

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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Volume XV

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NUMBER 3

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## Preliminary Announcements:

### 1983 CANAL HERITAGE WALK...

The 1983 Association-sponsored Heritage Walk--a towpath hike with interpretive talks by experts--will take place on October 29, 1983 in the Hancock area. Complete details, including reservation forms for dinner, if required, and directions will appear in the next issue of Along the Towpath.

### ...AND THE 1984 JUSTICE DOUGLAS HIKE

The Association's 30th annual reunion hike will traverse the entire canal, stepping off from Cumberland on April 15, 1984, and arriving in Georgetown on April 28, 1984, averaging slightly over 13 miles per day. "Supported" hikers will pay a fee to be determined, and will be provided with transportation to Cumberland, food, and vehicles to transport their camping gear from campsite to campsite. All Association members and friends are welcome to hike whether or not they are in the supported group. Details will be reported in Along the Towpath as they become available; persons wishing further information about joining the supported group should write to President Wood, hike leader, at the Association address.

### CURRENT PARK RESTORATION PROJECTS INCLUDING THOSE SUPPORTED BY THE 1983 EMERGENCY JOBS PROGRAM

From the NPS

C&O Canal Superintendent Stanton reported in May 1983 that the Park had received \$1,336 thousand recently (in addition to funds appropriated for the Park operating budget), including \$695,000 under the Emergency Jobs Program. The money will be used primarily for stabilization, restoration and preservation. Under the Emergency Jobs program the Park will spend \$150,000 to stabilize Evitts Creek Aqueduct, \$250,000 to stabilize Monocacy Creek Aqueduct, \$85,000 to stabilize Sideling Hill Creek Aqueduct, \$120,000 to restore collapsed culverts, \$29,000 to preserve Culvert 25, \$30,000 to preserve the culvert at mile 15.6, \$6,000 to reseal Dam No. 4 Road, \$5,000 to whitewash and paint Abner Cloud House, and \$20,000 to resurface Hancock Maintenance Area.

The remaining \$641,000 will continue to be used as follows: \$50,000 to stabilize Broad Run Trunk Aqueduct, \$30,900 to complete Moore Village Archeological Investigation, \$150,000 to stabilize Conococheague Wingwalls, \$65,000 to stabilize culverts in Allegany County, \$80,000 to stabilize culverts in the Piedmont and Palisades Districts, \$25,000 to rehabilitate Park Radio System, \$75,000 to relocate the Lander Shop, \$89,000 to rehabilitate Thompson's Boat Center, \$65,000 to remove hazardous buildings, \$7,000 for the security system at Great Falls Tavern, and \$4,000 for endangered plant management.



## CUMBERLAND/NORTH BRANCH AND WILLIAMSPORT DEVELOPMENT CONCEPT PLANS PRINTED

Development Concept Plans are the detailed elaborations of the C&O Canal NHP General Plan's development proposals and limitations. The General Plan (1976) set forth a management philosophy for the entire Park, and various Development Concept Plans (DCPs) have been subsequently proposed, discussed, revised and adopted by the Park Service, local governing bodies and interested citizenry. The two latest DCPs to appear in print are those for Cumberland/North Branch and Williamsport.

The Cumberland/North Branch DCP covers the 11 miles from Lock 72 (mile 174.4) to the terminus at Cumberland (mile 184.5). The Plan envisions restoring the Evitts Creek aqueduct (mile 180.7); rewatering between Lock 72 and Lock 75 (mile 175.6) and between Evitts Creek and Candoc (mile 181.8); desilting the other sections of the canal; restoring the four lift locks and Lockhouses 72 and 75 (with Lockhouse 75 to be used as a visitor center); removing vehicular access to Lock 72 and the Blue Spring to a new 15-car parking area in a former trailer park site 1/8 mile east of the Lock; expanding the parking lot (to accommodate 75 cars), picnic area and interpretive exhibits at North Branch; removing a section of the county road providing access to Lock 75; maintaining the hiker-biker campsite; eliminating the canoe put-in at North Branch; providing a new horse trail off the towpath; and developing an inviting and perhaps interpretive center at the former Western Maryland railroad station at the terminus. The Cumberland/North Branch plan also "retains the option to rewater the canal from Spring Gap to mile 183.5," despite various enumerated obstacles to doing so, mentions as "desirable" the restoration of the remaining masonry, and states:

The preservation of [historical] resources will take precedence over the development of additional visitor services facilities or programs . . . . The alterations brought about by humans in the North Branch area are relatively reparable and the site can be restored to approximate its historic setting.

Although the Park Service states in the Cumberland/North Branch plan that "no single alternative was found to completely satisfy the combined needs of NPS management or those of the surrounding community," the NPS does not discuss the rejected alternatives. The Williamsport plan, however, is presented as a "preferred alternative" with a list of "additional actions" considered but rejected. The Williamsport DCP is divided into two "phases" with three goals--enhancement of interpretation, historical preservation, and improved pedestrian and vehicular circulation. Phase I actions include stabilization of the Conococheague aqueduct, restoration of the trolley power station partially as a visitor center, restoration of the exterior of the Cushwa warehouse, landscaping, outlining the turning basin in stone, restoration of the canal prism and towpath from the aqueduct (mile 99.8) to mile 100.9, restoration of Lock and Lockhouse 44 (mile 99.3), development of a self-guiding interpretive walk, studying rewatering from Lock 44 to the aqueduct, and restriction of Potomac street vehicular access to the handicapped. Phase II envisions rewatering of the canal and turning basin, provision of a canal barge, relocation of a non-historical NPS maintenance building, establishment of a new parking area for visitors behind the trolley power station, and construction of a less obtrusive route for traffic to the present coal-fired power plant. The "rejected actions" include making the Cushwa warehouse into a visitor center, restoring (instead of stabilizing) the Conococheague aqueduct, locating Park headquarters in Williamsport, and providing shuttle buses from town parking lots to the park.

The Development Concept Plans do not, of course, provide timetables for accomplishing the actions specified, nor do they commit the NPS to funding them; rather, the DCPs indicate what direction development in the Park will take as funds become available.

The Cumberland/North Branch and Williamsport DCPs are each about 10 pages long, are 8½" by 11" in size with paper covers, and have three-color maps of the areas they examine. For copies, write to the C&O Canal National Historical Park, P.O. Box 4, Sharpsburg, Maryland 21782.



ITEMS OF INTEREST TO ASSOCIATION MEMBERS FROM THE SUPERINTENDENT'S  
APRIL 12, 1983 REPORT TO THE ADVISORY COMMISSION, THE SUPERINTENDENT'S  
WEEKLY REPORTS TO THE NATIONAL CAPITAL REGIONAL DIRECTOR  
(MARCH 14-JUNE 12, 1983), AND THE VIRGINIA CANALS AND NAVIGATIONS SOCIETY

Owing to "citizens' complaints," the National Park Service has "surveyed" the park area below Point of Rocks (mile 48.4) and around Lock 41 (mile 88.9) for mosquitoes. After finding larvae in the canal prism water, the NPS met with "officials in Rockville to determine if conditions in Point of Rocks might be causing the high mosquito population in the area."

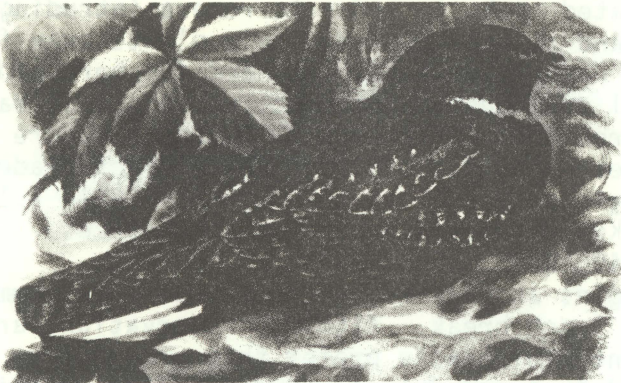
The NPS suspected one of the Park's "agricultural use permittees" used pesticides in violation of his agreement, and was to have "tested for pesticide contamination."

The National Capital Region of the NPS "tested electric vehicles on the towpath at Great Falls."

The Maryland Ornithological Society conducted a "complete" breeding bird survey along the towpath. The data from the survey will be "incorporated into the Park's Resource Base Inventory as well as the State of Maryland Breeding Bird Atlas."

Bethesda Jaycees contributed \$3,000 for Lockhouse 7 repairs.

The Park Service is studying the environmental impact of a new bridge to Olmstead island (at Great Falls).



**WHIP-POOR-WILL**

The Western Maryland Railroad has been authorized to dispose of 20 miles of abandoned right-of-way between Hancock and Big Pool, much of ~~it~~ along the canal. The NPS regards it as "imperative" that the Park acquire this right-of-way "to protect against access for subdivisions."

The parking lot at McMahon's Mill was to have been closed at dark owing to "excessive vandalism."

Thirty-two new Youth Conservation Corps (YCC) enrollees will work with the Park maintenance forces.

A canal culvert, which was filled ~~by~~ material coming from a culvert under the Chessie railroad tracks at Brunswick, was to have been cleared by Chessie.

The NPS now owns the Golden Commissary Tract in Georgetown.

The Virginia Canals and Navigations Society (VC&NS) has published a six-panel folding card with a map of Virginia and West Virginia on which the locations of the remains of canals and other navigations open to the public are shown. The card indicates whether the properties are in public or private hands and whether there are historical structures present, a towpath to walk, or a boat to ride. For a copy, send an addressed 9-inch envelope with postage affixed for one ounce to Canal Parks in Old Virginia, VC&NS, c/o Mrs. WE Trout, Jr., 35 Towana Rd., Richmond, VA 23226.



# Opportunities

## THE ASSOCIATION'S VOLUNTEER PROGRAM

from Joan Paull

Although the last issue of Along the Towpath announced, with great fanfare, only a single Association-sponsored volunteer program in the C&O Canal National Historical Park, this issue contains information on no less than eleven such opportunities from July 3 through September 11, 1983. Park Superintendent Stanton reported in April 1983 that the Park counted 450 "active volunteers" supporting its activities, "not including new influx of volunteers from [the] Canal Association." It remains to be seen what the Association's contribution will be; interested readers are referred to recent issues of Along the Towpath for detailed discussions of why the Park Service needs volunteers, why the Association chooses to sponsor volunteer projects, and why the Association chooses to sponsor some types of projects and not others.

Three types of volunteer programs are scheduled: removing vegetation (July 9 and September 10 at the Alexandria aqueduct (mile 1.1), and July 23 at Lock 51 (mile 122.6)); cleaning, treating and cataloging artifacts (July 19 and August 6 at Ferry Hill (mile 72.8)); and "controlling" crowds at canal concerts (July 3, 17, 31, August 14, 28 and September 11 in Georgetown (mile .5)).

Removing Vegetation: These programs involve using gardening and masonry tools and ladders provided by the Park Service to cut vines, uproot seedlings, dislodge woody growths, and perform other associated tasks in order to remove intruding vegetation that is disrupting masonry, and to keep opportunistic plants away from weakened historical structures. Manual removal obviates the need for herbicides. The vegetation removal programs last all day, but the prospective volunteer may come and go as desired. Lunch is not provided; water usually is, but, before depending on it, the prospective volunteer should check with the project leader.

The Alexandria aqueduct programs begin at 9 a.m. at the aqueduct (mile 1.1) in Georgetown. Drivers should park under Key Bridge in public parking spaces. Project leader is Michele Carsrud (301-495-8585, evenings).

The Lock 51 (mile 122.6) program begins at 10 a.m., and features live hammered dulcimer music and beverages during the lunch break. Although reservations are not required, project leaders Marcia and Kent Minichiello prefer that prospective volunteers call either of them between July 6 and July 13 (202-265-7396, evenings; 301-496-3333, 9 a.m. to 4 p.m.). Directions: Exit I-70 at the Maryland Route 144 exit at the east end of Hancock. Turn south onto a road opposite the bowling alley immediately after coming off the I-70 exit onto Route 144. Follow this road for about 500 feet, park, cross canal bed and walk downstream to Lock 51.

Cleaning and Cataloging: These programs begin at 10 a.m. at the Ferry Hill headquarters of the C&O Canal Park (on the hill above Lock 38 (mile 72.8) across the Potomac River from Shepherdstown). Volunteers will brush and treat iron, catalog and pack artifacts and clean documents. For further information, write project leader Joan Paull at the Association address, or call her at 301-384-8584.

Crowd Control: The concerts at Lock 3 (mile .5) on the canal in front of the foundry building attract a crowd which the Park Service would like help with "controlling." Over 6,000 people attended such a concert on June 5, 1983, according to the National Park Service. No special training in crowd control is necessary. These programs will take place between 1:00 p.m. and 4:30 p.m. Prospective volunteers should call Park Ranger Donna Donaldson (202-472-6685) for further information.





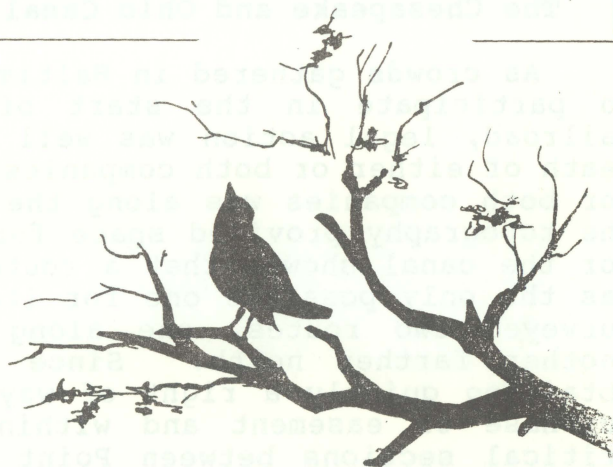
## ALEXANDRIA AQUEDUCT CLEAN-UP PROJECT

from Michele Carsrud

The Alexandria aqueduct project is off to an excellent start! Our first program, held on May 1st, drew 18 participants. We removed vines from the chain link fence and ironwork, shrubs and roots from the canal end of the aqueduct and prism, and trash, woody shrubs, and small trees from the upstream side of the aqueduct. This, of course, was the type of work that produces particularly rewarding cosmetic results. Carolee Rand, a barge crew member, entertained us with songs during lunch time, and Les Johnson and Bill Dunn, maintenance supervisors, did an excellent job of providing guidance and tools. (Les and Bill both volunteered their time.)

On the second trip, held June 4th, we removed vines and vegetation left from the first clean-up day, and grubbed out Sumac stumps in the prism. We did, however, leave plenty of stumps for those of you who can't wait to join us on July 9th! (Volunteers should bring work gloves, lunch, and protection from the sun.)

Future Projects: Association Volunteer Committee Chairwoman Joan Paull is interested in finding new project leaders for other vegetation removal projects as well as for monitoring beaver damage at mile 41.4, replacing trees at campgrounds and picnic areas, collecting trash at various locations, and painting. If you would like to lead, please write to or call Joan; she will identify and schedule a project that will suit the prospective leader, and will help to make it likely that the venture will be successful. Prospective leaders interested in projects to be scheduled during the period October-December 1983 should make contact with Joan as soon as possible, as these programs will be announced in the next issue of the newsletter.



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

Membership includes subscription to Along the Towpath.



# INJUNCTION - JUDGMENT - BANKRUPTCY

## A Legal History of the Chesapeake and Ohio Canal Company

William E. Davies

The Chesapeake and Ohio Canal was born in legal controversy and throughout its corporate existence it lived under the constant threat of dismemberment by legal processes. It finally collapsed into bankruptcy and trusteeship in its 64th year. Nearly 100 major legal cases involving the Canal Company provide information on little known but fascinating aspects of the canal's history. The case described below was the first one for the company and is one of Maryland's greatest legal battles.

### Collision at Point of Rocks

#### The Chesapeake and Ohio Canal v The Baltimore and Ohio Rail Road

As crowds gathered in Baltimore and in Georgetown on July 4, 1828 to participate in the start of construction of both the canal and railroad, legal action was well underway that could lead to the quick death of either or both companies. The only practical route to the west for both companies was along the Potomac River and for much of the way the topography provided space for only a single right of way. Surveys for the canal showed that a route along the Maryland side of the river was the only possible one for its use. The railroad, in contrast, had surveyed two routes, one along the Maryland side of the river and another farther north. Since 1827 the Rail Road Company had been obtaining quietly a right of way on the Maryland side of the river by purchase or easement and within a year had control of most of the critical sections between Point of Rocks and Cumberland. During the same period the Canal Company was struggling to organize and did little to obtain a right of way above Point of Rocks.

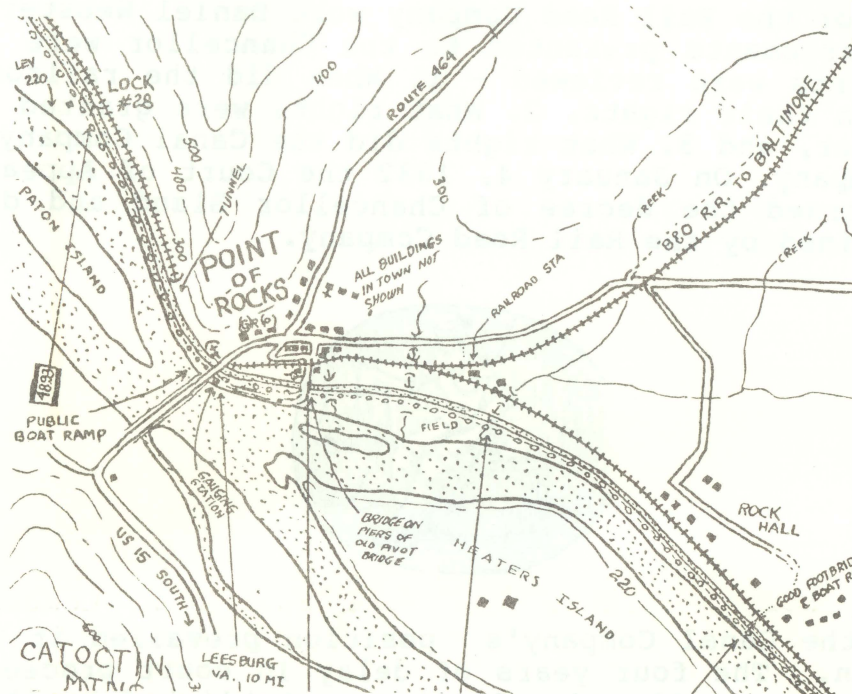
Early in 1828 the Canal Company realized that the Rail Road Company's control of the right of way on the Maryland side of the river threatened to block its construction above Point of Rocks. On the 10th of June 1828 the Canal Company in conjunction with the Potomac Company obtained an injunction in the County Court of Washington County, Maryland to restrain the B & O from obtaining additional land, to force the railroad to reveal the extent of right of way it controlled, to set aside all conveyance of land obtained by the railroad, and to prohibit county sheriffs from executing warrants for condemnation of land for right of ways.

The B & O reacted quickly on the 23rd of June by filing a bill of complaint in the Chancery Court of Maryland in Annapolis. The bill cited 21 points for overturning the injunction and asked that the Canal Company be restrained from obtaining a right of way at points of conflict above Point of Rocks. On the 24th and 25th of June the railroad filed two additional bills of complaint justifying its actions and asking further restraint of the Canal Company.





The Canal Company answered the bills of complaint citing numerous acts of the Legislature of Maryland to counter the railroad's claims, especially those claims that alleged the Canal Company had lost its rights because it lagged behind the railroad in completing its organization. The Canal Company also charged the railroad was involved in a conflict of interest because it had used U. S. Army Topographical Engineers to obtain land parcels for the right of way although the engineers had been assigned only for the purpose of establishing the route of the railroad.



(from Bill Clague, A Collection of Maps of the C&O Canal, 5th Ed.)

After receiving the evidence, Chancellor Theodorick Bland on July 21, 1829 ordered the three bills of complaint filed by the railroad be consolidated into one. He also ordered an injunction against the canal company as requested by the railroad. In the summer and fall of 1829 the Canal Company presented arguments to dissolve the injunction. Chancellor Bland, however, countered with an order to establish a commission to make surveys and estimates of cost for consolidated construction of the canal and railroad between Point of Rocks and Harpers Ferry and at other points to Cumberland. Jonathan Knight, Chief Engineer of the B & O and Nathan L. Roberts of the C & O worked through the spring of 1830 on the surveys and submitted a report on July 12, 1830.

Based on the surveys the engineers offered a plan of "conjoint" construction which contemplated simultaneous construction of the canal and railroad. The plan provided for the location of the two lines at the "collision" points such that the railroad was on the inland side of the canal. The spoil from the cuts would be greatly in excess of the embankment needs of the railroad and would be used to alleviate the deficiency of material for canal embankments. The plan of construction was applicable to five collision points downstream from Harpers Ferry and to 45 miles containing numerous tight places scattered between Harpers Ferry and Cumberland.



Testimony from both sides continued through 1831 and on November 7, 1831 Chancellor Bland issued a decree nullifying the injunction issued by the Washington County Court and making permanent the B & O injunction against the Canal Company. He also ordered the Canal Company to pay all court and survey costs. The Canal Company appealed immediately and the case moved to the Maryland Court of Appeals.

The Canal Company solicited an early decision from the Court of Appeals and the case was argued from December 26, 1831 to January 2, 1832. Walter Jones and A. C. Magruder represented the Canal Company. The attorneys for the Rail Road Company were Daniel Webster and Riverdy Johnson. The arguments presented to the Chancellor were heard again. Three major points were reviewed - 1. When did the railroad and canal companies obtain their rights, 2. What rights were granted in the Canal Company's charter, and 3. What rights did the Canal Company derive from the Potomac Company. On January 4, 1832 the Court of Appeals by a vote of 3 to 2 reversed the decree of Chancellor Bland and dissolved the injunction obtained by the Rail Road Company.



Although the Canal Company's position prevailed it was the loser in the long run. The four years of delay in court proceedings brought it perilously close to the time limit as established by its charter for completion to Cumberland. Although the company had power to continue construction its funds were inadequate. Aggravating this was the great inflation in construction costs that had developed during the period of court action. The railroad had the funds but lacked the power to continue construction. In spite of the loss from the legal decision events favored the railroad. During the time of the court proceedings the railroad proved that it was a viable form of transportation; it successfully applied steam locomotives to haul trains; and it was forced to adopt a route west of Harpers Ferry on the south side of the river which, because of the topography, placed the roadbed above the level of most floods of the river.

After the Court of Appeals decision the two companies were faced with working out a compromise for construction between Point of Rocks and Harpers Ferry. The railroad put forth a plan for "conjoint" construction but was rebuffed by the Canal Company. Pressure from the Maryland Legislature finally produced an agreement by which the Canal Company would build both the railroad and the canal at the tight points at a cost not to exceed \$100,000. The railroad agreed to subscribe to 2500 shares of stock (\$250,000) of the Canal Company. However, the railroad settled with the Canal Company for \$226,000 in lieu of the cost of construction and the stock subscription. The railroad also agreed not to use the Maryland side of the river for a right of way until the canal reached Cumberland or until 1840 if the canal was not completed.



NOTES FROM THE MINUTES OF THE C&O CANAL NATIONAL HISTORICAL PARK  
ADVISORY COMMISSION MEETING OF MARCH 5, 1983

[Supplementary information from Chairman Johnson,  
subsequent to the meeting, is enclosed in brackets.]

The River Bend Membership Corporation Permit

In response to a letter from Advisory Commission chairman Carrie Johnson, the U.S. Army Corps of Engineers replied, on January 26, 1983, that "River Bend Park has been periodically inspected by the Baltimore District and is generally in compliance with the conditions of the permit, the one exception, at present, being a boat ramp constructed by a lot owner."

The Corps sent a copy of its letter to Blaine Brumbaugh, the "Park Administrator" of the development on the West Virginia shore across from Dam No. 5, who wrote to Chairman Johnson on February 4, 1983, in part:

It is not my desire to destroy any of the scenic river settings . . . the beauty of the river is . . . beneficial . . . to our members and their guests. Much of our future depends on maintaining and protecting this beauty. Inasmuch as the restrictive covenants placed on the individual deeds and the permit conditions are generally similar, the responsibility for complying with same rests with this corporation.

It is my intention to see that every property owner along the waterfront receives a copy of [the conditions of the permit]. If I am unable to resolve (sic) any violations, I shall encourage the Board of Directors to institute court proceedings [to force compliance].

I just recently was hired as the Park Administrator. I have rescinded a request [by the previous administrator] to modify the permit and construct a boat ramp.

I am sincere in my desire to resolve these problems. These violations did not occur overnight.

Brumbaugh does not say what "these problems" that "did not occur overnight" are; as noted above, the Corps recognizes only one exception--a boat ramp--to compliance with its permit conditions; an NPS-Advisory Commission investigation in 1982 found "many" violations (Along the Towpath, XV, 2, p. 4).

There was no further report on the 1982 permit issued to the River Bend Corporation by the State of Maryland, which also has jurisdiction over the Potomac River.

Improving River Access for Paraplegic Kayakers

The Canoe Cruisers Association (CCA) proposed making the Potomac River accessible to paraplegic kayakers and canoeists at three locations: Old Anglers Inn and Violets Lock, where "minor modifications along the shoreline would be needed," and at Lock 6, where "CCA suggests installing a ramp to replace the steps at the end of the bridge across the canal, and creating an angled, gently sloping path to the water." The three locations are presently points of access to the canal. The CCA would supply volunteers and the project "would not incur any cost to the government."

The CCA was desirous of completing its proposed improvements by April 1983. The Commission passed a motion to refer the matter to the Planning and Projects Committee, requesting a report by the first of May 1983.

[The Committee subsequently concluded that "the work agreed upon was so limited that it did not raise issues requiring Commission review." Volunteer efforts at making the improvements are "not working out well."]



## More on Circumventing Procedure

### THE ADVISORY COMMISSION JUGGLES PASSION AND DUE PROCESS

Nearly five of the 14 pages of Advisory Commission meeting minutes for the meeting of March 5, 1983 are devoted to the request of the Canoe Cruisers Association for rapid improvement of three Potomac River points of access for paraplegic kayakers. These pages provide an interesting study of the Advisory Commission's performance under pressure.

After a short discussion, a Commission member moved to "give [the issue] to a committee for consideration and, [in the usual Commission procedure, to] consider it at the next Commission meeting (in June 1983)." The CCA representative said "extensive study and background research have been done [on] similar projects throughout the country." A Commission member suggested that "if a plan is defined by May 1, it could be discussed with the appropriate committee and its conclusions circulated to the Commission."

A voice of restraint pointed out that due process requires adequate time to allow consideration of the effects of the projects on the general plan.

The temerarious voices rushed onward: The locations are already points of access. What remains to be examined at the next Commission meeting? The proposal is, after all, to "take care" of the handicapped. Is the "entire" Commission's approval required on "small decisions?"

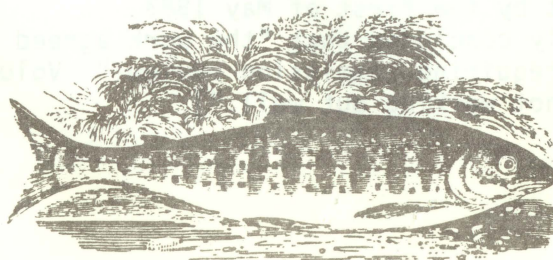
The motion to receive a committee report at the next Commission meeting was seconded. A motion to table was defeated. The previous question was adopted. The motion to refer to committee was voted on and rejected by a vote of 8 to 7. Parliamentary skirmishing and a one-vote margin intensified the debate.

A commissioner moved to advise the Commission members "by mail" of the results of the Superintendent's recommendations in the matter when they are ready; only if the project turns out to be "complicated" should it then come again before a Commission meeting.

The arguments and counterarguments continued: Would someone like to make provision for a mail poll? If something is worth discussing the discussion should not be by mail. The project may involve more than routine NPS decisions usually undertaken without Advisory Commission consultation. Will failure to put the project on the agenda for discussion at a future Commission meeting signal to the Park Service that the Commission is not interested? Is this merely a "procedural" matter (as opposed to a "policy decision") which might not require a majority vote? "On something like this," why not allow the combined recommendations of Superintendent and Committee to constitute approval?

The Superintendent was apparently sufficiently confused to ask, "at what point does the Commission say 'go ahead' or does [approval] happen automatically?"

Finally, voting 12 to 1, the Commission approved a motion to authorize the Commission Chairman to "notify" the Superintendent to proceed or to put the issue on the agenda for the next meeting, whichever she sees fit to do upon receiving the Superintendent's and Planning and Projects Committee's recommendations on the matter.





### The Statement for Management

The Commission voted to adopt the NPS' Statement for Management, a "document drawn from legislation, the Park general management plan and plans and materials approved and endorsed" by the Advisory Commission. "The purpose of the Statement for Management is to lay before the public the basic legislative thrust of the Park and its basic services for the public." A Commission member suggested that the Statement receive wide distribution.

### More on the Potomac River Pedestrian Bridge at Harpers Ferry

The Harpers Ferry NHP is planning to construct a pedestrian bridge across the Potomac River with a stairway leading into the C&O Canal NHP. In the last issue of Along the Towpath (April 1983), the Planning and Projects Committee was reported to have evaluated four proposals for providing access to the berm side of the canal from the proposed bridge, and the recommended one of them.

In a later report to the Advisory Commission, the Committee evaluated four apparently new stairway alternatives which would connect the bridge with the towpath side of the canal. These proposals were advanced in an "attempt to scale down the stairway and [lessen] its impact." In addition, the previously submitted alternatives suggested reconstructing the canal stone wall at Lock 33, which reconstruction is no longer under consideration owing to lack of money. The Commission voted to recommend new Alternative Number One to the NPS. This is the alternative recommended by the Committee, which stated:

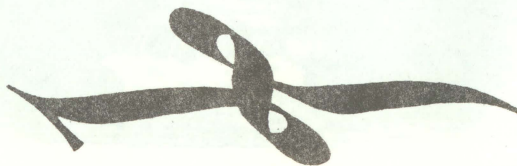
Of the four new alternatives, only Alternative #1 brings the stairway around and down behind the stone railroad pier from the towpath, with final exit onto the towpath along the upstream side of the pier. This alternative has the least obtrusive impact on the canal.

The bridge, when the Harpers Ferry Park receives the money to build it, is to be bounded by a chain-link fence, and improvements to the Harpers Ferry Road are not to be undertaken owing to a re-routing of the Washington County school buses.

### The Potomac Boat Club Proposal at the Alexandria Aqueduct

The Potomac Boat Club and the Washington Canoe Club propose to clean up, landscape and maintain the area along the Potomac River between the Washington Canoe Club and Alexandria aqueduct abutment in Georgetown, in order to use that location as a prominence from which to view and judge watercraft competition. The clubs propose "to install a line of posts parallel to the railroad, delineating a roadway from the arch of the aqueduct to the canoe club gate; to plant a lawn on the river side of the posts; to remove the shrubs along the water's edge to provide a clearer view; to erect a judges' stand at the shoreline, consisting mainly of six steps and a vertical indicator to permit judges to sight along the finish line; and to use the grassy area between the two clubs for temporary storage of shells and racing canoes during regattas."

The Advisory Commission voted to approve the proposal "subject to NPS review of the detailed design and [to the stipulation] that the judges' stand [not be] of permanent construction."





## Other Items

The "not extensive" Monocacy Development Concept Plan was to have been completed by June 1983. Williamsport town officials approved the Williamsport area plan, which subsequently came under Park Service planning review in March 1983. The Cumberland/North Branch plan was ready for proofreading at that time also. [Both the Williamsport and Cumberland/North Branch plans have been printed (see related article in this issue of Along the Towpath). There is likely to be an informal public meeting at Monocacy in 1983; interested persons should write to the National Park Service, P.O. Box 4, Sharpsburg, MD 21782, for meeting details.]

The C&O Canal NHP has been preparing a Land Protection Plan, affecting 69 properties in private ownership, setting forth ways to protect properties which the Park Service has not yet acquired. [The plan is likely to be available for 45 days for public review in July 1983.]

The "Georgetown University rowing alumni" sent a letter to Superintendent Stanton, expressing a desire to find a site for another boat club near Key Bridge.

The 1981 NPS Resources Management Plan for the C&O Canal NHP was to be modified to include a mosquito abatement plan, "developed in response to increased concern about mosquito problems in the park."

The Commission endorsed the renewal of an NPS permit allowing the maintenance of a private restaurant deck on park property in the R&R Associates building at 31st Street in Georgetown.

The NPS' Volunteers in the Park (VIP) program involved, in 1982, 457 volunteers contributing over 3,500 person-hours.

The District of Columbia is conducting a study of alternatives for repairing or rebuilding the Whitehurst Freeway in Georgetown. An environmental impact statement is scheduled to be released in September on this major road project. [The Commission, at its meeting in June 1983, voted to "urge the D.C. Department of Transportation to do everything possible to 'improve the ambience' of the underside of Key Bridge where it crosses the canal."]

The National Park Service has started work on a "Georgetown Fact Book."

## Change and Correction

Readers will note that the Advisory Commission's presiding officer's title has been changed from "Chairwoman" to "Chairman"; this change was made at her request. References to the chairman using third person singular pronouns are not, however, affected by this change.

The last issue of Along the Towpath reported that the "Advisory Commission approved a resolution sending greetings and encouragement to the Citizens Advisory Committee on the Upper Delaware River." The statement should have read "... tabled a resolution . . ." Your editor regrets the error.





## BOOKS REVIEWED

Guide to the Massanutten Mountain, James W. Denton (text) and Lynn Gallagher (maps), 1982, xii, 85 pp., indexed, \$4.

Hikes in the Washington Region Part B: Arlington, Fairfax, Loudoun and Prince William Counties in Virginia, Philip J. Stone (text) and John A. Bennett (maps and photographs), 1983, vi, 110 pp., \$3.50.

Both are 4 $\frac{1}{4}$ " x 7", illus., paper, and are published by the Potomac Appalachian Trail Club, 1718 N. St., N.W., Washington, D.C. 20036.

The Potomac Appalachian Trail Club has recently published two booklets in a similar format and size and with great similarity of purpose; the essential methodological difference between Guide to the Massanutten Mountain and Hikes in the Washington Region Part B, is that the former describes trails, and the latter hikes which make use of some trails but not others. Publications of both types have long been popular: the trail guide provides an exhaustive accounting of available routes and means of access to them, and allows the reader to compose his own hike; the hike description doles out specific directions for particular hikes, relieving the reader of the challenge of constructing his own and subjecting him to the judgments of others. This reviewer prefers the trail guide with its sense of freedom and flexibility--the book of hike descriptions repeatedly raises the question of which ones were left out--but has used hike description to advantage on various occasions.

The similarities between the two booklets are as apparent as the differences. In both publications, each route is shown on an accompanying map, and is characterized by a name, a degree of difficulty, a length, a reference to other relevant maps, a blazing scheme (if any), a qualitative description and a tabulation of route features by distance. In addition, the reader is given directions to the routeheads.

J.W. Denton's Guide sets out to provide "complete information to guide hikers [on] all of the Forest Service trails and [on] several undeveloped routes . . .," and achieves this goal splendidly. The trails are grouped into seven sections by considerations of propinquity, and one further section is devoted to describing road approaches covering "all of the major and secondary roads which are important in locating trailheads." Twelve reduced-size topographic maps are provided, showing the trails discussed and the roads providing access to them, and every trail and nearly every road is identified on the maps by trail name and road number. Each trail is discussed by name; the reader can easily satisfy himself, by glancing from time-to-time from the text to the appropriate map, that the trail description does, indeed, cover the trail from one end to the other; there are no trail segments unaccounted for. The feature tabulations are given to the nearest tenth of a mile from both ends of the trails, and intersecting trails and roads (but not all important locations) are given in italics. Finally, Guide leads the hiker through formerly unguided territory; Jean Golightly's Circuit Hikes in Virginia, West Virginia, Maryland and Pennsylvania covers hikes only on small portions of the Massanutten trail system near Signal, Duncan and Bird Knobs. This reviewer developed the feeling that Guide is as exhaustive as it claims to be, and that he can be better served by this booklet while negotiating the Massanutten than by any other combination of maps or commentary.



Hikes, according to its introduction, is the second of three booklets designed to describe 3 to 6 mile hikes within forty miles of Washington. Its author, Philip Stone, is perhaps best known to Association members as a Level Walker who reports on the canal section between Lock 5 and Cabin John Creek. In Stone's words, Hikes "attempts to cover all hiking areas open to the public" in Fairfax, Loudoun and Prince William counties, "but is selective in the hikes included in each area . . . . The material is arranged by stream valleys . . . . In each chapter there is a general discussion of geographical, natural and historical aspects . . . followed by a description of selected hikes."

Whether or not Stone succeeded in covering 'all areas' is entirely a matter of interpretation: for example, although the Mt. Vernon trail below Fort Hunt is one of the suggested hikes, the remaining twelve miles upstream and the Four Mile Run trails are mentioned only in passing; the Holmes Run-Cameron Run Valley trail is not mentioned at all. The areas covered are the Potomac drainage from Mason Neck to Riverbend (excluding the twelve miles mentioned above), the Prince William Forest Park, the Parks along Bull Run from Manassas Battlefield to Fountainhead, Burke Lake, Accotink Bay, Lake Accotink, Huntley Meadows and the Washington and Old Dominion Railroad (W&OD) Regional Trail.

The introductions to the geographical, natural and historical features of the various parks and watersheds are the highlights of Hikes. Though averaging only about four pages in length, the reader will find descriptions in a sentence or two of most of the major drainage paths, enumerations of at least two dozen, and usually more, species of the native wildlife, including flowering plants, shrubs, trees, birds and mammals, and cocktail-conversation references to the cultural developments.

There are a number of prominent errors in Hikes: The land entirely in Park Service ownership between Ft. Hunt and Mt. Vernon is south of the Mt. Vernon highway--as is correctly shown on the map on p. 12--not "east" as is stated on p. 2; the map on p. 12, however, incorrectly shows the Mt. Vernon trail continuing upstream on the river side of the Mt. Vernon highway past the junction of Ft. Hunt Road. Concerning the W&OD trail: it does not pass in a "culvert or tunnel" under I-395 as stated on p. 100; it is not true that the entire Arlington section of the trail has yet to be purchased, as the section between Columbia Pike and Shirlington Road is paved, signed and in use; the trail intersects Route 7 not only at Clark's Gap near its end, but also between Lee Highway and I-66 at an extremely busy crossing in Falls Church.

Readers should also note that several of the routes in Hikes have been documented previously; hikes through Burke Lake, Manassas Battlefield, Dranesville, Great Falls and Prince William Forest Parks have already been given similar treatment by Golightly. Additionally, the Northern Virginia Regional Park Authority's 48-page set of color maps and commentary on the W&OD trail is a better guide to planning hikes in that park.

Both Guide to the Massanutten Mountain and Hikes in the Washington Region Part B are illustrated with a number of photographs (in addition to the maps). In Guide, about half the photos are uncaptioned, and one, if captioned correctly, is of Sugar Knob trail, which is not on Massanutten mountain. The photos in Hikes are not captioned at all (although there is a listing opposite the Table of Contents), and these uncaptioned photos are especially annoying, because, with one exception, they do not appear in the chapters to which they correspond. We see a view from a bridge on the W&OD trail while reading about a hike at Bull Run Marina, we are presented a view from Hemlock Overlook while making our way around Lake Accotink, and so on.

Guide is recommended enthusiastically to all Massanutten hikers; Hikes to those who enjoy hike (as opposed to trail) descriptions, who are really unfamiliar with the hikes it describes--thousands successfully make their way through these parks unguided--and who choose not to obtain better guidance elsewhere.



## NATIONAL PARK SERVICE NAMES, ADDRESSES AND TELEPHONE NUMBERS

The following list of names, addresses and telephone numbers of C&O Canal National Historical Park employees was supplied by the Park Service and is printed for use of Association members. Members are encouraged to make contact with an appropriate Park employee should the occasion to do so arise.

C&O CANAL NATIONAL HISTORICAL PARK, Hdqtrs. Box 4, Sharpsburg, Md. 21782  
(Ferry Hill Place), 301-739-4200

Superintendent Dick Stanton, Ext. 200  
Asst. Superintendent J.D. Young, Ext. 202  
Administrative Officer Linda Toms, Ext. 208  
Chief of Maintenance Dale Sipes, Ext. 204  
Chief Ranger (Acting) Harvey Sorenson, Ext. 225  
Resource Managers Walter McMann, Ext. 219 and Chris Baumann, Ext. 220  
Historian Jack Sanderson, Ext. 223  
Curator Lee Struble, Ext. 230/231  
Ranger Dave Forney, Ext. 224

PALISADES DISTRICT, 11710 MacArthur Blvd, Potomac, Md. 20854 (Great Falls Tavern)

District Ranger Mike Brown, 301-299-3613  
Rangers Gary Pieruccioni, Louis Wesselhoft, Rod Suarez, Kathryn Herlihy,  
David Jones, Donna Donaldson  
AREA COVERED: Milepost 0 (Tidelock) to Milepost 31 (Just beyond Edwards Ferry)

PIEDMONT DISTRICT, Route 34, Sharpsburg, Md. 21782 (Near Antietam Aqueduct)

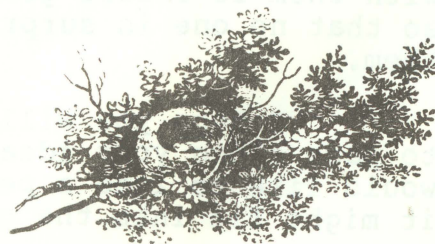
District Ranger (Acting) Rick Erisman, 301-739-4200, ext. 239  
Rangers Robert Roderick, James Seibert and John Frye  
AREA COVERED: Milepost 31 (Just above Edwards Ferry) to Milepost 106,  
approximately .08 mile below Dam No. 5

ALLEGHENY DISTRICT, 180 W. Main Street, Hancock, Md. 21750

District Ranger Mike Mastrangelo, 301-678-5463  
Rangers Martin Gallery, Edward John, Chris Kinneary, Paul Apple, Kenneth Newbraugh, Roger Ross  
AREA COVERED: Milepost 106 (.08 mile below Dam No. 5) to Milepost 184.5  
(Canal Terminus, Cumberland)

Abner Cloud House, 202-472-2679  
Georgetown Barge, 202-472-4376  
Fletcher's Boat House, 202-244-0461  
Canal Clipper, Great Falls Tavern, 301-299-2096

North Branch Visitor Center, 301-777-8667



(Area Code 301)

EMERGENCY NUMBER 739-4206



## President's Column

Bruce W. Wood

A busy spring has come and gone - the 29th Annual Douglas Hike was a success with the rain holding off until Happy Hour, the dinner at the Paw Paw Fire Department was excellent as usual, and Gilbert Gude enlightened 130 attendees about his Potomac River Consortium. A large Level Walker meeting has been held, with rain coming in time for that walk, and the Board has been active with a meeting and organizing for volunteer activities, the Heritage Hike and the 30th Annual Douglas Hike.

So, we are an active Association at whose core is an excellent group of dedicated workers. We would like to enlarge all aspects of our activities - the core of dedicated workers, the newly developed volunteer efforts, the Association itself. We will work to accomplish these goals in the coming year and your assistance will be appreciated.

To fill you in, the volunteer projects have thus far centered on two areas - maintenance and rangers, both mainly in the Georgetown area as that is where the leadership has come forward. One maintenance project, lock cleaning, is being undertaken in the Hancock area, as written up in an article in this newsletter. The second one, the Alexandria Aqueduct, has seen a number of members put in hard work earning their VIP credits toward volunteer caps and self-satisfaction. The ranger project involves helping staff the Georgetown Visitor Center at various times, especially weekends, an effort guaranteed to get you outside along the canal for at least a part of your four-hour period.

The Heritage Hike will take place in the Hancock area on October 29. The 30th Annual Douglas Hike will run April 15 through April 28, Cumberland to Washington. The organizational meeting to select committee assignments was held recently and planning is well underway. If you have not signed up for a committee, do so soon, as we may have to close registration early this year and those on committees will be given first choice.

Personally, I have met with both Dick Stanton, Park Superintendent, and Carrie Johnson, Commission Chairman, to discuss ways in which the Association can best assist and advise for the good of the Canal and its users. I will continue to meet with them to ensure good communication among the three entities so that no one is surprised by an action on the part of one of them.

I hope you will come out for our activities and feel free to pass along your ideas to any member of the Board. If you would like to lead a pet project, contact us and we will see how it might fit into the grand scheme.



### Level Walker Notes

Our Level Walker meeting in May was well attended. We thank Nancy Long for her arrangement for the use of Glen Echo Town Hall and for the interpretive tour of Glen Echo Park. The rain was ignored. The Level Walkers were young enough in body and spirit to enjoy the merry-go-round.

Dick Stanton gave us an update on the canal, and Donna Donaldson gave us some information on the gypsy moth trap program.

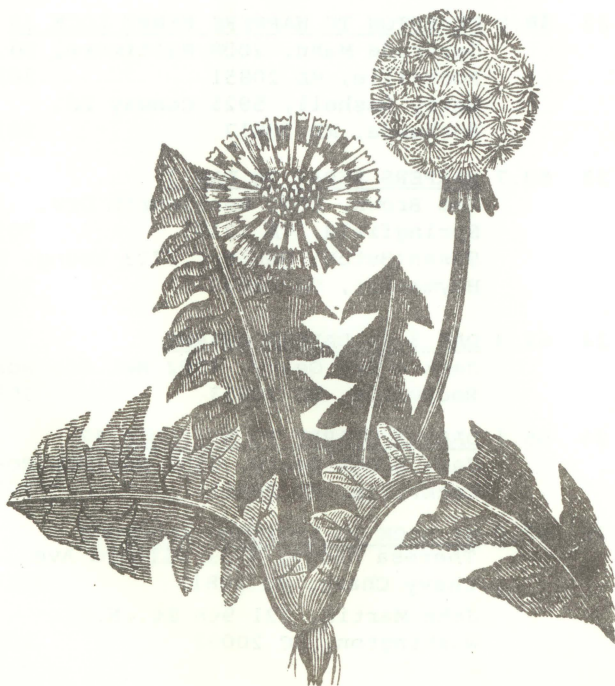
We congratulate "Mac" McGraw who recently received a certificate of appreciation from the City of Hagerstown for outstanding public service. In addition to covering his own section, "Mac" has been walking the ill Walt Keefer's level. This issue of the newsletter contains an updated Level Walker directory. Some deletions, additions and changes have been made. We remind you again that Level Walkers are expected to report on their sections.

The recent work trips to Lock 52 and the Alexandria Aqueduct had strong participation by Level Walkers. We thank them for taking part in this important activity.

Two walks are scheduled for the summer:

- On Saturday, July 16, we will meet at the railroad station at Point of Rocks for a walk upstream. If the weather is hot, we will walk the 3.5 miles to Catoctin Aqueduct. If the weather is cool, the walk will be 2.5 miles longer to Brunswick. The starting time is 10:00 AM.
- On Saturday, September 17, we will meet at Dam #4 at 10:00 AM (Mile 84.4) and walk downstream to Lock #40 (79.41) and return. Lunch at Lock #40. This is an interesting section where we seldom have group walks. Marvin Wilkerson is one of the walkers on this section. We hope his broken ankle has healed enough for him to be with us. Brad Haigh is coordinating this hike. Call him for additional information. Tel: 703-642-5366.

Lyman



Tanacetum inodorum  
(Clusius, 1601)



Miles from Sect. Washington		Miles from Sect. Washington	
1	.0	14	33.2
	<u>TIDAL LOCK TO OLD BOAT INCLINE</u>		<u>FT. HARRISON ISLAND TO WHITES FERRY</u>
	Carrie Johnson, 3219 1st St., N. Arlington, VA 22201 522-8940		Gladys Horton, 9428 Emory Grove Rd. Gathersburg, MD 20877 301-840-9487
	Carl Linden, 6406 Ridge Drv. Brookmont, MD 20816 301-229-2398		Robert Stokley, 4617 Clark Pl., N.W. Washington, DC 20007 338-8756
2	2.3	15	35.5
	<u>OLD BOAT INCLINE TO LOCK 5</u>		<u>WHITES FERRY TO LOCK 26</u>
	Ann Fisher, 7520 Springlake Drv. Bethesda, MD 20817 301-365-7150		Howard Hembree, 8103 Postoak Rd. Potomac, MD 20854 301-279-0035
3	5.0		
	<u>LOCK 5 TO CABIN JOHN CREEK</u>		
	Phillip Stone, 3023 Macomb St., N.W. Washington, DC 20008 202-966-0220		
4	7.5	16	39.4
	<u>CABIN JOHN CREEK TO LOCK 14</u>		<u>LOCK 26 TO MONOCACY AQUEDUCT</u>
	Nancy Long, 6001 Bryn Mawr Ave. Glen Echo, MD 20812 301-229-0196		Anson Courter, 2603 Naylor Rd., S.E., #301 Washington, DC 20020 202-581-0553
	Dale Jackson, 607 Stonington Rd. Silver Spring, MD 20902 301-593-6977		Gary & Barbara Nickerson, 604 Crocus Drv. Rockville, MD 20850 301-340-2076
5	9.4	17	42.2
	<u>LOCK 14 TO CROPLEY</u>		<u>MONOCACY AQUEDUCT TO NOLANDS FERRY</u>
	Robert Greenberg, 7012 Braeburn Pl. Bethesda, MD 20817 301-229-5644		Mr. & Mrs. Robert Ledley, 1002 LaGrande Rd. Silver Spring, MD 20903 301-434-1174
6	12.3	18	44.6
	<u>CROPLEY TO GREAT FALLS (LOCK 20)</u>		<u>NOLANDS FERRY TO POINT OF ROCKS</u>
	Helen Johnston, 4909 Bayard Blvd. Washington, DC 20816 301-229-7443		Kay Seward, 5103 Acacia Ave. Bethesda, MD 20814 301-530-6709
7	14.3	19	48.2
	<u>GREAT FALLS TO SWAINS LOCK</u>		<u>POINT OF ROCKS TO CATOCTIN AQUEDUCT</u>
	John Anderson, 843 N. Van Dorn St. Alexandria, VA 22304 703-823-1853		Lyman Stucker, 2811 Farm Rd. Alexandria, VA 22302 703-549-3527
	Jean Fulton, 5212 Augusta St. Bethesda, MD 20816 301-229-2540		
8	16.6	20	51.5
	<u>SWAIN'S LOCK TO PENNYFIELD LOCK</u>		<u>CATOCTIN AQUEDUCT TO BRUNSWICK LOCK 30</u>
	Al Stanley, 9935 Cottrell Terr. Silver Spring, MD 20903 301-439-4769		Barbara Biebrich, 1600 S. Eads St., 703-S Arlington, Va. 22202 703-920-3059
	Joan Paull, 14908 Flintstone Lane Silver Spring, MD 20904 301-384-8584		Helen Glazer, 8424 Carlynn Drv. Bethesda, MD 20817 301-229-0187
9	19.6	21	55.0
	<u>PENNYFIELD LOCK TO SENECA</u>		<u>BRUNSWICK TO WEVERTON LOCK 31</u>
	Cathy Douglas, 4852 Hutchins Pl., N.W. Washington, DC 20007		Dave Johnson, 9211 Wadsworth Drv. Bethesda, MD 20817 301-530-7473
	William Clague, 6015 Walhonding Rd. Washington, DC 20816 301-229-5633		
10	22.8	22	58.0
	<u>SENECA AQUEDUCT TO TENFOOT ISLAND</u>		<u>WEVERTON TO HARPERS FERRY LOCK 33</u>
	Alice Kinter, 121 Hesketh St. Chevy Chase, MD 20815 301-656-3642		Gertrude Mahn, 2008 Baltimore, Rd., #E34 Rockville, MD 20851 301-424-7869
	Peggy Lawson, 10801 Spring Knoll Drv. Potomac, MD 20851 301-469-7942		Betty Bushell, 5925 Conway Rd. Bethesda, MD 20817 301-530-5456
11	25.0	23	60.7
	<u>TENFOOT ISLAND TO SYCAMORE LANDING</u>		<u>HARPERS FERRY TO DAM 3</u>
	Sylvia Heflin, 822 Grant St. Herndon, VA 22070 703-437-7473		Sam Brown, 8612 Kenilworth Drv. Springfield, VA 22151 703-978-7052
	Rita Hirrlinger, 10145 Walnut Wood Ct. Burke, VA 22015 703-250-4393		Susan(Butch) Henley, 2713 Youngs Drv. Haymarket, VA 22069 703-754-4321
12	27.2	24	62.3
	<u>SYCAMORE LANDING TO EDWARDS FERRY</u>		<u>DAM 3 to DARGAN QUARRY</u>
	Charles Otstot, 5124 N. 33rd St. Arlington, VA 22207 703-538-5446		Jack & Dot Geary, 4302 Bel Pre Road Rockville, MD 20853 301-460-4378
13	30.8	25	65.1
	<u>EDWARDS FERRY TO FT. HARRISON ISLAND</u>		<u>DARGAN QUARRY TO MT. LOCK 37</u>
	Charles & George Bookman, 7501 Arden Rd. Cabin John, MD 20818 301-229-6265		Jack & Dot Geary, 4302 Bel Pre Road Rockville, MD 20853 301-460-4378
		26	67.0
			<u>MT. LOCK TO ANTIETAM AQUEDUCT</u>
			Theresa Haddy, 4701 Willard Ave., #1005 Chevy Chase, MD 20815 301-652-3685
			John Martin, 121 9th St., N.E. Washington, DC 20002 202-543-1296



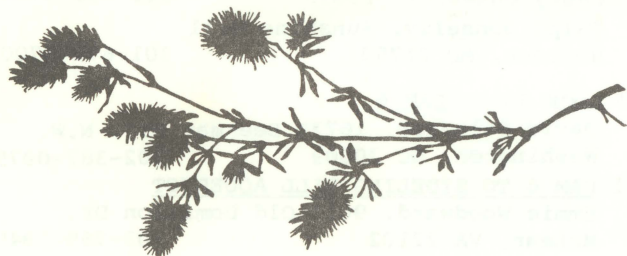
Miles from		Sect. Washington	
27	69.4	<u>ANTIETAM AQUEDUCT TO SHEPERDSTOWN</u> Kenneth Rollins, Rt. 4, Box 107 Ruther Glen, VA 22546 Jim & Laverne Thomas, 5230 Inverchapel Rd. Springfield, VA 22151	703-321-7111
28	72.8	<u>SHEPHERDSTOWN TO LOCK 39</u> John Frye, Gapland, MD 21736	301-432-8878
29	74.0	<u>LOCK 39 TO SNYDERS LANDING</u> Reynold Sawatsky, 10569 Tolling Clock Way Columbia, MD 21044	301-730-6241
30	76.7	<u>SNYDERS LANDING TO LOCK 40</u> Harold Cramer, Sr., 718 Pamela Rd. Glen Burnie, MD 21061	301-761-2768
31	79.4	<u>LOCK 40 TO MARSH RUN CULVERT</u> Harold Cramer, 578 Millshire Drv. Millersville, MD 21108 William Cramer, 7219 Oriole Ave. Springfield, VA 22150	301-987-9588
32	81.6	<u>MARSH RUN CULVERT TO DAM 4</u> Edith & Marvin Wilkerson, 2214 N.Trenton St., Arlington, VA 22207	703-527-4573
33	84.4	<u>DAM 4 TO CHARLES MILL</u> Joseph N. Rowe, 1105 Woodland Way Hagerstown, MD 21740	301-733-4863
34	88.1	<u>CHARLES MILL TO FORMANS FERRY</u> Victor Conrad, Route 8, Box 236 Hagerstown, MD 21740	301-739-0479
35	91.0	<u>FORMANS FERRY TO LOCK 43</u> H. A. Thornhill, P.O. Box 112 Carlisle, PA 17013	717-243-5281
36	93.0	<u>LOCK 43 TO FALLING WATERS</u> Same as Section 35	
37	94.4	<u>FALLING WATERS TO WILLIAMSPORT</u> Walter Teach, 234 Potomac St. Williamsport, MD 21795 Sylvia Geller, 1665 Parkcrest Cir. #101 Reston, VA 22090 Ellen Holway, 6214 Wagner Lane Bethesda, MD 20816	301-223-7700 703-471-1083 301-229-4257
38	99.3	<u>WILLIAMSPORT TO PINESBURG STATION</u> Melvin Kaplan, 1 Fenton Ave. Williamsport, MD 21795	301-582-2165
39	102.3	<u>PINESBURG STATION TO OLD RR STATION</u> Paul Hauck, 19701 Beall Circle Poolesville, MD 20837	301-972-8580
40	105.0	<u>OLD RR STATION TO DAM 5</u> George "Hooper" Wolfe, P.O. Box 108 Williamsport, MD 21795 Carroll Morgan, 10404 Buckboard Pl. Potomac, MD 20854	301-223-7941 301-299-6482
41	106.8	<u>DAM 5 TO LOCK 47</u> Edward Fenimore, 12957 Old Rte 16 Waynesboro, PA 17268	

Miles from		Sect. Washington	
42	108.6	<u>LOCK 47 TO McCOYS FERRY</u> A. K. (Mac) McGraw, 117 North Ave. Hagerstown, MD 21740	301-739-4043
43	110.4	<u>McCOYS FERRY TO FORT FREDERICK</u> Karen Gray, 825 New Hampshire Ave., N.W. #304, Washington, DC 20037 Orrin Long, 3321 Hartwell Ct. Falls Church, VA 22042	202-333-6947 703-560-5433
44	112.4	<u>FORT FREDERICK TO ERNESTVILLE</u> Mr. & Mrs. Harold Larsen, 1314 Kurtz Rd. McLean, VA 22101	703-356-1809
45	114.5	<u>ERNESTVILLE TO LICKING CREEK AQUEDUCT</u> Brad Haigh, 4926 Herkimer St. Annandale, VA 22003	703-642-5366
46	116.0	<u>LICKING CREEK AQUEDUCT TO MILE 120</u> William E. Davies, 125 W. Greenway Blvd. Falls Church, VA 22046 Thomas Stevenson, 5725 Denfield Rd. Rockville, MD 20851	703-532-7588 301-881-3420
47	120.0	<u>MILE 120 TO HANCOCK</u> Mr. & Mrs. James Bryant, 7115 Wilburdale Dr. Annandale, VA 22003	703-256-4161
48	124.1	<u>HANCOCK TO ROUNDTOP HILL</u> John Howard, 10598 Jason Ct., Faulkner Ridge Columbia, MD 21044 Walter L. Keefer, Rt. 1, Box 199 Clear Spring, MD 21722	301-730-4489
49	127.3	<u>ROUNDTOP HILL TO LOCK 53</u> Cdr. John Urquhart, USN Ret., Box 4176 Chevy Chase, MD 20815 Ralph Donnelly, Sunshine Hill Hancock, MD 21750	301-656-0474 301-678-6700
50	130.0	<u>LOCK 53 TO DAM 6</u> David Palmetter, 1672A Beekman Pl., N.W. Washington, DC 20009	202-387-0975
51	134.1	<u>DAM 6 TO SIDELING HILL AQUEDUCT</u> Emmie Woodward, 9017 Old Dominion Dr. McLean, VA 22102	703-759-3940
52	136.6	<u>SIDELING HILL AQUEDUCT TO LITTLE ORLEANS</u> Kent Minichiello, 3118 18th St., N.W. Washington, DC 20010	202-265-7396
53	140.9	<u>LITTLE ORLEANS TO LOCK 59</u> Robert Steed, 2907 Tapered Lane Bowie, MD 20715	301-464-8619
54	146.6	<u>LOCK 59 TO LOCK 60</u> Doris Bailey, 703 Rosemont Ave. Frederick, MD 21701 Robert Woodall, Jr., 8252 Carrleigh Pkwy. Springfield, VA 22152	703-569-9341
55	149.7	<u>LOCK 60 TO GREEN RIDGE STATION</u> Robert Woodall, Jr. (See Section 54) Charles & Sylvia Diss, 10326 Lloyd Rd. Potomac, MD 20854	301-424-3229
56	151.2	<u>GREEN RIDGE STATION TO LOCK 61</u> Jeremy F. Parker, 6222 Broad St. Brookmont, MD	301-229-2578



- Miles from  
Sect. Washington
- 57 153.1 LOCK 61 TO LOCK 63-1/3  
Joseph Flynn Family, 5309 Iroquois Rd.  
Bethesda, MD 20816 301-229-0282
- 58 154.5 LOCK 63-1/3 TO PAW PAW (Md. 51)  
Alan & Kit Franklin, P.O. Box 39  
Shepherdstown, W.VA 25443 304-876-3163  
William Failor, 6601 Cherry Hill Drv.  
Frederick, MD 21701 301-662-8623
- 59 156.3 PAW PAW TO CULVERT OPPOSITE LITTLE CACAPON  
John Chandler, 6718 Persimmon Tree Rd.  
Bethesda, MD 20817 301-229-5948  
Robert Stevenson, 26718 Haney Ave.  
Damascus, MD 20872 301-253-3429
- 60 159.7 CULVERT OPPOSITE LITTLE CACAPON TO TOWN  
CREEK - Muriel Olszewski, 209 Bassett Ave.  
New Castle, Del. 19720 302-328-7022
- 61 162.3 TOWN CREEK AQUEDUCT TO LOCK 68  
Bill Van Lowe, 9708 Inaugural Way  
Gaithersburg, MD 20879 301-977-9125
- 62 164.8 LOCK 68 TO OLDTOWN (LOCK 71)  
Bruce Wood, 5703 40th Ave  
Hyattsville, MD 20781 301-864-4678
- 63 167.0 OLDTOWN TO KELLYS ROAD CULVERT  
Patricia Demont, 5952 Kedron St.  
Springfield, VA 22150 703-569-3446

LEVEL WALKER CHAIRMAN - Lyman Stucker, 2811 Farm Road, Alexandria, VA 22302 - 703-549-3527



- Miles from  
Sect. Washington
- 64 170.8 KELLYS ROAD CULVERT TO SPRING GAP  
Ed Vernon, 1511 Medford Rd.  
Baltimore, MD 21818 301-235-5633  
Tom Conlon, 531 Avirett Ave.  
Cumberland, MD 21502
- 65 173.4 SPRING GAP TO NORTH BRANCH  
Faye Purdham, 303 Clement  
Cumberland, MD 21502  
Cynthia Fenimore, 406 Fayette St.  
Cumberland, MD 21502
- 66 175.5 NORTH BRANCH TO MEXICO FARMS (pipeline)  
Mel Collins, Maryland Motel, Bedford Rd.  
Rte. 3, Cumberland, MD 21502
- 67 177.7 MEXICO FARMS TO EVITTS CREEK AQUEDUCT  
Leo S. Rowan, Carpenters Addition, Rt. 1  
Ridgeley, W. VA 26753
- 68 180.7 EVITTS CREEK AQUEDUCT TO WILEY FORD  
Bonnie Troxell, 612 Montgomery Ave.  
Cumberland, MD 21502 301-724-7725  
Amira Ünver, 100 Bryn Mawr Ct., E-415  
Pittsburgh, PA 15221
- 69 182.6 WILEY FORD TO INTAKE LOCK (CUMBERLAND)  
Amira Ünver, 100 Bryn Mawr Ct., E-415  
Pittsburgh, PA 15221



### Level Walker Reports

#### Sect. 3 - Brookmont to Cabin John - Philip J. Stone - May 1983

The towpath and the three locks (5, 6, and 7) and the two lockhouses (6 and 7) are in good condition. The water was fairly clear and about two feet deep between Brookmont and Lock 7 and about one foot between Lock 7 and Cabin John. There was very little litter along this section.

The 254 persons using the canal and its immediate environs included 153 bicyclists, 48 hikers and strollers, 21 joggers, 12 fishermen, ten canoeists and ten picnickers.

#### Sect. 10 - Seneca Aqueduct to Tenfoot Island - Peggy Lawson - April 1983

The turn basin contained debris from a beer party. Except for some poorly-drained low spots, the towpath was in good condition.

#### Sect. 13 - Edwards Ferry to Fort Harrison - Charles & George Bookman - May 1983

The recently-mown towpath was in excellent condition and had no litter except at Edwards Ferry. Construction work was underway at Broad Run Aqueduct, but no stonework had been undertaken on the badly-eroded walls. A private bridge across the canal at Mile 33.5 had been damaged by a fallen branch, which we removed. Four fishermen were seen on the river and one biker on the towpath.



Sect. 16 - Lock 26 to Monocacy Aqueduct - Anson Courter - March & May 1983

The towpath was in good condition. There was considerable litter and debris (some washed up from the river) during the March inspection, but in May there was less litter than usual. March usage (on a Saturday) included two Boy Scout troops, six bikers, uncounted hikers, and four fishermen. The parking lot at Dickerson Park was badly littered despite the availability of at least five trash containers.

Sect. 17 - Monocacy Aqueduct to Noland's Ferry - Terry & Bob Ledley - May 1983

The towpath was in excellent condition except for one large tree downed across the path. Usage included a large group of people from the Montgomery Chapter of the Maryland Ornithological Society.

Sect. 23 - Harpers Ferry to Dam 3 - Butch Henley - May 1983

The towpath was rather rough at the footbridge at Mile 60.7, and the footway is very course and uneven for the next mile to Lock 34. The shallow water in the canal contained trash, including an old tire and some plastic pails. The pathway from Lock 34 to Dam 3 is in good condition. There were many users in the area, including some canoeists.

Sect. 28 - Lock 38 to Lock 39 - John Frye - April 1983

The towpath is clear and smooth. Only nine hikers and joggers appeared on the path on this rainy Sunday. Lodging houses erected on the north side of the bridge on the West Virginia side are a blot on an otherwise scenic situation.

Sect. 42 - Lock 47 to McCoy's Ferry - A. K. McGraw - March, April & May 1983

The section was in excellent condition with no winter damage noted. More hikers and backpackers than usually seen at this time were noted. North Mountain Hiker-Biker was full to capacity several times.

Sect. 48 - Hancock to Roundtop Hill - A. K. McGraw - April 1983

This section was in excellent condition. The canal was full of water owing to heavy rains. More backpackers and hikers were noted than is normal for the time.

Sect. 52 - Sideling Hill Creek to Little Orleans - Kent & Marcia Minichiello - 10/82, 5/83

The towpath was in excellent condition at these inspections. The large hole at Sideling Hill Creek Aqueduct that was noted in October was still there in May, and several smaller ones had appeared by then. Soil had eroded behind the aqueduct wall on the downstream end, and rocks lower down in the wall had become loose and were falling into the aqueduct bed. The blocking in October of vehicular access to the Western Maryland Railroad right-of-way had decreased the amount of trash near Sideling Hill Creek. The section was relatively free of trash in May, although the subsiding river had left much trash along the floodplain. The only users were canoeists and fishermen. Many varieties of birds were seen in October and again in May.

Sect. 53 - Little Orleans to Lock 59 - Janet & Bob Steed - June 1982 & March 1983

The towpath was clean and in excellent condition. In June usage included a scout troop on bikes, six other hikers, ten people on horseback, several fishermen and a family encamped at the Devils Alley Hiker-Biker. No users were seen during the March inspection.

Sects. 54 & 55 - Lock 59 to Green Ridge Station - Robert Woodall - April 1983

The towpath was free of ruts or low places, although walking was a bit difficult owing to the 4"-6" layer of blue stone between Mile 150.10 and Mile 151.18. Lock 59 had lost its northwest corner to weather. Lock 60 was in good condition. Culvert No. 206 had been cleared at both ends, but Culvert No. 207 has considerable debris including rock and brick at the ends. The rip-rap above the brick lining of Culvert No. 208 was deteriorating. The only users were three fishermen at Higgins Place, although Stickpile Hill Hiker-Biker showed evidence of use. The trash can was full.



Excerpt from the C&O Canal Company Records  
(1829-1830) in the National Archives

### A FIRST FOR FENLON

From the NPS

The President of the United States, the Grand Master of Masons, the Officers of the Chesapeake and Ohio Canal Company and W.W. Fenlon, contractor for the first lock, were in attendance at the dedication ceremonies of the C&O Canal. W.W. Fenlon ran a packet in 1829 and 1830 from Lock 5 up the canal as it was finished and watered, carrying building supplies and feeding the laborers and passengers.

When Crommelin House (Great Falls Tavern) opened in 1830 and was ready for occupancy, he wrote the Board of Directors:

Gentlemen, Your hous at Grait Falls if I could connect it with the packet boat it wood make more room on board. the scent of the kitchen would not be smelt on the boat. I could dine one hundred in the hous at a time and on board 40 is as many as can dine. if you will make the same arrangements with me as you prepare to make with Mr. Roberts I will keep your hous in stile.

Mrs. Fenlon is better calculated for Land Ladie than I am for Land . Lord.

I remain yours with respect.

W.W. Fenlon

Fenlon evidently made the Board an offer it couldn't refuse, for he got the job and became the first innkeeper at the Crommelin House.

### FROM THE EDITOR

For several years, Emmie Woodward has been producing computer-printed mailing labels for Along the Towpath. Despite occasional requests for assistance, your editor was not presented with the opportunity to acknowledge additional volunteer efforts until the last issue, which Michele Carsrud helped type. Readers will note, in this issue, the absence of the unevenly-linked type of the manual typewriter, owing primarily to Michele's securing the use of a word

processing system on which to produce our copy. In addition, Rita Hirrlinger volunteered to stamp, affix address labels and mail this issue. Your editor gratefully acknowledges this support; rest assured he will come to depend on it in due course, and will suffer should it be withdrawn with no replacement.

As for the size of the newsletter: it appears that there still seems to be a lot to print. Do you feel that there are too many words issuing forth from P.O. Box 66, is Along the Towpath a palliative that complements a mint julep on a long, hot summer afternoon, or are you pleased with what you read? Let me know.

B.G.



The Ferret



## CALENDAR OF COMING EVENTS

Dates of Association-sponsored events are enclosed in boxes. Dates of Association-sponsored volunteer projects are underlined. Details of volunteer programs are provided elsewhere in this issue of Along the Towpath.

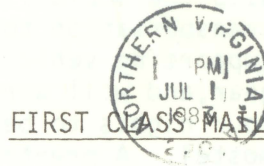
- July 3, 1983 - Volunteer program controlling the crowd at a concert on the canal at mile .5 in Georgetown, 1 pm.
- July 9, 1983 - Volunteer program removing intruding vegetation from the Alexandria aqueduct (mile 1.1), 9 am.
- July 16, 1983 - Level Walker hike, 10 am, Point of Rocks railroad station (mile 48.2). Participants will walk upstream to either Catoctin aqueduct (mile 51.3), if the weather is hot, or Brunswick (mile 55). Everyone is welcome.
- July 17, 1983 - Volunteer program controlling the crowd at a concert in Georgetown. See July 3 entry.
- July 19, 1983 - Volunteer program clearing and cataloging artifacts, 10 am, Ferry Hill Park Headquarters (near mile 72.8)
- July 23, 1983 - Volunteer program removing intruding vegetation from Lock 51 (mile 122.6), 10 am.
- July 31, 1983 - Association Board and Officers meeting, location and time to be determined. All Association members are welcome to attend. Interested members write to President Wood at the Association address for details.
- July 31, 1983 - Volunteer Program controlling the crowd at a canal concert in Georgetown. See July 3 entry.
- August 6, 1983 - Volunteer program clearing and cataloging artifacts. See July 19 entry.
- August 13-17, 1983 - Audubon Naturalist Society-sponsored whole-canal bicycle trip, Cumberland to Georgetown. Participants supply bicycles and camping gear. For a fee of \$113 the Society will provide transportation to Cumberland, food and supporting vehicles for transporting gear, and will arrange for one of the four nights to be spent in a youth hostel. A pre-trip meeting on August 2, 1983, to which interested persons should bring their bicycles, will be held at 7 pm at the Society, 8940 Jones Mill Road, Chevy Chase, Maryland 20815. For further information write to the Audubon Society or call 301-652-5964. For those who can enjoy such a trip in the heat of August, this program should be a preview, on bicycle, of the Association's next whole-canal hike to be held in April 1984.
- August 14, 1983 - Volunteer program controlling the crowd at a canal concert in Georgetown. See July 3 entry.
- August 28, 1983 - Volunteer program controlling the crowd at a canal concert in Georgetown. See July 3 entry.





- September 1983 - Association Board and Officers meeting, location, date and time to be determined. All Association members are welcome. Write to President Wood at the Association address for details.
- September 10, 1983 - Volunteer program removing intruding vegetation from the Alexandria aqueduct. See July 16 entry.
- September 11, 1983 - Volunteer program controlling the crowd at a canal concert in Georgetown. See July 3 entry.
- September 17, 1983 - Level Walkers Hike, 10 am, Dam No. 4 (mile 84.4). Participants will walk downstream to Lock 40 (mile 79.4) and return. More information elsewhere in this newsletter.
- September 24, 1983 - C&O Canal National Historical Park Advisory Commission meeting in Washington County. All members are welcome to attend. Write the C&O Canal National Historical Park, P.O. Box 4, Sharpsburg, Maryland 21782, for location and time.
- October 29, 1983 - Association-sponsored 1983 Canal Heritage Walk near Hancock. This hike features interpretive talks by experts. Details in the next newsletter. Mark your calendar now.
- December 3, 1983 - Advisory Commission Meeting in Harpers Ferry. Everyone is welcome. See September 24 entry.
- April 15-28, 1984 - 1984 Justice Douglas (30th reunion) hike, Cumberland to Washington. Prospective full-distance hikers desiring logistical support should write as soon as possible to President Wood at the Association address.

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



### Inside

- o 1983 Heritage Walk and 1984 Douglas Hike Preliminary Announcements
- o Cumberland/North Branch and Williamsport Plans Printed
- o Advisory Commission Meeting Notes
- o Story of the Legal Battle Between the Railroad and the Canal over the Right-of-Way at Point of Rocks
- o More Volunteer Programs
- o Level Walker notes, Reports and Roster
- o Book Reviews
- o President's Column
- o More

John C. Frye

Gapland MD

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