

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 XIV

JULY 1982

NUMBER 3

Preliminary Announcement

THE 1982 CANAL HERITAGE WALK

The second Canal Heritage Walk will take place on October 23, 1982 between Dam Number 4 (mile 84.4) and Falling Waters (mile 94.4), a distance of about 10 miles. The Heritage Walk is an Association-sponsored event, featuring interpretive talks by experts.

The section of towpath included in this year's walk contains the 3½ mile stretch where a canal was never excavated, the barges navigated through the slackwater above the Dam, and the towpath today is an often narrow trail between rock outcroppings and the River. The hike will also pass liftlocks 41-43, the Dellinger widewater, the midpoint of the canal, and the Potomac Fish and Game Club, one of the more extensive private holdings permitted to remain on Park land through ownership before the Park was established, before terminating five miles below Williamsport.

Complete details, including reservation forms as required, will appear in the next issue of Along the Towpath.

NOTES FROM THE C&O CANAL NHP SUPERINTENDENT'S WEEKLY REPORTS TO THE NATIONAL CAPITAL REGIONAL DIRECTOR: MAY 17, 1982 - JUNE 13, 1982

The minutes of the C&O Canal National Historical Park Advisory Commission meetings have been the single most fertile source of news of developments affecting the Park reported in these pages over the last two years. The minutes were of meetings often discursive and usually prolix, but also lively and wide-ranging, providing splendid raw material which your editor concentrated selectively as space and appeal suggested.

The Advisory Commission has not met since December 1981, owing to an interpretation of the law extending the Commission's life that requires members to be newly appointed by the Secretary of the Interior after appropriate recommendations, and this political process is still proceeding. The hiatus in Commission meeting notes has led to your editor's discovery of the Superintendent's "Weekly Reports," which Superintendent Stanton has kindly consented to pass along. These reports should remain an appealing source of information of interest to Association members even after the Advisory Commission once again begins to meet.

The Georgetown Barge Project

The National Park Service has awarded a contract for the construction of a new, operating canal barge for the Georgetown section of the canal. The

barge's design will be historically faithful, including even mule shed and hay house. The barge is scheduled to be operating in September 1982 and will be run by Park Service staff members.

Antietam Creek Pollution?

There are a "large number" of dead fish on the banks of the Antietam; the Smithsonian Institution, while collecting fish samples for a research project, has also collected water samples for analysis; the Maryland state fishery biologist was notified. (There were reports, several years ago and later withdrawn, of significant concentrations of polychlorinated biphenyls, a toxic synthetic compound, in the Antietam's sediments.)

Excerpts from the Superintendent's Letters to Level Walkers Who Have Recently Reported on their Levels to the Level Walker Chairman

"I agree...that...Lock 39 is leaning 'in repose.' ...will be watching it."

"...I have no doubt that within the next ten years every culvert in the Park will be functioning well if we keep up the pace our maintenance folks have established over the past ten years."

"...we will be using the Pennyfield Lock to Seneca stretch of the towpath for some experimental (wheelchair) trials soon. The towpath (there) is safe and there is ample parking at Pennyfield for (the) handicapped."

The culverts "between miles 110.45 and 112.23 required only minor repairs and a great deal of pointing...to the exposed stonework."

"...cleaning up the trash at the parking lot...is very loyal volunteer work of the highest order that seldom gets applause. ...thank you for this generous act."

Biological Control in Hancock...

The NPS has been sampling the canal's waters for mosquito larvae in the Hancock area, and found none within three miles of the town.

The sampling team found many back spinners, natural predators, in the rewatered canal section near the Tonoloway, which creatures may be responsible for the absence of the mosquitos. In any event, the observation of the lack of mosquito larvae means that the NPS will not apply pesticides in that area this year.



LEAST FLYCATCHER

...And Elsewhere in the Park

James Harp is a farmer who leases over 300 acres of farmland from the Park Service in the C&O NHP. He has begun cultivating without the use of synthetic herbicides or pesticides, and with reduced use of fertilizer.

Other Items

The NPS has requested bids for removal of three "unsafe" non-historical buildings on Park property. The buildings were determined to be of no use to the Park.

The NPS and the Maryland Department of Natural Resources have installed day marker buoys warning of the dam ahead near Dam number four.

Montgomery County has recommended Association member Barbara Yeaman for membership on the Advisory Commission.

The National Park Service has completed a landscaping project on the

south side of the canal in Georgetown.

The number of visitors to the Great Falls area is two orders of magnitude greater than the number to any other reported location. More than ten thousand visitors per week were reported at Great Falls during late May and early June 1982.

An old pedestrian bridge abutment near Great Falls tavern should have been removed by June 6, 1982.

ELECTRIC POWER PLANT SITE IN WESTERN MARYLAND

(From the Hagerstown Herald-Mail, June 12, 1982) - By law, the State of Maryland must make available a site suitable for future construction of an electric power plant for each electric company currently supplying more than 1,000 megawatts. Potomac Edison passed that level in 1979; its output is now drawn from its own 130 megawatt plant near Williamsport and plants in Pennsylvania and West Virginia. The state will decide upon a site, acquire the land and use it as state property until Potomac Edison is ready to buy it and build the new plant. The future plant is, evidently, to be coal-fired. The ideal site would cover 1,200 acres and have access to sufficient cooling water and a landfill for metals removed from coal before burning and coal wastes after burning. The landfill would have to be adequately non-porous to prevent leaching of the toxic metals and other toxic substances produced by combustion resulting in contamination of groundwater.

The sites now reported to be under consideration are "east of Dam No. 5 Road and northwest of Williamsport, near Huyetts Crossroads about five miles west of Hagerstown, in the Big Pool area between Indian Springs and Interstate 70, two broad places east of Cumberland, and a small tract near Point of Rocks."

The state will provide an environmental impact statement.

NEW APPLICATION FOR JELLYSTONE BOAT RAMP

The following is the text of application no. 81-WC-0382 to the Maryland Water Resources Administration for a state permit:

Class I Waters. Riverbend Membership Corporation, P.O. Box 247, Falling Waters, Berkeley County, West Virginia 25419, proposes to construct a boat ramp along the west bank (West Virginia side) of the Potomac River. The construction of the proposed ramp will be consisting(sic) of a 34' x 4' x 4" reinforced concrete slab, located within Riverbend Park in Block 179 on Lot 106, upstream from Dam No. 5 across the Potomac River in Falling Waters, West Virginia. The Administration made a tentative decision to issue a permit.

FACT SHEET

The construction of the proposed boat ramp will have no significant impact on overall hydraulics of the Potomac River.

A permit to build such a boat ramp was issued by the Water Resources Administration on March 26, 1981, and rescinded on August 6, 1981. As reported in Along the Towpath (Vol. XIII, No. 4, Oct. 1981) the Advisory Commission was concerned over the potential for a boat ramp to destroy the "recreational setting" of the seven miles of slackwater above Dam 5. A boat ramp having "no significant impact on overall hydraulics" could, nevertheless, result in establishing the whine of the outboard engine as a protected feature of the Park. Is Douglas' "place not yet marred by the

roar of wheels and the sound of horns' now to be so afflicted?

Enduring Assets

CANAL HISTORY AND ENGINEERING

Less than two years ago, more than 90% of Association members responding to a questionnaire reported that their memberships in the Association were based on concerns for historical preservation (Along the Towpath, XIII, 1, 1981). In the pages of this newsletter members have often found reports of the repair, stabilization and maintenance of one or another historical Park feature, but little of the history of what was being preserved. It may be argued, of course, that the former are timely, justifying their inclusion in a low volume, high cost mailing, while the latter is easily obtained at one's pleasure from the monographs painstakingly assembled by researchers, and subsequently consigned to the archeology and history sections of libraries and the warehouses of publishers.

Your editor, while continuing to favor reporting events of the present over those of the past, would like to include relevant historical and engineering tidbits from time to time. These features should broaden our perspective on, and deepen our appreciation of, the present, much the way spices bring out the flavor latent in food.

In pursuit of this goal, your editor would greatly appreciate it if anyone who is able to contribute a glimpse of the historical record as yet unpublished, or available only with difficulty, or from a different point of view, would do so. Longer reports can be serialized; short ones yield up their riches quickly.

The following brief account of cement and the C&O Canal, contributed by member, author and archeologist Tom Hahn, will whet our appetites:

Cement for Building the C&O Canal

As with all canal companies, one of the most urgent problems of the Chesapeake and Ohio Canal Company was finding a reliable source of good quality natural cement for use in the construction of locks, aqueducts, culverts and other canal structures. Natural cement is a finely pulverized product resulting from the calcination(burning) of an argillaceous (clayish) limestone, which, when subsequently hydrated(combined chemically

Along the Towpath is published in January, April, July and October by the Chesapeake and Ohio Canal Association, a non-profit organization, PO Box 66, Glen Echo, MD 20812-0066.

Editor is Robert Greenspun, 413 W Windsor Ave., Alexandria, VA 22302. The editor welcomes correspondence and contributions.

Association officers for the 1982-83 year are:

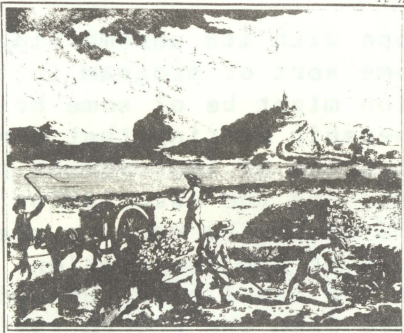
President: John Chandler, 6718 Persimmon Tree Road, Bethesda, MD 20817
 First Vice President: Bill Davies, 125 W Greenway Blvd., Falls Church, VA 22046
 2nd VP & Level Walker Chmn: Lyman Stucker, 2811 Farm Rd., Alexandria, VA 22302
 Secretary: Kay Seward, 5103 Acacia Ave., Bethesda, MD 20814
 Treasurer: Emmie Woodward, 9017 Old Dominion Drive, McLean, VA 22102
 Information Officer: Orrin Long, 3321 Hartwell Court, Falls Church, VA 22042

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

with water), forms a mortar for stone and other masonry work.

The choices were to import Parker's Roman Cement or some similar natural cement from England, to procure American natural cement from New York, or to find a source of natural cement rock somewhere along the line of the canal. (Natural cement was first formulated in the United States by Canvass White about 1818 during construction of the Erie Canal, and was used on that project.) The C&O Canal Company apparently decided that the English cement was too expensive for extensive use. The Company also bought some of the New York product, which, in addition to being too expensive, was not entirely satisfactory.

Luckily for the C&O Company, its engineers and others found cement rock at several places along the line of the canal in the upper Potomac valley. Obtaining a sufficient quantity of good quality cement was no small matter, as a lock with a lift of eight feet (the average lift on the C&O), required as many as 4,000 bushels of cement. The total amount of natural cement required for the 74 lift locks, the eight guard locks, the three outlet locks and the tide lock which the C&O Canal Company built was about 344,000 bushels. As a comparison, about 500,000 bushels of natural cement were used in the construction of the Erie Canal.



Practically all of the cement used in the construction of the C&O Canal came from sites in Maryland or Virginia (now West Virginia) in the upper Potomac valley near the canal. In one way or another, the C&O Canal Company encouraged the building of cement plants from 1828 to 1837 at Tuscarora, Md., above the Monocacy aqueduct; at Shepherdstown; at Hooks Mill, (West) Va., across the River from Hancock; at Round Top, Md.; at

Leopard's Mill, Md., below Dam 6; and at Cumberland. A cement plant was later established in 1888 across the River from the Shepherdstown plant. These plants shipped their cement using the canal. The plants at Shepherdstown, Round Top and Cumberland became large producers of natural cement, providing the C&O Canal and the Potomac River Valley with natural cement for many decades.

SHORT ITEMS OF INTEREST

Braille Booklet - Blind Industries and Services of Maryland has published a booklet in braille containing "background" information on the canal to help visually impaired visitors understand the story of the canal and make use of the Park.

The Tide Lock in Alexandria - The tide lock of the Alexandria canal was unearthed by archeologists in March 1982, and was found to be well preserved. After examination the lock was once again buried, awaiting future restoration as a city park. A report from the Alexandria Archeology Research Center is scheduled to be available soon. Association member and archeologist Tom Hahn was a consultant to the Center during the recent excavation.

Association Board Meeting - The Association's Board held a meeting on June 5, 1982. The minutes of that meeting were not available by the copy deadline for this issue and will be summarized in the next issue.

The President's Column

THE CANAL EXPERIENCE

The recent Washington Post newspaper series entitled "Travels on the Towpath," by Chip Brown, contained some intriguing details, but, on balance, must be taken as a highly eccentric view of life along the C&O Canal. Brown's report seems designed more to seek out oddities and deliver gratuitous insults than to provide perceptive insights about canal conditions today. He takes the all-too-familiar potshots at bureaucrats (never public public officials or civil servants), and he holds in low esteem the nature lovers and metropolitan area residents who frequent the towpath.

Brown's harshest and most undeserved comment was reserved for the Superintendent of the Canal Park, Richard Stanton, whose report on the scarcity of funds for the Park was found useful only as tinder for the campfire. Clever, but it is the classic cheap shot. Brown doesn't care to acknowledge that it takes money and dedicated people to maintain a Park that is visited by thousands each year to assure that he and others can make their discoveries in any way they choose.

In the meantime the Park Service must cope with its unremitting task of maintaining the canal premises and running some sort of program in the face of budget retrenchment. The C&O Canal Association might be of some help. It was proposed at the Association's recent membership meeting that a volunteer program be set up to take on some canal maintenance or improvement projects. The Park Service is receptive to this proposal, and the Association's Board will be discussing specific ideas with the NPS on how to start a meaningful volunteer program. This could broaden the role of the Association. We would accept a responsibility for the well-being of the canal going beyond our general interest as users. Voluntary efforts have been the key to saving the canal in the past and could be essential to preserving what we have for the future.

John Chandler

CALENDAR OF COMING EVENTS

(Association-sponsored events are enclosed in boxes.)

July 10-11, 1982 - Civil War encampment at North Branch featuring the 36th Pa. volunteers and the 1st Maryland regiments with authentic uniforms and equipment. Visitors will be able to observe military procedures.

Aug. 6-8 or Aug 13-15, 1982 - Brunswick Potomac Festival usually held on the second weekend in August. Consult Brunswick-Potomac Foundation, Inc., 40 West Potomac St., Brunswick, MD 21716, 301-834-7100.

August 21-22, 1982 - Canal boat festival at North Branch, 10 AM to 6 PM both days, sponsored by C&O Canal of Cumberland. Booth space and parking will accommodate more than 10,000 visitors. Music and arts and crafts, and historic exhibits of railroading, canal life, coal mining and antique carpentry will be featured. Covered wagon and horse-and-buggy rides will be available. Canal boat bean soup with corn bread (worth a trip up the whole canal) will be sold. Walking tours of the canal boat will be available. Volunteer musicians and those wishing more information are referred to John Millar, 301-729-3136 after 5PM.

August 27-29, 1982 - Sixth Annual Williamsport C&O Canal Days. Friday: 5 PM, Ox roast sponsored by Lions Club, American Legion Picnic Grounds, S Conococheague St, \$3 tickets may be purchased upon arrival; 7-9 PM, Bluegrass concert, Cushwa Warehouse, towpath at the Conococheague; 9-11 PM, Street dance, Salisbury St. Saturday: 10 AM, Byron 10K run, register 9 AM at Library, \$6 fee, t-shirts to first 600 entrants; 10 AM, Parade; 11 AM-Noon, interpretive canal walk, 2 PM, Canal bike hike; 3-4 PM, Canal walk for children. Sunday: 11 AM-Noon, Canal bike hike at Lock 44; 11-6, Arts and crafts; 1:30-2:30 PM, canal walk, Lock 44.

Sept. 12-19, 1982 (?) - Hancock Old Canallers' Festival, usual date.

Sept. 25, 1982 - Level Walkers Hike. Oct. 23, 1982 - Heritage Walk.

C&O CANAL ASSOCIATION ARTICLES OF INCORPORATION AND BYLAWS

Association members have not been provided copies of the Association's Articles of Incorporation or its Bylaws for many years. From time to time members inquire about the substance of these documents. Board members' recent uncertainty over the appropriate procedures for establishing new positions led to the authorizing of a Bylaws Review Committee, whose first step in reviewing the bylaws is to produce an accurate copy of them.

Appearing below then, to the best of the Board's collective knowledge, are the texts of the Articles of Incorporation and the Bylaws, incorporating all approved emendations. If anyone has documentation of further amendments to these documents, please notify President Chandler.

ARTICLES OF INCORPORATION OF THE C&O CANAL ASSOCIATION
AS AMENDED BY THE BOARD OF DIRECTORS, DECEMBER 17, 1971

Article First: The name or title by which this corporation shall be known is "C & O Canal Association."

Article Second: The term for which this corporation is organized is perpetual.

Article Third: The particular business and objects of this corporation are:

1. To encourage protection of the C&O Canal National Historical Park and surrounding lands for the use and enjoyment of all the people.
2. Restoring and safeguarding the natural outdoor environment and historical treasures within the Park and the environs of the Potomac River basin compatible with the preservation and restoration of the C&O Canal and with consideration for the legitimate interests of the present landowners within the area.
3. Safeguarding the Park against impairment by reservoirs, dams, roads and bridges, as well as the excessive use of motorized equipment and indiscriminate location of parking lots, and unnecessary or undesirable facilities, to further the use and enjoyment by the people as a natural and historical preserve.
4. Sponsoring and encouraging studies of the C&O Canal and the broader aspects of the development and use of the natural facilities in the area related to the Canal and the C&O Canal National Historical Park.
5. Cooperating with the other organizations having similar and compatible purposes.

Article Fourth: The corporation shall be managed by a Board of Directors of fifteen members who shall be elected by the membership of the Association at the annual meeting for terms of three years, five each year. Vacancies shall be filled in the same manner for the unexpired term.

Article Fifth: The corporation and its members shall sponsor and support chapters of the Association in local communities organized to further the objects and purposes of the Association by their activities in areas of their particular use of, and interest in, the C&O Canal National Historical Park. Members of local chapters may be associates or regular members of the C&O Canal Association provided the principal officer of the local chapter is a regular member of the C&O Canal Association.

Article Sixth: The corporation for these purposes shall have the power to do and perform every lawful act and thing necessary and expedient to be done or performed and which may be convenient or advantageous for the efficient conduct of its affairs, and to have and exercise all powers conferred under the provisions of the District of Columbia Non-profit Corporation Act, Public Law 87-569.

BYLAWS OF THE C & O CANAL ASSOCIATION
AS AMENDED DECEMBER 17, 1971

ARTICLE I

NAME, OFFICES AND OBJECTS

Section 1. The name of the corporation hereinafter referred to as the "Association" is the C&O Canal Association, a corporation organized under the District of Columbia Non-Profit Corporation Act, Public Law 87-569.

Section 2. The principal address of the Association shall be: P.O. Box 66, Glen Echo, Maryland 20812-0066. The Association shall also have offices at such places, anywhere in the world, as the Board of Directors may from time to time designate.

Section 3. To carry out the objects and purposes of the Association as set forth in its Certificate of Incorporation, it is the particular business of the Association:

(a) to maintain close liaison with Federal, State and local government agencies which have jurisdiction over the Chesapeake and Ohio Canal National Historical Park and the lands adjacent, to insure that protection, conservation and development of the Park are optimum in regard to the concept establishing the Park;

(b) to work for the development and preservation of the natural outdoor recreational resources of the Potomac River basin for all to use and enjoy, and to participate with agencies of the government to develop regulations for administration of the natural areas in the basin.

ARTICLE II

MEMBERSHIP AND BOARD OF DIRECTORS

Section 1. The Association's charter membership shall consist of those individuals who participated in the hike from Cumberland, Maryland to Washington, DC between March 20 and 27, 1954, known as the Justice Douglas-Washington Post Hike Party. Regular membership with full voting rights and non-voting Family and Junior membership may be extended to other persons by vote of the Board of Directors.

Section 2. The Association shall be controlled by the Board of Directors which shall consist of fifteen members who shall be elected at the annual meetings of the Association for terms of three years, five directors to be elected each year. The Board of Directors shall hold at least one meeting every year at such time and place as it may designate. In the event of a vacancy caused by death or resignation from the Board of Directors, the election of additional directors shall be by majority vote of the remaining members of the Board.

Section 3. The members of the Association shall meet at least once a year.

ARTICLE III

OFFICERS

Section 1. The officers of the Association shall be President, First Vice President, Second Vice President and Level Walker Chairman, Treasurer, Secretary and Information Officer. They shall be elected by the membership and shall serve for terms of one year. Any vacancy during the fixed term of any office shall be filled by election by the Board of Directors for the remainder of the unexpired term, except that the First Vice President will succeed to President when the latter office is vacant.

Section 2. The duties of the officers are:

(a) The President shall perform all acts necessary and proper for the management and control of the administrative functions of the Association. The President shall have the right to delegate such duties as he may deem advisable to subordinate officers or employees.

(b) The First Vice President shall have the duties and authority of the President in his absence or incapacity and shall succeed him in office if the President is unable to serve.

(c) The Second Vice President and Level Walker Chairman shall perform all acts necessary and proper for the management and control of Association Level Walker activities. The Second Vice President and Level Walker Chairman shall have the right to delegate such of these duties as he may deem advisable to other level walkers.

(d) The Treasurer shall have the custody of all funds and property of the Association; all funds of the Association shall be deposited in a bank to be designated by the Board of Directors. The Treasurer shall keep proper books of accounts for all receipts and disbursements and shall render a statement of financial accounting upon call of the President or the Board of Directors and annually at the meeting of members of the Association.

(e) The Secretary shall have custody of the minutes and records of the Association other than financial records. The Secretary shall keep minutes of meetings of the members and of meetings of the Board of Directors.

(f) The Information Officer shall act as liaison with the news media and, in association with and pursuant to all Association policy, shall issue all information in behalf of the Association.

Section 3. The offices of Treasurer and Secretary may be held at the same time by one member. Any person may be reimbursed for duly authorized expenses or disbursements made or incurred for or on account of the Association or in connection with the management and supervision of the affairs of the Association.

ARTICLE IV

FISCAL YEAR

The fiscal year of the Association shall commence on the first day in January of each year unless otherwise determined by resolution of the Board of Directors.

ARTICLE V

These bylaws may be amended or repealed by the majority vote of the Board of Directors at any meeting which it may hold, or by majority vote of the membership of the Association at any meeting of the Association.

PLEASE NOTE

EDITOR'S NOTES TO THE BYLAWS

The Bylaws are reproduced above faithfully from the copy in the Along the Towpath editorial files (with the approval of the President and the Board of Directors) with the exception that the ZIP code in Article I is changed from 20768 to 20812-0066, and the massive problems presented by Article III.

Various changes were indicated to be made to Article III. All, except the lettering of the subsections of Section 2, are incorporated into the text above. The significant problems with Article III are in those statements which do not reflect the way the Association has for many years been conducting its affairs, those which are rendered ambiguous through amendment, and those which should have defined the duties of the Second Vice President but which are missing. There is no reason to believe that the copy of the Bylaws in the Along the Towpath files is the latest copy; the fact that parts of

Article III have not been in force for many years is presumption that this copy lacks later amendments.

Rather than reprint verbatim the text of an Article that has not recently been in force from a copy of the Bylaws which may be outdated, the text of Article III printed above reflects current Association procedure. It differs from the Along the Towpath files text in the following:

File Copy

Section 1. They shall be elected by the Board of Directors....

The Vice President will succeed to President....

Section 2(b). The Vice President shall have the duties....

...and shall succeed him at the end of the President's ...term provided a majority vote of the Board of Directors approves at that time.

Sections 2(c) - 2(e).

Section 2(b-2). The Second Vice President etc., etc. (verbatim et literatim)

Above Text

They shall be elected by the membership....

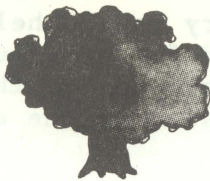
The First Vice President will succeed to President....

The First Vice President shall have the duties....

(Text at left deleted.)

Redesignated Sections 2(d)-2(f).

Section 2(c). See text. Modeled after Section 2(a).



LEVEL WALKER NOTES

The excellent turnout for our winter and spring walks helped us enjoy some interesting and informative activities. Here are excerpts from Joan Paull's recap of our last (May 22) walk:

...thirty people had turned out for the meeting and walk. Dave Forney, Park Interpreter, said he would be moving to (Park) headquarters in Sharpsburg in a few weeks.

Ralph Donnelly had planned a most interesting program of slides and a walk. He showed a tray of pictures with commentary about miles 124-127, the area that we would pass through.

Before the hikers spread out, there was a request to point out ginger and pawpaw trees. Mrs. Woodall and Mr. Larsen obliged by marking these plants for the return trip. We passed the big pipe which is supplying water to re-water the Hancock section, the closed White Rock Hiker-Biker, the "Devil's Eyebrow" and, finally, the remains of the Round Top cement mill. The lunch stop had a big, beautiful patch of ginger with flowers.

Our next group walk will be after the summer vacations, holidays and the hot weather. A section that we haven't been on in a while which is alive with history and beauty is between Whites Ferry and Edwards Ferry. Put this date on your calendar:

SEPTEMBER 25, 1982 - WHITES FERRY - 10:00 AM
Lunch at Edwards Ferry - Bring a bag lunch.

Bob Stokley will be in charge of this walk. Phone: 338-8756.

The Level Walker reports have been excellent. If your report is not in this issue, look for it in the next one.

Lyman

LEVEL WALKER REPORTS

Sect. 3 - Lock 5 to Cabin John Creek - Philip Stone - April 1982

The towpath continues to be in first class condition throughout my section. On my visit the comfort station at Brookmont was closed. If repairs are needed, they should be accomplished promptly.

I found no pollution in the canal, river or Cabin John Creek. The litter problem is minimal in my section.

Sect. 8 - Swains Lock to Pennyfield Lock - Al Stanley - 4-10-82, 4-28-82

The towpath is muddy in spots but overall in a good condition. The canal is low, which is visible on the rocks on the banks, possibly resulting from a leak since recent rains should have raised the water level. The sinkhole at about 500 feet up the canal from Mile 17 measures about 8 x 15 feet and seems to be enlarging.

This walk was a bit different from my regular ones because I was accompanied by my co-level walker, Joan Paull, and the district ranger, Mike Brown. We learned several things we didn't know about our level and some ways in which we could help the ranger and vice versa.

Sect. 8 - Swains Lock to Pennyfield Lock - Joan Paull - 4-28-82

Consideration should be given to closing Swains Lock campground at dark and putting in a hiker-biker upstream in order to keep people from driving to the lock, parking and camping there. A third hiker-biker is needed near Marsden Tract. Probably the Park Service should consider enlarging the Swains Lock parking area. On good weekends the road is jammed, and fire trucks can not get through.

Sect. 9 - Pennyfield Lock to Seneca - William Clague - March 1982

The towpath was dry and well drained with only a few muddy spots despite the heavy rains during the last few days. The lock structures are all in good repair. The water was fairly deep in the watered section below Violet's Lock, and there was standing water several feet deep in the supposedly unwatered section between the lock and Seneca.

Everything was in fine shape. Blockhouse Point seems to be in the same condition as it was last fall.

Sect. 15 - Whites Ferry to Lock 26 - Howard & Kay Hembree - May 1982

The cable barricade was erected at the entrance to the towpath from Dickerson Regional Park. Cars have gone around the barrier, however, in a well rutted entrance.

Sect. 28 - Lock 38 to Lock 39 - John C. Frye - March 1982

The Park Service staff has the towpath in top shape; it had no debris and had wintered well. Lock 38 has been repointed, and the berm wall to the bridge abutment has been rebuilt, an excellent job by the staff. Lock 39 appears to lean in just a little bit more each year although it is far from the danger point at this time.

As I suggested last March, the underbrush should be cleared from the canal prism at the short section just above Lock 38, and the prism should be mowed a time or two each year. Lock 38 receives heavy visitation, and this mowing would enable the visitor better to see what the canal was like when in operation.

Sect. 37 - Falling Waters to Williamsport - Sylvia Geller and Ellen Holway - April 1982

The culvert at Mile 95.66 seems to have deteriorated since we last observed it -- there is erosion into two holes. For the first time we saw a Conrail freight train crossing the railroad bridge from West Virginia to Maryland.

Sect. 42 - Lock 47 to McCoy's Ferry - A. K. McGraw - March, April, May 1982

This section is in excellent conditions with no damage from the severe winter noted. Lock 50 seems to be leaning inward more. The chewing at the base of the mule barn by ground hogs seen by maintenance men stopped over the winter.

Sect. 43 - McCoy's Ferry to Fort Frederick - Karen Gray - March 1982

The level from Fort Frederick to McCoy's Ferry was in good condition. The towpath was quite wet, somewhat rutted and muddy in places, but its condition was not too bad after the winter. The three major culverts at Miles 110.45, 110.83 and 112.23 looked normal.

The section from Mile 111 to Mile 112 has much water in it, at one point even trickling along quite stream-like where a drainage channel cuts through the berm. I picked up almost no litter and even had few branches to remove from the towpath.

Sect. 48 - Hancock to Round Top Hill - Walter L. Keefer - April 1982

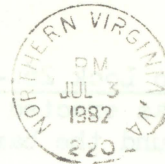
The towpath is in excellent condition. The project to rewater the canal for approximately 2 miles has been accomplished by the Park Service and Hancock. Hancock requested the rewatering in order to enhance both recreation and fire protection. Water is now in the canal from Hancock for approximately 2 miles to the west. The hiker-biker area is very clean.

Sect. 52 - Sideling Hill Aqueduct to Little Orleans - Kent & Marcia Minichiello - March 1982

The towpath was in good condition except the stretch near the lower end of the Indigo Tunnel where four or five ruts need filling and a tree had fallen across the towpath. Not far downstream from the lower end of the Indigo Tunnel a relatively fresh rock slide has covered the old railroad bed, and rocks and rubble have fallen into the canal bed. Closer to Fifteen-Mile Creek, at about Mile 140.3, a dry masonry wall segment under the berm road is sliding askew.

Water is entering the canal at several points along this level. There was very little trash and litter in the camping areas and along the level.

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