

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

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odyssey

1982 CANAL HERITAGE WALK

DETAILS

As announced in the last issue of Along the Towpath, the second Association-sponsored Canal Heritage Walk, an interpretive hike, will explore ten miles of towpath, starting at 10 AM on October 23, 1982, between Dam No. 4 (mile 84.4) and Falling Waters (mile 94.4). Hikers will view only 6.7 miles of canal, however, as canal boats entered the relatively placid Potomac slackwater above Dam 4 (at mile 85.6) and navigated in the River until Lock 41 (at mile 88.9) marked the re-appearance of the canal.

At the start of the hike, knowledgeable Association Vice President Bill Davies will discourse on the history and engineering of Dam 4. Hikers will pass a winch house with stop gate before arriving at McMahon's mill, where a National Park Service interpreter will relate the mill's history. Continuing the hike, participants will encounter several caves just above the mill, Locks 41 and 42, the pool known as the Dellinger widewater, Dellinger's cave, the midpoint of the canal, Lock 43, and the unsightly last mile of summer cottages between the canal and the river. Falling Waters, the endpoint of the hike, was the scene of Lee's crossing of the Potomac after the battle at Sharpsburg. Following the hike will be a social hour and, by reservation following the social hour, a dinner and entertainment.

Hikers should park in the private parking area of the Potomac Fish and Game Club at Falling Waters (The Club has given the Association permission to use its parking area). Parking at Dam 4 is limited. Bus transportation from Falling Waters to the start of the hike at Dam 4 will be available until 9:15 AM at a cost of \$1.50 per person, payable upon boarding the bus. Coffee will be available at Dam 4.

Participants wishing to eat lunch should bring lunch with them. The "official" lunch stop is McMahon's mill (mile 88.1) where those wishing to hike a distance shorter than ten miles will be able to enter or leave the towpath. The social hour will be held from 4 PM to 6 PM at the American Legion on the north side of E Main St. (Route 40A) in Boonsboro. Beverages will be sold; parking is behind the building. Dinner and entertainment will be at the Boonsboro Fire Department on St Paul St. (½ block from the American Legion) starting at 6:30 PM (Menu is not available at publication time). The Barber Shop Singers of Hagerstown will entertain after dinner. The cost of the dinner is \$7 per person, with advance reservations required. A reservation form as well as a map of roads in the area may be found in this newsletter. All members, prospective members and friends are welcome.

THE ALEXANDRIA CANAL TIDELOCK EXCAVATION

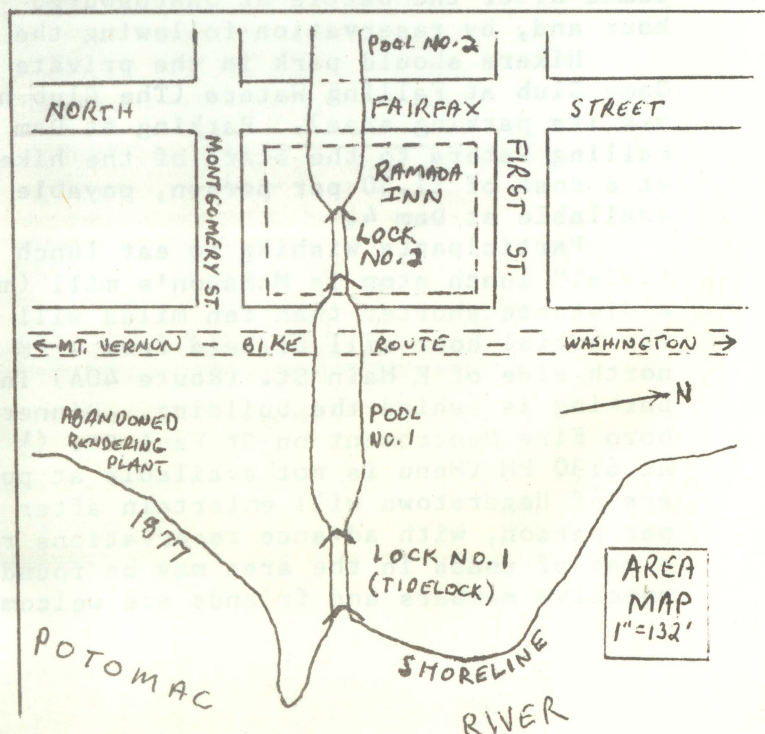
The Alexandria Canal Company was chartered by Congress on May 26, 1830, and completed the Alexandria Canal from its junction with the C&O Canal at Georgetown to Alexandria in 1843. Crossing the Potomac on a 1,000 foot long bridge (just above present-day Key Bridge), the canal was 50 feet wide to Four Mile Run and 60 feet wide from that point to Alexandria. The canal's four lift locks, each with a basin (or pool) at its upper end, were located in Alexandria and, when completed in 1845, raised and lowered boats 38 feet to and from the level that was maintained for seven miles to Georgetown. The Canal went out of business in 1886, as it became economical to tow boats from the C&O Canal terminus at Rock Creek to Alexandria.

From Four Mile Run to Alexandria the route of the canal was southerly, roughly parallel to the present alignment of the George Washington Parkway. When the canal reached First Street, it turned sharply eastward (remaining between First and Montgomery Streets for the six blocks to the Potomac), and entered the pool above Lock 4. Pools and locks alternated for that short distance; all these structures are now buried, some presumably permanently, under buildings, streets and soil.

Lock No. 1 (the tidelock) and about half its pool are buried under soil on a portion of the Alexandria waterfront that is on the National Register of Historic Places, and abuts on an area to the north which may be developed. The City of Alexandria and the National Trust for Historic Preservation have been interested in the possibility of stabilization or reconstruction of some portion of these structures. With a view toward evaluating the feasibility of this idea, the lock and part of its pool were excavated for assessment of their condition during the spring of 1982. Association member and industrial archeologist Tom Hahn participated in the excavation, and the following notes are excerpted from his description of what he found under the overburden. Tom's report is as yet unapproved by the City of Alexandria, controversy centering around the estimated costs of restoration and who should pay them, and, consequently, the excerpts are confined to descriptions of the condition of the lock and pool.

The excavation took place during the spring of 1982; the excavated areas were refilled on May 20, 1982, to protect the structures while awaiting a decision on what is to be done with them. The notebooks of canal engineer Maskell C Ewing were consulted extensively during the excavation.

Lift lock 1, with a lift of about $9\frac{1}{2}$ feet, was found to have been built of nicely cut, laid and mortared stone (perhaps Aquia Freestone). All the stones are in place with the exception of the wingwall stones and most of the coping (top layer). The stones are in good condition and the lock needs only replacement of the coping stones and a good pointing. A ten foot concrete wall, built after the canal had ceased operating, extends across the lower end of the lock chamber, perhaps a remnant of a boathouse constructed on the site.



The length of the lock chamber is 90 feet.

A bypass flume may have been built, or excess water could have flowed over shortened upper lock gates, as seems to have been the case with the four locks at Georgetown on the C&O Canal which had pools between the levels.

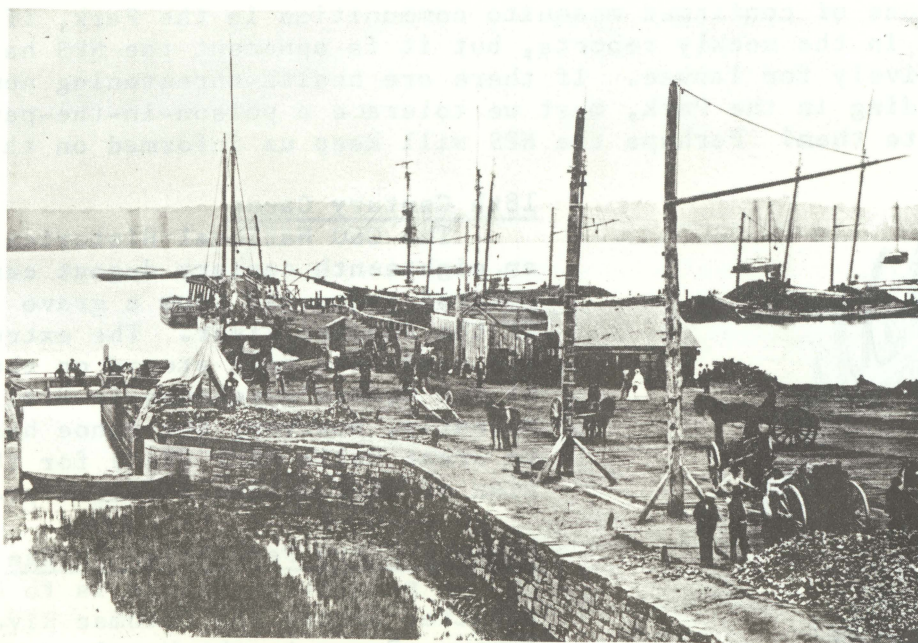
There was no evidence of a towpath on the river side of the canal in the vicinity of Lock 1. Perhaps boats were pulled by hand or there was a towpath crossover bridge. None of the extant coping stones of Lock 1 have rope burns, arguing against animal towing at the Lock.

Some remains of the north upper lock gate were found. The upper part was rotted but the wood and iron from the lower part were in "fairly good" condition. One (wooden) wicket gate was recovered. The south upper lock gate may be present, but it is likely the lower gates were removed when the concrete wall was built.

From photographic evidence (circa 1862, from the Library of Congress), the Lock was elevated after construction at the upstream end, perhaps because of settling or siltation.

The average width of the Lock measures 16* 8", a foot wider than the measurements recorded in Ewing's notebook. Ordinarily, old locks tilt inward because of foundation failure or the pressures of the freezing-thawing cycles of water in depressions behind the lock walls. If this lock has tilted outward, which is unlikely, it may be because the lock was supported on pilings (on filled-in land) which failed.

The south wall of the pool is dry-laid with roughly cut and partially coursed stones (some "fairly large") and is "largely" intact. Much of the pool is now under a Ramada Inn. The north basin wall is not intact and would have to be rebuilt if a restoration of the entire pool is desired.



This is the Tide Lock of the Alexandria Canal, showing the Quartermaster wharf. This photo, a century old, was the basis for the painting by Lola Abell, which was presented to the City of Alexandria May 15, 1977. (Brady collection, U.S. Signal Corps.)

NOTES FROM THE SUPERINTENDENT'S WEEKLY REPORTS TO THE
NATIONAL CAPITAL REGION DIRECTOR: JUNE 14, 1982 - SEPTEMBER 19, 1982

Dam No. 4 Repairs

Allegheny Power Systems (APS), which maintains Dam 4 for the National Park Service, will point mortar joints in the walls of the intake of the Potomac Edison power plant on the West Virginia side of Dam 4. In addition, APS will move four transformers presently located on an embankment behind the building to another location nearby. These projects will increase slightly the power generating capacity of the Dam.

Artifacts

The Park Service intends to expand the "cottage" at Ferry Hill to provide a central location for storage of park artifacts now scattered throughout the Park. In July 1982, at the Crampton House, the NPS "surveyed" 756 items and tagged 354 for future cataloging. Most of the tagged items are rusting or untreated lock iron.

Pest Management

Perhaps you thought that the NPS' report of no mosquito larvae in the canal near Hancock (Along the Towpath, July 1982) meant the absence of both mosquitoes and pesticides from the Park this summer. Unfortunately, an equilibrium between mosquitoes and their natural predators necessary for such a pleasant state did not come about. During July and August 1982 the NPS tested for, and applied pesticides to "control," mosquitoes in Cumberland. Residents of Ernstville complained about mosquitoes purportedly flourishing in the Park as did the Frederick County Health Dept. The Park Service sampled at Point of Rocks and found no larvae; the NPS also met with the Maryland Department of Agriculture to discuss pest management.

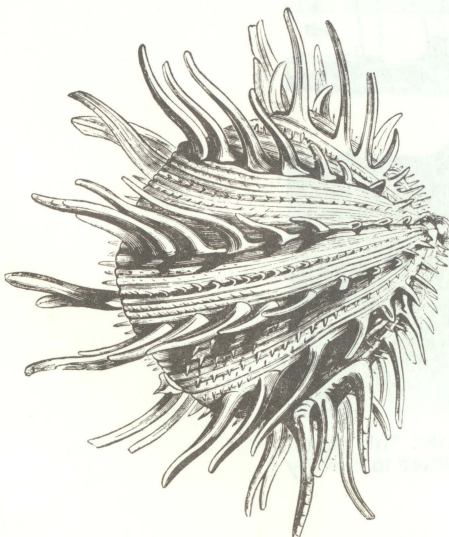
The locations of confirmed mosquito communities in the Park, if any, are not spelled out in the weekly reports, but it is apparent the NPS has been sampling intensively for larvae. If there are health-threatening numbers of mosquitoes breeding in the Park, must we tolerate a poison-in-the-park program to eradicate them? Perhaps the NPS will keep us informed on this subject.

18th Century Canoe

The C&O National Historical Park has an eighteenth century dugout canoe, recovered years ago from a grave in the banks of the Potomac River. The extremely fragile canoe has been stored on the first floor of the Cushwa warehouse in Williamsport. Recently, however, the canoe has been taken to Great Falls Park (Va.) for the application of appropriate chemical preservatives.

Harpers Ferry Pedestrian Bridge

A pedestrian bridge is to be constructed across the Potomac River from Harpers Ferry to the Maryland shore. The bridge will have a ramp leading to the canal. The Park Service will prepare a plan with options which the Advisory Commission will review.



The Georgetown Barge

The new NPS barge, the "Georgetown," was put into service September 11, 1982. The mule-drawn barge, built to 19th century specifications, offers interested visitors an opportunity to lock through Lock 4 and proceed a short distance up the canal before returning to their starting point. The "Georgetown" will operate Wednesday through Sunday until October 17, 1982. Departure times are noon and 1 PM for one-hour trips (fare \$1.75), and 2:30, 4:00 and 6:30 PM for 1½-hour trips (adult fare \$3.25; the young and the old, \$1.75). The Park Service recommends that prospective riders purchase tickets two hours before departure time at the Foundry Mall visitor center, between 30th and Thomas Jefferson Streets, NW on the canal, where the trips begin.

A new area for keeping mules is under construction at the former Corps of Engineers facility above Great Falls.

Other Items

The Park Service and Washington County are discussing a plan to widen Harpers Ferry Road from Maryland Heights to Lock 34 (approximately one mile).

Rich O'Guin, the Chief of the Ranger Division of the C&O NHP, has left the Park. Harvey Sorenson is now Acting Chief.

The wingwalls of Lock 74 have been pointed, and the guard rail and post at the visitor use area at North Branch have been replaced. A good deal of this work was done by Student Conservation Association and Youth Conservation Corps members.

A raccoon suspected of being rabid was killed at Four Locks.

A new Paw Paw tunnel brochure has been completed by the NPS and is being printed.

Washington County inspected the more than 500 boat docks between Dargan (mile 66) and McCoy's Ferry (mile 110) in a "survey" of permits.

The NPS has made special arrangements for cerebral palsy sufferers to visit and enjoy the Park. The Park wants to become "more involved" with handicapped visitors.

A number of "unsightly and hazardous excess dwellings that were acquired during the land acquisition program" in the Four Locks and Paw Paw areas have been sold.

**Reach the people
you're looking for.**

ADVISORY COMMISSION RESUMES MEETING WITH NEWLY-APPOINTED MEMBERS

The C&O Canal NHP Advisory Commission met on September 18, 1982 at the NPS' Mather Center in Harpers Ferry. This meeting was the first since December 1981, as the Secretary of the Interior recently completed appointing the nineteen members of the Commission, some of whom have been members before. The following people were appointed to the Commission for a five-year term: At Large - Carrie Johnson (Chairwoman), 3219 First St. North, Arlington, Va 22201; Carl Shipley, 2510 Virginia Ave, NW, Washington, DC 20037; Polly Bloedorn, 5304 Wriley Road, Bethesda, Md 20814. Maryland - Constance Lieder, Dept. of State Planning, 301 W Preston St., Baltimore, Md 21201; James Coulter, Dept. of Natural Resources, Annapolis, MD 21401. Virginia - Elise Heinz, Arlington, Va; Joan LaRock, Lovettsville, Va. West Virginia - William Ansel, Jr., 44 E Main Street, Romney, West Va. 26757; Silas Starry, 120 E German St., Shepherdstown, West Va. 25443. Allegany County - Bonnie Troxell, 612 Montgomery Avenue, Cumberland, Md. 21502; John Millar, 300 Bel Air Drive, Cumberland, Md. 21502. Montgomery County - Barbara Yeaman, 104 Valley Road, Brookmont, Md. 20812;

Marjorie Stanley, 3411 Pendleton Drive, Silver Spring, Md. 20902. Frederick County - Minny Pohlmann, 1349 Sugar Loaf Mountain Road, Dickerson, Md. 20842; James Gilford, Route 7, 7003 Glen Court, Frederick, Md. 21701. Washington City - Adam Foster, 3047 West Lane Keys, NW, Washington, DC; Barry Passett, 5441 - 33rd St. NW, Washington, DC 20015. Washington County - R Lee Downey, PO Box 380, Williamsport, Md. 21795; Edward Miller, 3792 Melody Lane, Hagerstown, Md. 21740.

The Association is well represented on this Commission, as many of the Commission members are longstanding Association members. The Commission advises the National Park Service on wide-ranging Park policies, from general planning to parking lot locations. Commission meetings are public, and will continue to be announced and reported on in Along the Towpath.

Letters

More on Benches

May I echo and applaud Ms Diss' sentiments (Correspondence, Along the Towpath, January 1982). A bench would have been so much help during my husband's long illness. But mostly to be able to sit and to drink in all the sights and sounds would be lovely.

At Brookside Gardens there are benches given by various clubs. Is this a possibility (along the canal)?

How may I help? A donation perhaps or by acting as some sort of focal point?

Barbara Murray
Bethesda, MD 20816
May 24, 1982

Certificate of Incorporation and Bylaws Dear (President) John (Chandler):

Enclosed are copies of the original Certificate of Incorporation of the Association and Bylaws of the Association as amended Dec. 17, 1971.

You will note in Section 3 of Article I (of the Bylaws) the words "set out." In the last issue (July 1982) of Along the Towpath these words are changed to "set forth." I don't remember when this change was made.

I can recall when Article III of the Bylaws was amended to add paragraph (c) under Section 2. I have checked my files thoroughly, but cannot find out on what date this action was taken. As far as I know there have been no further amendments to our

Bylaws.

In checking my copies of Along the Towpath, I find that I do not have the issue which the Certificate of Incorporation and the Bylaws were taken from (the editor's file copy). This is one Along the Towpath that I never received.

Mel Kaplan
Williamsport, MD 21795
July 21, 1982

(The text of the "original" Certificate of Incorporation sent by Mel is the same as the text published in the last newsletter (July 1982).

The copy of the Bylaws referred to as "in the Along the Towpath editorial files" was not taken

from the pages of a newsletter. The editor has been custodian of old newsletters as well as various newspaper articles, NPS reports and other miscellaneous papers. The "editor's file copy" was found among these papers.

The editor has not seen Mel's copy of the Bylaws. Editor

The President's Column

A LOOK BACK AT THE SUMMERTIME

Summertime, as Gershwin wrote, is when "the livin' is easy." That may be why many of us interrupt our normal routines in the summer and do something to bring more variety into our lives. This may mean traveling to another part of the country or beyond, or undertaking a major improvement project; it may mean camping or hiking or boating, or just withdrawing to some agreeable place to think things over. In any case, the most memorable times are often those that provide some new skill or lesson or perspective which can enhance our usual activities. I feel that the year begins not in January but in September, when the hiatus is over and we bring our summertime discoveries back into our daily lives.

An experience of mine this summer may illustrate the point. I was asked to take part in an inventory of trees, shrubs and resident birds on an island in Maine. What started as a light-hearted exercise became a fascinating project. We found out how confusing the fall warblers can be and how difficult it is to sort out the many species of viburnum. The project rekindled for me a long-felt desire to begin an inventory of wildlife species in the C&O Canal Park. (Inventory may not be the right word for a mere listing of species found in a given area.) Then it occurred to me that this would be a useful project for the C&O Canal Association to undertake. We have approved the general idea of undertaking volunteer work under guidance of the Park Service, and we have several members who are skilled at identifying wildflowers, birds and other wildlife. Some listings are already available which could give the project a running start. For example, an excellent inventory of fauna and flora in the Rock Creek watershed has been issued by the Maryland-National Capital Park and Planning Commission. So far as I know, no comprehensive wildlife inventory has been made for the C&O Park. One must admit it would be an ambitious undertaking, far too much to attempt all at once. But, perhaps it could be divided into small, manageable tasks and completed gradually, over a period of years if necessary.



Now there you see what can happen if one's mind wanders during a summer vacation. Perhaps other Association members have other inspirations to offer. In any case, be sure to come to the second Canal Heritage Walk so we can enjoy a day on the towpath and share our ideas and experiences.

John Chandler

VEHICULAR ACCESS TO THE ABANDONED RAILROAD RIGHT-OF-WAY

According to a story in the Cumberland Evening Times (August 12, 1982), the NPS has blocked "vehicular access to selected portions of the 34 mile Western Maryland Railroad right-of-way (now federal property) from North Branch to Hancock." The Park Service is said to be especially troubled by vehicles using the Potomac River bridges, and by illegal dumping of solid waste.

BOOKS

Towpaths to Tugboats, A History of American Canal Engineering, William H Shank (TF Hahn, TG Hobbs, Jr, RS Mayo Contributing Authors), American Canal and Transportation Center, P.O. Box 310, Shepherdstown, WV 25443, 72 pages, illustrated, 8½" x 11½", paperback, \$6(plus \$1.25 shipping).

William H Shank, the president of the American Canal Society and author of Towpaths to Tugboats, is an avowed "canal buff" who, with others of like mind, is "unwilling to let our canal heritage become a musty record," and is "endeavoring to bring it all back to life." An unmistakable affection for canals, old and new, wherever they may be found, courses through the pages of this book like water through the canals it describes, and ideas through the men who built them. The earliest canal documented in Towpaths was built 6,000 years ago in Egypt, and the latest opened to traffic 25 years ago in North America. The book is divided into major chapters which average less than ten pages each, with frequent subchapters of about a page or two in length.

Shank and his contributing authors first describe the canals and their construction, and then, for the canals of the Americas, tell us something of the engineers who designed and built them. The history of early British canals precedes the American, however, and two British canal engineers, James Brindley and Thomas Telford, are the first the reader becomes acquainted with, and in the brief biographical sketches of these two men of opposing styles can be found the most piquant descriptions in the book. Of Brindley, Shank writes:

For economy of canal design he preferred that his canals follow the contours of the hills and valleys through which they traveled, creating long levels. He used locks sparingly and liked to group them. He was a worrier, and frequently went to bed - night or day - to rest and think out his problems, frequently coming up with a complete project design before he arose again.

And of Telford:

Telford was a man of all trades with a gift for leadership and for selection of the right men to follow through on construction. He delighted in soaring arches, intricate yet artistic bridges and the interplay of metals and masonry. Telford's canals often cut boldly, in a nearly straight line, across country to his objective.

All the biographical sketches are extremely short, a fact which is explained by Shank in the Foreward as "due to the great number of personages we wish to cover," and most of the sketches are inventories of historical milestones rather than attempts to account for personality and style, those of Brindley and Telford the exceptions.

A chapter on "canal engineering" appears about halfway through the book, as does a summary chapter on early American coal-carrying canals. These chapters are barely two columns in length each, short enough to make obvious the oversimplifications involved. In the second half of the book Shank plunges into the second half of the nineteenth century; the reader is introduced to the Panama Canal, the Mississippi River navigations and the St Lawrence Seaway, and the builders of these projects.

Towpaths is lavishly illustrated with photographs, drawings and maps, and it is these illustrations that are the gems of the book. There is a drawing from Diderot's encyclopedia and another by Robert Fulton; there is a print of Brindley's Barton aqueduct and the double-five flight of locks on the Erie canal. There are photographs of portraits of canal builders, and perhaps most interesting of all, a photograph of Telford's 1,000 foot long Pontcysyllte aqueduct, with 19 arches and a cast-iron trough, carrying the Llangollen Branch Canal 127 feet over the River Dee.

The most disappointing feature of the book is a legendary nemesis of publishers: adequate proofreading. There are numerous typographical errors and variations in style that individually are ignorable but build upon one another in full-fledged annoyance. "Interplay" is spelled "inter-play" George Washington's year of death is given as 1789; Thomas Jefferson is said to have sent a letter to President Washington in 1787. The canal skirting Great Falls on the Virginia shore is variously called the "Patowmack" and the "Potomack," the Company that built it the "Pawtomack" and the "Potomack," and the River itself is called the "Potomac" and the "Potomack." The overuse of inappropriate exclamation points is notable, and gives the impression the authors need an extra fillip to keep the reader's attention from wandering or his awe from attenuating. Surely these are small matters, but the reward of better editing is that the reader can proceed unimpeded, as along a working canal, from beginning to end.

In summary, this little book is a brief introduction to canals and their engineers which will appeal to those developing an interest in the subject. Its illustrations alone are worth perusing. The book concludes with a bibliography of over 100 entries, directing the interested reader to more detailed treatments of the subject.

Towpath Guide to the C&O Canal - Combined Edition

In April 1982 the American Canal and Transportation Center published Tom Hahn's venerable Towpath Guide in a combined edition. The combined edition has been produced, according to the author, "at the suggestion of many readers." Its 226 pages carry the hiker from Georgetown to Cumberland, replacing the four volume set. This book needs no review, as it (in four volumes) and Bill Clague's maps have long been the best available portable guides to the canal and towpath. The combined edition appears to be unabridged and of modest thickness, rendering it as portable as, and more convenient than, the volumes it supplants. The combined edition is available now from Tom Hahn at PO Box 310, Shepherdstown, WV 25443, for \$9 plus \$1.25 shipping, and will probably be available shortly in the stores that stocked the old editions.

The old editions are still available, but will not be reprinted. Supplies of Sections 2 (Seneca to Harpers Ferry) and 4 (Fort Frederick to Cumberland) are almost exhausted, are not being sold to stores any longer, and, until sold out, are available from Tom at the address above for \$3 each, plus \$1.25 shipping.



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 Avenue, 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.

LEVEL WALKER NOTES AND REPORTS

One of the joys of fall is the return of our walks on the towpath and the opportunity to see and talk with one another again. For our next walk we will be near Washington. Meet at the Carderock parking area on NOVEMBER 20, 1982 at 10 AM. We will walk to Lock 5 and return, with Lunch at Lock 5. Nancy Long will be our leader and interpreter of this historic section. See you there!!

Below are excerpts from level walker reports received during the summer. The complete reports were forwarded to the Park Service. I remind you that some sections have not been heard from for a long time. We do need additional level walkers, and an effort will be made to assign new walkers at or near their favorite areas.



Lyman

Sect. 8 - Swain's Lock to Pennyfield Lock - Al Stanley - 9/11/82

End of summer approaching rapidly - grass and weeds at Pennyfield Lock area need mowing - weeds extremely high between towpath and canal in many spots.

Lockhouse at Pennyfield in good condition - trash level low to moderate - paths to the river from the towpath well worn - WSSC has a ragged look about it - canoeists going through nowadays are nice to see - still a major firewood problem at Swains H&B.

Sect. 12 - Sycamore Landing to Edwards Ferry - Charles & Florence Otstot - 9/6/82

The towpath was in pretty good shape; the weeds had grown much since the last mowing, but nowhere did this interfere with passage. I have mentioned in past reports the need to have a load of gravel spread in places about the 29 mile post. The worst place is at Mile 28.3 where the depression extends across the towpath and obviously gives bikers and hikers alike a pause.

Chisel Branch HBO was in good shape generally. Except where folks were camped or had created paths, the weeds are knee high. It is still a wet, lousy campsite!

This really has been a dry summer, and the canal bed was dry in many of the sections where there usually is a covering of water.

Sect. 16 - Lock 26 to Monocacy Aqueduct - Anson Courter - 3/17/82; 6/18, 24; 9/11

Mid-May trip for cleanup at Aqueduct and walk to Lock 26. June 18 trip for what turned out to be clearing of windfall from Aqueduct to PepCo plant. I had only an axe, very dull, and a small pruning saw, so was able to clear the towpath only to the PepCo plant. Dad always told me back in the days before World War I "An hour spent sharpening an axe will save a day's work" Right!!

The Potomac was in flood and had backed up the Monocacy. There will undoubtedly be plastic debris and discarded containers when the waters drop. Two people won't be able to clean up the riverside, and a group would need something to cart the trash as they go. Maybe this time the river will carry it down to tidewater.

Sect. 41 - Dam 5 to Lock 47 - Edward Fenimore - 6/3/82

I went over the section between Dam 5 and Lock 47 with Martin Gallery, the Ranger in charge. Martin could not have been more obliging, thoughtful and informative, and practically all this report derives from his comments.

There is a foreseeable problem in respect to the turning basin just below Four Locks. This wide, damp area is gradually being silted up by an abundantly flowing spring. Some system for drawing this water off to the river will eventually be needed if the basin is not to reach the level of the towpath.

The towpath throughout is in excellent condition. No sign of public sloppiness. Even the fishermen who frequent the paved section at mile 107.19 had stacked their six-packs neatly beside the full trash can placed there for general use.

Sect. 62 - Lock 68 to Oldtown (Lock 71) - Bruce Wood - 8/1/82

All locks, lockhouses and towpath were in excellent condition. No sign at Lock 71 of the maintenance facility that used to be there. From Lock 71 to Lock 70 water is very stagnant and scum-covered.

The sign for Lock 69 is missing, the other three are in place, as are all other signs. There is an NPS-green chemical toilet in a field below Lock 69 with no path from the canal - Why?

There is now a sign to camping at the Potomac Forks Hiker-Biker. I have long wondered exactly where camping is supposed to be, as the outhouse and grill have been on one side of the towpath, the picnic table and pump on the other.

Three johns exist in the parking lot at Oldtown, but none contained toilet paper on this date.

Sect. 65 - Spring Gap to North Branch - Cynthia Fenimore - 5/30/82

Throughout this Section the Towpath is in very good condition: no major holes and free of litter and debris.

Lock 72, at 174.4, is at a popular fishing spot on the river. The parking lot is accordingly in frequent use and the path to Blue Spring is clear and well-worn. The lock is dry; one lower lock gate exists but is falling away from the wall and hinge; one upper gate is standing, the other shattered in the lock bed. The lock house needs painting, but is otherwise in good repair and the immediate grounds are well-kept.

Sect. 68 - Evitts Creek Aqueduct to Wiley Ford - Amira & Erdal Ünver - 4/19/82

This was our first trip to section 68 of the canal, and our first trip as "level walkers". The weather was perfect, warm, breezy, clear skies.

We took advantage of the reunion hike to examine the last two miles of the canal. It looked a lot better when it was snow covered. The first mile had a clean towpath and a slightly watered canal with clear water.

We are thrilled to be level walkers and are already beginning to feel quite protective about our section. I (Amira) now refer to Evitts Creek Aqueduct as MY aqueduct...

1982 CANAL HERITAGE WALK

RESERVATION FORM FOR DINNER

Please reserve _____ dinners @ \$7.00 per dinner. Total enclosed.....\$_____

Name: _____

Address: _____

Telephone No. _____

Make check out to the C&O Canal Association and mail, by October 17, 1982, to the C&O Canal Association, PO Box 66, Glen Echo, MD 20812-0066.

No tickets will be mailed; your reservations will be held in your name at the door. Reservations received after October 17, 1982 may be returned.

OCTOBER 23, 1982 - DAM NO. 4 TO FALLING WATERS

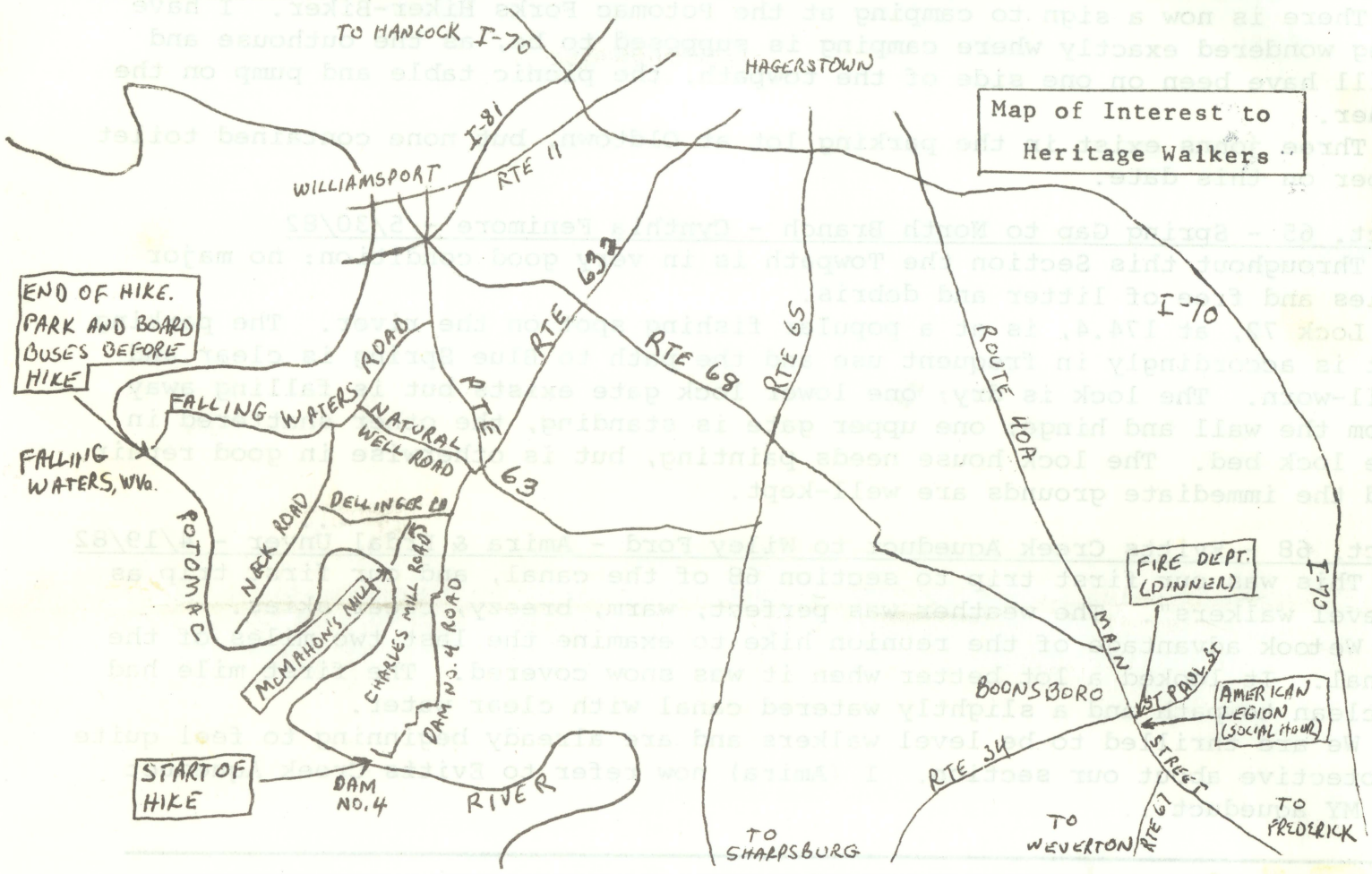
COMING EVENTS CALENDAR

October 9-10, 1982 - C&O Canal Days at the NPS Foundry Mall visitor center in Georgetown. There will be an art show and other events.

October 15-17, 1982 - Pa. Canal Society tour of Pa. Canal near Wilkes-Barre. Write Jacqueline Miller, Wulakamike Farm, 3107 Farmersville Road, Bethlehem, PA 18107.

October 23, 1982 - Second Association-sponsored Canal Heritage Walk, Dam 4 to Falling Waters; social hour and dinner to follow. Details in this newsletter.

November 20, 1982 - Level Walkers hike, Carderock to Lock 5. Details inside.



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FIRST CLASS MAIL

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