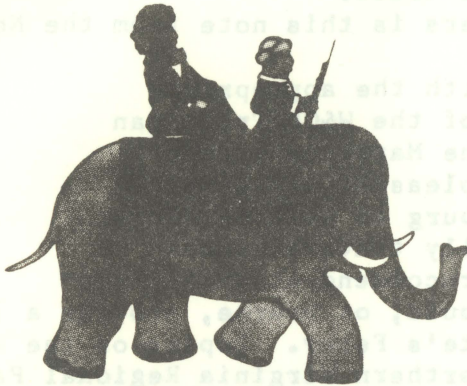
President: John Chandler, 6718 Persimmon Tree Road, Bethesda, MD 20817
 First Vice President: Bill Davies, 125 W Greenway Blvd, Falls Church, VA 22046
 2nd VP & Level Walker Chm: Lyman Stucker, 2811 Farm Rd, Alexandria, VA 22302
 Secretary: Shirley Haigh, 4926 Herkimer St, Annandale, VA 22003
 Treasurer: Emmie Woodward, 9017 Old Dominion Drive, McLean, VA 22102

Association Dues: One year \$8, patron \$15.

Other Items - President Chandler was authorized to prepare written testimony putting forth the Association's position on a proposed zoning change for the Rockwood Tract area near Great Falls, a property currently owned by the Girl Scouts of America.

The Association made a profit of \$251 from the 1981 Justice Douglas hike, and Association bank accounts contain more than \$5,800. The Board would like to receive suggestions on how best to spend this money. Any suggestions? (Well, we could publish the newsletter monthly and print it in color, and...)

The Izaak Walton League will be 50 years old in 1984, and is interested in cooperating with the Association on a canal-related project in that year.



The President's Column

CANAL IN PERSPECTIVE - I

In our mind's eye, how do we view the C&O Canal and its surroundings? As part of a major river system? As a discontinued transportation artery? As an historical artifact worthy of preservation? As an undisturbed area that has escaped development? As a place of natural beauty and a haven for wildlife? As a unique source of recreation? The canal means different things to different people, and

one's own view may change from time to time as experience and circumstances change. Furthermore, one person's view of the canal must be regarded initially as just as valid as the next person's.

How, then, are we to make sense of the many diverging views of the canal, and judge the merits of conflicting proposals? Some perspective is needed to sort out the enduring values from the transitory, the essential from the trivial, the wise from the expedient. Here is where the collective experience of the C&O Canal Association membership is so valuable. For the destiny of the canal and towpath depends upon the views and efforts of those who care.

As a rule it seems preferable to follow the lead of those who would preserve rather than those who would exploit. Also it seems preferable to heed those who see the canal park in its entirety rather than those who are interested in a single facet of the canal. An observant walker who frequents the towpath would be expected to show more understanding than, say, a highway planner or land developer. A trained naturalist or historian or civil engineer is likely to discover aspects of the canal that would be missed by the untrained. A long-term user of the Park is likely to have a broader view than the casual visitor. Similarly, a person on foot is likely to appreciate the Park and gain more from the experience than a bicycle rider or certainly an auto passenger riding by. So I conclude that one's perspective is more trustworthy when it reflects familiarity and training and active use of the canal park.

More probing questions of perspective can be raised concerning the canal in relation to river usage, the canal and adjacent lands, the canal and recreation. But reflections on these relationships must be deferred for a later commentary. In the meantime, an excellent opportunity is approaching to visit an interesting section of the canal and learn about nearby attractions. The Canal Heritage Walk, described elsewhere in this issue, may help to enhance our canal perspective.

John Chandler



THE WASHINGTON AND OLD DOMINION RAILROAD REGIONAL PARK

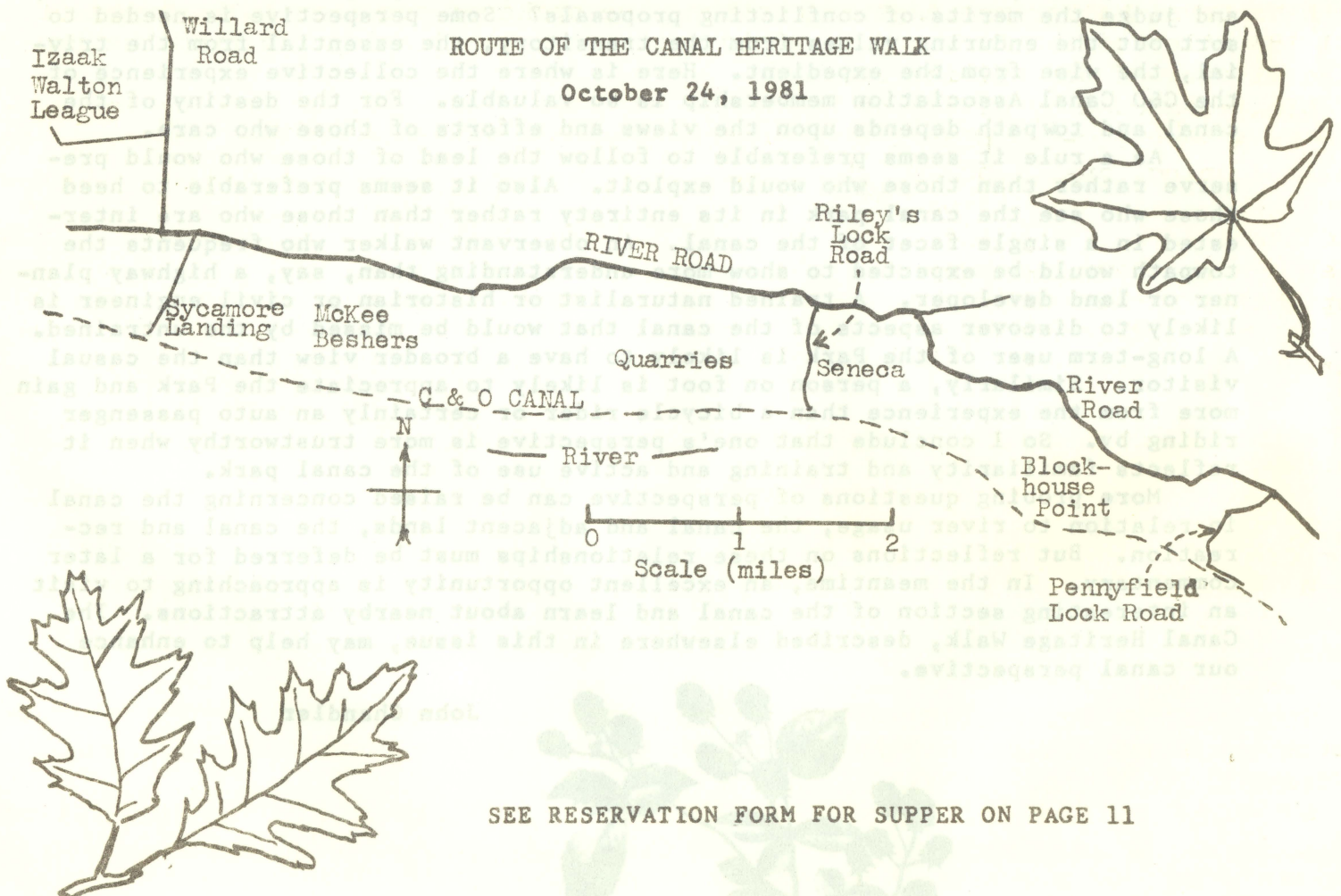
Similar to the C&O Canal, the Washington and Old Dominion Railroad (W&OD) Regional Park is a "linear" park, a recreation corridor built on the abandoned right-of-way of the Washington and Old Dominion Railroad. The park is primarily a trail which, via connecting trails in Arlington and Alexandria, extends from the confluence of the Potomac and the Four Mile Run (between Georgetown and Alexandria) to Purcellville in Loudoun County, a distance of more than 45 miles. The terminus is 9 miles from the Appalachian trail and 12 miles from Harpers Ferry. The trail is paved with 8-foot wide asphalt west to the Fairfax/Loudoun county line. West of this point the trail is hard-packed natural surface, and is accompanied by a parallel bridle trail.

Of special interest to Association members is this note from the Northern Virginia Regional Park Authority:

The Park Authority plans to work with the appropriate agencies so that, in the future, users of the W&OD Trail can safely reach the C&O Canal towpath on the Maryland side of the Potomac. White's Ferry provides a pleasant crossing but the only route from (the trail at) Leesburg to White's Ferry, business route 15, is a dangerous, heavily traveled truck route which the Park Authority can not recommend at this time. The Leesburg-White's Ferry connection would, of course, provide a 70-mile circuit of trails between Washington and White's Ferry. Copies of the W&OD Trail Guide may be purchased for \$2 at any Northern Virginia Regional Park or by mail for \$2.50 from the Northern Virginia Regional Park Authority, 11011 Popes Head Road, Fairfax, VA 22030.

ROUTE OF THE CANAL HERITAGE WALK

October 24, 1981



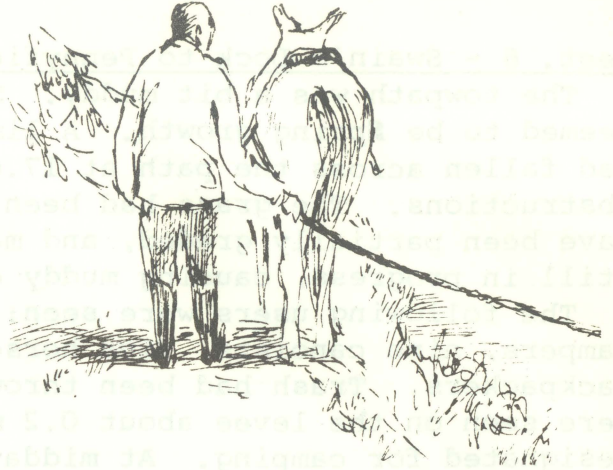
SEE RESERVATION FORM FOR SUPPER ON PAGE 11

LEVEL WALKER NOTES

Many of us enjoyed a pleasant summer along the towpath; most of the days the weather was not extreme.

On September 12, 1981, 35 level walkers and guests met at Ferry Hill.

John Chandler and Orrin Long are co-chairing the Heritage Walk on October 24, 1981. Orrin described plans for the Walk to the group.



Dick Stanton expressed his appreciation for the existence of the Commission and the Level Walkers, citing a number of examples when the support of our group enabled him to deal with inappropriate recreational and commercial demands on the C&O National Park, which is after all a national park, not a national recreation center. Communication is Dick's highest priority - having everyone connected with the Park informed - tuned in - to the internal and external events that may affect the Park's future. He also suggested that level walkers can help communication if each level walker would take the time to get to know the Park Ranger and Park Maintenance man on his or her level on a friendly, informal, one to one basis. Some rangers have never seen a level walker - you may want to contact them when you plan your next level walk. A list of these will be furnished you in the near future or you can call the Park headquarters. Dick also suggested we have Level Walker meetings more often. He spoke of our need to be aware of all 184 miles of the Park and to avoid seeing the canal primarily from the provincial view of our special area.

Dick concluded by giving us his goals for 1982. He wants to involve the public in a very low-key plan for the Monocacy area. There is no need for money for this planning, just labor which he has. Dick wants to take up the boat ramp, move the picnic area across the road to the recently cleaned up place where the old buses were. Provision could be made for bank fishing and possibly to establish a horse camp far away from the canal by the old tracks. The area should be kept simple - that is its beauty. He says morale is up among the Park people.

Ranger Sanderson gave everyone a tour of the Ferry Hill Mansion which is the Park Headquarters. He highlighted not only the mansion's history, but also the history of Shepherdstown and the surrounding area. Lunch on the beautiful grounds overlooking the Potomac River and Shepherdstown preceded our hike on a beautiful September Saturday.

Our winter activity will be:

DATE: Saturday, January 9 TIME: 10:00 A.M. PLACE: Great Falls Tavern

Helen Johnston and Betty Bushell will present to us the sights and sounds of winter with a slide presentation and walk. Bring lunch. The Level Walker meeting will be in the Tavern at 1:00 p.m. MARK YOUR CALENDAR NOW - come out and enjoy a winter day.

The Level Walker roster will be updated this winter and published in the Newsletter. Please advise your level walker chairman of any corrections of name, address or telephone number.

Not many level walker reports are printed in this issue. Because of vacations, etc., it is typical for fewer reports to be submitted. We thank Harold Larsen for assistance in preparing the reports.

703-549-3527

Lynman

Sect. 8 - Swain's Lock to Pennyfield Lock - Al Stanley - June 1981

The towpath was a bit muddy. Many branches encroaching onto the towpath seemed to be ~~S~~pring growth. A limb was down on the towpath at 17.7, and a tree had fallen across the path at 17.6. Cyclists had to lift their bikes over these obstructions. The grass had been cut at Pennyfield Lock. At W.S.S.C. the banks have been partially graded, and many trees have been planted. Construction is still in progress, causing muddy conditions.

The following users were seen: 30 cyclists, 11 hikers, nine fishermen, nine campers, nine canoists, five horseback riders, three joggers, two dogs and two packpackers. Trash had been thrown on the lip at Pennyfield Lock. Tent campers were seen on the levee about 0.2 mile upstream from W.S.S.C. at a place not designated for camping. At midday (on a Sunday) 30 cars were parked at Swain's Lock and eight at Pennyfield Lock.

Many butterflies were seen. Much wild rose was in bloom. Large turtles were sunning themselves on logs in the canal. The following wild flowers were noted: spotted jewelweed, touch-me-not, flat-topped aster, white clover, red clover, day lily, mock bishops' week, wintergreen, bugbane and bedstraw.

Sect. 10 - Seneca Aqueduct to Tenfoot Island - Alice & George Kinter-July 1981

The footbridge at Seneca Aqueduct (22.8) heading West has some rotten boards. Many branches were hanging over the entire path, and there were also many nettles to brush against bare legs. The towpath was in excellent shape, although there were four or five muddy spots just beyond Mile 24. Just beyond Mile 23 there was potential erosion on three or four places where fishermen had made paths down steep banks. Between 22.8 and 23.8 the canal was swamp for about a half mile.

Much trash was seen at the parking lot at Seneca Aqueduct. The three trash cans in and around the lot may be inadequate. Much trash was also seen in the picnic area adjacent to the river at Seneca. Beyond this picnic-fishing area the towpath was not littered. We encountered about 30 picnickers at Seneca Aqueduct, and 20-30 walkers and about 20 cyclists on the towpath.

Just beyond the swamp area, between 22.8 and 23.8, the trees (maple, sycamore, pawpaw, ash) were all dead. Beyond 23.8 the canal was filled with honeysuckle and other weeds and large trees. Many turtles were seen. Blooming at the time were jewelweed, phlox, aster, marguerite, daisy, queen anne's lace, morning glory, blackeyed susan, rose mallow and cornflower.

Sect. 11 - Tenfoot Island to Sycamore Landing - Sylvia Heflin - June 1981

The canal bed had no water and was heavily overgrown. Trees were growing in it. The towpath was in good condition except for occasional muddy spots. The undergrowth between the path and the canal bed was very thick.

Towpath users included a cycling family, two hikers and a birdwatcher. The only litter was a single paper cup.

Two rabbits and two moles were observed. Tiger swallowtail butterflies were seen.

Sect. 25 - Dargan Quarry to Mountain Lock 37 - John R. Wilson, Sr. - June 1981

The towpath was in good condition. Lock 37 and the lockhouse were in excellent shape.

Sect. 41 - Dam 5 to Lock 47 - Edward Fenimore - June 1981

The general condition was excellent, the towpath being clear and well kept except for a temporary disturbance at Lock 46 owing to rebuilding work. There appeared to have been little change in the canal bed. It was generally overgrown with numerous large trees- sycamore, locust and many silver maples. Access to this Section is easy at Dam 5, Lock 46 and Four Locks.

The berm-side pier of the mule crossover at the lower end of Lock 46 was being rebuilt with the original stone. The pier included a handsome arch through which waste water was carried past the lock. The adjacent area and towpath were unavoidably disordered and very muddy in wet weather. The brick lockhouse had been stabilized, i.e., the brickwork pointed where needed, bad wood replaced, and a new metal roof and spouting installed. It was serving temporarily as storage for materials used by the work crew.

On the two days of observation, two strollers and one backpacker were seen. On June 6th, three outboard motoboats were running fast in the area, and on July 2nd, two boats were towing water skiers at high speed. On both days there were fishermen on the concrete pathway at 107.2.

Visible animal life was confined to two gray squirrels and one cat. Mocking birds were heard twice, and one bluejay was seen. Flowers were limited to the abundant and heavily-scented honeysuckle almost everywhere between Dam 5 and Lock 46. A few wild raspberries grew beside the towpath at 108.4. At Dam 5 the 30-yard wide low-lying wooded area on the left was carpeted by jewelweed, extending to the river.

Sect. 49 - Roundtop Hill to Lock 53 - John Urquhart - July 1981

Lock 53 was in good condition. There was brackish water, some timbers and debris in the bottom. The concrete slabs on the river side were in good condition. The Leopard's Mill Hiker-Biker Overnighter was clean and well-tended and had abundant water. The White Rock Hiker-Biker Overnighter was clean and well-tended but had no water pump or toilet facilities. The sign identifying the overnighter was missing. The towpath was in excellent condition.

One cottontail rabbit, many ducks and several turtles were observed. An unidentified animal, about two-three feet high -- definitely not a dog -- was seen at Mile 128. There were many blackberry bushes with ripening fruit.

RESERVATION FORM FOR COUNTRY-STYLE SUPPER AFTER HERITAGE WALK

Name _____

Phone _____

Address _____

Please reserve _____ supper(s) @ \$7.00. Total enclosed \$ _____

Make checks payable to the C&O Canal Association and mail BY OCTOBER 14, 1981 to C&O Canal Association, PO Box 66, Glen Echo, MD 20812-0066

CANAL HERITAGE WALK - OCTOBER 24, 1981

COMING EVENTS CALENDAR

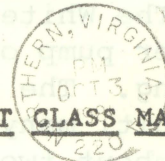
October 24, 1981 - Canal Heritage Walk, sponsored by the Association. Walk starts 10 AM at Lock 22(Pennyfield) and proceeds upstream $7\frac{1}{2}$ miles to Sycamore Landing. THIS WALK HAS INTERPRETIVE TALKS BY EXPERTS. See details and reservation form and map in this issue of Along the Towpath.

December 5, 1981 - Advisory Commission Meeting, 2 PM, Secretary of the Interior's conference room, Interior Department Building, Washington, DC. As always, Advisory Commission meetings are open to the public. Members are encouraged to attend.

January 9, 1982 - Level walkers meeting and walk, 10 AM, Great Falls Tavern. All members, prospective members and prospective level walkers are welcome to attend.

C & O Canal Association
PO Box 66
Glen Echo, MD 20812-0066

FIRST CLASS MAIL



Dahlia USA 18c

John C. Frye

Gapland, MD 21736

- o October Heritage Walk Details
- o Advisory Commission Notes
- o Reunion Hike Location Data
- o Association Board Meeting Notes
- o The President's Column
- o The Washington & Old Dominion Railroad
- o Regional Park
- o Level Walker Notes and Reports