

C&O Canal Association

along the towpath ...

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

VOLUME XIII

APRIL 1981

NUMBER 2

the Southern Remedy for Urban Fatigue.

THE 27TH ANNUAL REUNION HIKE

The 1981 "Justice Douglas" hike will take place on Saturday, April 25, 1981. It will begin at 10 AM at Fort Frederick (mile 112) and end at Williamsport (mile 100). This 12-mile section of canal and towpath leads the hiker from Big Pool (a lake made from a ridge and used as canal) and restored 18th century Fort Frederick, past McCoys Ferry, the closely-spaced "Four Locks" (numbers 50-47) which enabled the canal to cross Praether's Neck and save several miles of canal, Dam No. 5 (in good condition), and the 210-foot long Conococheague aqueduct. Virginia bluebells have been known to border the towpath profusely for much of the distance between Dam No. 5 and Williamsport in April. Come and bring your friends. Details on hiking and camping and a reservation form for lunch, dinner and local bus transportation are included in this issue of Along the Towpath. Interested in either carpooling or walking a distance shorter than 12 miles? Information on these subjects is also to be found herein.

Don't forget about the social hour and the banquet after the hike. If you have never attended the reunion hike banquet, why not try this year's? In the President's column in this issue is a preview of the illustrated presentation that new Park Superintendent Dick Stanton is to make.

THE (UGH) ANNUAL BUSINESS MEETING

The Association will hold a general membership meeting on April 24, 1981 at 8 PM in the museum of Fort Frederick State Park. Officers for 1981-82 will be elected. The meeting is the night before the reunion hike, at the campground. At the meeting the membership will also consider holding future meetings at times other than the night before the hike.

DICK STANTON IS THE NEW C&O CANAL NHP SUPERINTENDENT

After almost four years as regional director in the National Park Service's Philadelphia and Boston regions, native Washingtonian Dick Stanton returned to the Potomac valley on February 8, 1981 as the new Superintendent of the C&O Canal National Historical Park. Stanton, who has worked for the NPS since 1965, is no stranger to the canal; in his own words, "I am coming home to tackle the job I've always wanted." In the 1960s Dick worked with then Superintendent "Mac" Dale in arranging land exchanges along the line of the canal, using the limited authority existing prior to the 1971 act establishing the present historical park. Later, as Chief of Lands, Dick supervised the land planning

which was a part of the process leading to the 1971 act. After the Park was established he supervised the Park's land acquisition program, and for six years was Committee Manager for the C&O Canal National Historical Park Advisory Commission. He also helped secure approval of the General Plan for the Canal Park.

In a recent talk to the Washington County Historical Advisory Committee, Stanton commented on various issues related to the canal and the NPS:

On Park management: "The NPS used to think the best way to louse up its plans was to take them to the public. We've come out of that."

On stewardship: (I want) "to make sure the next generation can walk that towpath, canoe that river, see the lockhouses and understand the story."

On Ferry Hill: "I'd like to see interpretive work there. There's a great story to be told."

On the West Virginia shore: "The NPS doesn't have to occupy the land, but we need control of massive intrusions into the River."

On floods: "We're in better shape than ever to face floods. We have two experts who know what to do when floods come."

On interpretation: "Let's not tell canal visitors too much.... We want to whet the appetite, show the big picture, then pull back and encourage visitors to do their own research."

A MESSAGE TO MEMBERS OF THE ASSOCIATION FROM THE NEW SUPERINTENDENT

(Superintendent Stanton has kindly consented to share with us his feelings about, and plans for, the C&O Canal NHP.)

March 16, 1981


"First off, the Association has a special place in my heart. When the Association was first formed I was a younger lad, living in Foggy Bottom, wondering what lay west of Georgetown. Through Grant Conway, whom I adored, and Orville Crowder, who always had measuring wheel in hand, I discovered an enchanted world along the river and the canal...these discoveries changed my life. Had it not been for Justice William O. Douglas and the Association, there would be no canal as we know it today. In 1938, when the receivers passed the canal on to Harold Ickes for \$2 million, the nation was on a parkway binge, and, although I have never found positive evidence that the National Park Service was pushing a parkway, the Reconnaissance Survey certainly gave support to such an idea..and, it almost happened. Without the Justice and the Association we would have surely had something less than what exists today. I also feel strongly that the aura of the Justice and his unique mystique wrapped a protective blanket around the canal and went a long way to pushing the 1971 C&O Canal Development Act into reality. During (hurricane) Agnes (in 1972), the Congressional delegation came through and we were able to put the broken pieces back into place. It is this kind of love and affection that keeps the magnificent ditch thriving. Although we are going through a period of economic tension at the moment, the canal comes through again and offers more than most parks, the perfect solution...satisfying, low-keyed, self-propelled recreation..to feed the soul as well as the limbs and mind. Certainly, we can bear anything as long as we can put one foot in front of the other and climb the stairs from the Tidelock to the Terminus.

"How do we explain this love affair? The magic must be in its simplicity.. its tie with a deep-rooted past...its locks, its lockhouses, culverts and aqueducts.....but also its people...the men of great vision who were determined to create the route to the West. It was the women who kept the families together who enriched the culture of the day, and (it was) the children nag-

ging the mules back and forth. Yes, people bring the canal its final dimension. Even today, it is the people who bring the magic to the canal by reliving those golden moments....protecting what's there for today and tomorrow... the people who demand high standards of performance from those who are temporarily entrusted with this precious resource. How many times and in how many ways do we love to hear about it all?...recall the song?... 'Tell me the story'... 'Tell me the story'... We cannot get enough of it.

"I have discovered in the park staff that same joy, love and fierce protective feeling that the public has. Our park employees are proud to work in this park, as I am. We have a strong sense of stewardship and responsibility. The public, usually, can do little harm to the park beyond litter, spray paint and the carving of initials on trees, and this is not irreversible, but the managing agency, if it is not careful, is capable of doing irreversible harm through bad planning ~~and~~ the faulty execution of its daily management...and operation. The park is being managed sensitively, we are glad to say, and I believe we are meeting the charge of the public. I might add that the public is meeting its responsibilities by actively participating in the important decision-making. The Association is an important part of that public.

"We are entering yet another era on the canal..an era requiring the utmost care in the allocation of scarce resources. Allocations must be made in priority...first the protection of historic structures..then continuity of the towpath and public safety. Fortunately, there are enough resources to protect this fragile masterpiece, but there is no money left over for frills...maybe it's better that way.



Dick Stanton, Superintendent

ANOTHER DUES REMINDER

This issue of Along the Towpath is the last one you will receive unless you have paid your 1981 Association dues. You should have received in January a notice that dues were payable. If you did not, or if you have put off paying, please remit your dues without delay. Send your \$8 (or \$15 for patron) to Treasurer Emmie Woodward, 9017 Old Dominion Dr., McLean, VA 22102.

Along the Towpath is published from time to time by the Chesapeake and Ohio Canal Association, a non-profit organization, PO Box 66, Glen Echo, MD 20768.

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

Association Officers for 1980-1981 are:

President: Barbara Yeaman, 104 Valley Road, Bethesda, MD 20016

First Vice President: John K Howard, 10598 Jason Ct., Columbia, MD 21043

2nd VP & Level Walker Chm: Lyman Stucker, 2811 Farm Rd., Alexandria, VA 22302

Secretary: Shirley H_aigh, 4926 Herkimer St., Annandale, VA 22003

Treasurer: Emmie Woodward, 9017 Old Dominion drive, McLean, VA 22102

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

C&O CANAL NHP ADVISORY COMMISSION MEETING NOTES

Meetings of Dec. 1980 and Jan. 1981

The Advisory Commission's life has been extended by Congress for another ten years, until January 1991.

Development Concept Plans

Great Falls: A Commission committee appointed to review this Plan made the following recommendations which the Commission then endorsed.

The NPS' "Finding of No Significant Impact" document (also call "Record of Decision") should not require "substantial" references to other documents, and should specify areas subject to past controversy. For Great Falls these areas would include Widewater, Locks 15 and 16 restoration, the towpath height, and development on the Gold Mine and Rockwood tracts.

The towpath at Widewater should be restored to an historically accurate condition. Until such time, this section should receive, as a reversible expedient, a minimum of treatment to facilitate pedestrian movement across the rocky area. If this interim treatment is successful, the NPS should dismantle the existing wooddeck walkway in favor of it.

All mention of development on the Gold Mine tract should be removed.

If the two Corps of Engineers houses are transferred to the Park Service, they should be used for staff housing or office space.

Asphalt and painted stripes should not be used near Swain's Lock and the Old Angler's Inn to preserve "rural character" and "historic scene."

The NPS has incorporated most of these recommendations into the Plan.

Cumberland/North Branch: A public hearing on this Plan was to have been held in March 1981, after the 60-day public review period had elapsed.

Williamsport: A report of preliminary alternatives is to be available in September 1981. The environmental assessment should be available in January 1982, and the final Plan in the summer of 1982.

The commission discussed at length the time needed to develop a "Concept Plan." The three mentioned above will have taken three years each by the time they are completed. Furthermore, the NPS Denver Service Center (from its Falls Church, Va office) has developed Plans that, "in the last few years," have been "unacceptable" (to the commission). The NPS agreed to investigate the possibility of speeding up Canal Park planning.

The Abandoned Western Maryland Railroad Right-of-Way

The Park Service was to have met with West Virginia citizens in Doe Gully, Paw Paw and Magnolia in January 1981 over the issue of the NPS' acquisition of the abandoned right-of-way in West Virginia. The Park is ready to proceed with acquisition as soon as the regional NPS offices are satisfied that the issues have been thoroughly ventilated. The Commission requested that the NPS "proceed with the total acquisition of the Western Maryland right-of-way... this year, subject to that portion in West Virginia to be negotiated favorably with the State of West Virginia and/or its political subdivisions."

On January 2, 1981 the Park Service became the owner of the Maryland portion of the right-of-way.

(From Shirley Haigh) On January 11, 1981 the Association Board members and officers passed resolutions requesting (1) that the NPS not dispose of any holdings it might obtain in West Virginia until a public hearing has been held, and that the Park Service should consider placing such holdings in trust, and (2) that the Park Service retain the six Potomac river bridges along the abandoned right-of-way. The Park Service, however, had already formally offered to sell the West Virginia portion of the right-of-way and the bridges

to the adjacent property owners. The officers and Board members were distressed that they were not informed of the NPS' actions earlier, and took the position (at their February meeting) that the NPS should retain and maintain the bridges because they provide access across the River, the view from them is scenic and the bridges themselves are historically important, and their demolition or dismantling would incur a needless expense.

Treatment and Construction of the Towpath

The Park Service (as did the C&O Canal Co. before it) has raised the height of the towpath in various places to bring it above the flood level. Both the kind of material used to raise the towpath level and the raising itself have been controversial for several years. Bill Davies presented a plan recommending the achieving of specific towpath widths and heights in various portions of the canal, and the use of crushed limestone for surfacing. The specific dimensions suggested would restore historical authenticity.

The Commission decided to ask the NPS to comment on the report before acting on it itself.

Berm Road from Brunswick to Town Campground and NPS Development There

Desiring to limit vehicular traffic along the towpath from Lock 30 to the Brunswick town campground and sewage treatment plant, the Park Service has held preliminary discussions with the Chessie system on building a road on the berm (opposite the towpath) side of the canal. This road would cross the towpath at the campground, but would otherwise be across the canal from it. The Park Service, however, has no funds to prepare a plan for the road, and the project cannot advance until a plan is prepared.

In a related matter, Frederick county and the town of Brunswick would like the NPS to increase its investment in development in the Brunswick area, making that area more attractive to tourists. How much development the Park Service will sponsor along the canal in Brunswick will ultimately be determined by the local Concept Development Plan, when it is formulated. The Park General Plan states, moreover, that if the town and the railroad will develop a "high quality" railroad museum, the NPS will invest in a Brunswick interpretive center (change Brunswick from Zone B to Zone A).

Hancock Rewatering

The Commission voted to ask the Park Service to work with the town of Hancock to rewater the canal in the Hancock area. The town, in a novel justification for rewatering, said it needs an additional source of water with which to fight fires.

Parcourse in Georgetown

By a vote of 13 to 3 the Commission rejected a motion to approve the locating of a parcourse on the Three Sisters Tract adjacent to the canal west of Georgetown. The parcourse issue had been smoldering for some time. A Georgetown civic association wants it. Those in favor cite this support of the local citizenry, the prospect of increased park use, and the idea that a parcourse is an innocuous development. Those against cite the absence of a Development Concept Plan for the area and fear increased park use.

Land Exchange with Greenridge State Forest

The Commission approved a proposed land exchange between the State of Maryland and the NPS. Maryland wants to exchange 18 acres for 118 owned by the Park Service. Each parcel is appraised at \$18,000. The Park Service feels this exchange would facilitate management of both the park and the state forest.

The Towpath Bridge over the Catoctin

A towpath level "bailey" bridge has been installed over Catoctin Creek to replace the collapsed aqueduct. The bridge was obtained from the US Army and contains 2,112 pieces, is 160 feet long and 12 feet wide, with a span of 82 feet. (You won't find these statistics in your towpath guidebooks.)

Other Items

The Commission would like the NPS to adopt a policy against "commercial intrusion" on the park. The Commission is looking for ideas on protecting bicycle riders from pedestrians and vice versa. Will the barge at Great Falls be returned to Georgetown next year? The barge will not be available for night charters at Great Falls this summer. The Bavarian Inn plans to build three new buildings on the West Virginia shore of the Potomac across the River from the Ferry Hill Park headquarters. Russell E Dickenson, NPS director, warned of lean fiscal years ahead.

The next meeting of the Commission is scheduled for April 18, 1981 at the Allegany County Community College in Cumberland. The public is invited to attend. To communicate with the Commission, write to it in care of the NPS, PO Box 4, Sharpsburg, MD 21782.

HIKE-A-NATION IS COMING

Eighty people left San Francisco, Calif. on April 13, 1980 to hike 4,000 miles across the US to Cape Henlopen. In this American Hiking Society-sponsored event about half the starters, including Association member Butch Henley, are still hiking. The group is scheduled to arrive in Harpers Ferry via the Appalachian Trail on May 7, 1981. The hikers will revel in Harpers Ferry for two days before leaving for Washington and points eastward, arriving at Cape Henlopen on about May 27th.

The hikers will walk from Harpers Ferry to Washington on the C&O Canal towpath, and Association members are invited to accompany them on their way. Although the through hikers will have permits to camp along the way, other persons hiking for the day or for several days will not be permitted to camp and will have to provide their own transportation to and from the towpath. The event's organizers hope to attract nationally-known politicians and celebrities to the towpath portion of the hike. The hikers' schedule is as follows:

- May 9, 1981 - Leave Harpers Ferry (mile 60)
Lunch at Brunswick town campgrounds (mile 54)
Arrive Kamp Kanawha (mile 47) or Noland's Ferry (mile 44.5)
- May 10 - Lunch at Monocacy aqueduct (mile 42)
Arrive Edwards Ferry (mile 30)
- May 11 - Lunch at Seneca (mile 23)
Arrive Swain's Lock (mile 16.5)
- May 12 - Lunch at Carderock (mile 11)
Arrive Sycamore Island (mile 6.5) or Chain Bridge (mile 4)
- May 13 - Arrive west front of US Capitol at noon. From Georgetown to the capitol there will be a police escort. There will be a ceremony at the capitol.

For the latest details about the hike-a-nation, call the AHS hotline (305-251-0484). The society expects to have flyers with information about

the hike-a-nation event in our area available to the public during the Association's 1981 reunion hike.

ASSOCIATION BOARD MEETINGS NOTES

(From the meetings of January and February 1981,
and not mentioned elsewhere in the newsletter.)

Separating the Business Meeting from the Reunion Hike

Officers and Board members discussed alternatives to holding a general membership meeting the night before the reunion hike. Suggestions included holding the business meeting one month before the hike, the Sunday after a Saturday reunion hike, and in the fall. The officers and Board members resolved that "beginning in 1982 one or more general membership and business meetings separate from the reunion hike are to be scheduled."

The Treasurer's Report

December 31, 1979

Checking Account Balance \$1456.79

1980 Income from dues/membership	\$1802.00
1980 Income from Hike(reservations, Happy Hour etc.)	1786.30
Total income	<u>\$3588.30</u>

Expenses:

1980 HIKE	Buses	\$ 420.00
	Lunches	160.00
	Banquet	
	Caterer	1417.50
	Hall rental	135.00
	Mailings	18.59
	Refunds	12.00
Total Hike expenses		<u>\$2163.09</u>

Savings Account Balance

\$3816.61

Membership Chairman	\$ 87.28
Level Walker Chairman	48.70
Treasurer (mail labels)	32.70
Nominating Committee	12.11
TOWPATH	919.96
P.O. Box rental (2 yrs.)	32.00

Maryland Conservation

Council	donation	100.00
	dues (2 yrs.)	<u>60.00</u>
Total business expenses		<u>\$1292.75</u>

Grand Total of expenses \$3455.84

December 31, 1980

Checking Account Balance \$1589.25

Members, Activities and the Newsletter

In this issue of Along the Towpath there is a letter to the editor from Karen Gray, expressing her disappointment, not merely over the cancellation of the advertised Association "fall hike" in 1980 for lack of organizers, but rather for the very idea that organizers are necessary in the first place.

In response to the results of the analysis of the data from the recent membership questionnaire, the Association officers and Board members have asked your editor to consider soliciting both volunteer organizers and specific suggestions on activities (hikes, educational or interpretive programs, etc.). Names and ideas received in response would appear in the newsletter for comment, and popular activities (with organizers?) would be scheduled well in advance, so that our calendar of events would cover at least six months.

Are you moved by Karen's letter? What specific activities would you like? Send your thoughts to your editor.

Other Items

The Association will order a new supply of membership patches, and will sell "reunion" badges (of which about 200 remain) at the 1981 reunion hike.

The Association thanks Emmie Woodward and Karen Gray, who hosted 21 Association members at a National Symphony Concert in January, for their efforts.

Nancy Long is the chairwoman of the nominating committee for 1981-82 Association officers. Bill Davies is on the Committee.

Merle Van Horne is resigning from the Board because of a conflict of interest: he was recently transferred into the National Park Service.

John Chandler and Barbara Yeaman are members of the Public Advisory Committee of the Washington metro area Council of Governments.

Good news on dues: More people had paid 1981 dues by February than did so in all of 1980, presumably owing to the new system of mailing specific reminders to members.

Al Stanley helped prepare the Level Walker roster which appeared in the last issue of Along the Towpath.

A SISTER ORGANIZATION

The Virginia Canals and Navigations Society has supplied Along the Towpath with Volume 1 of its newsletter, The Tiller. This group was founded in 1977 and is interested in "history, archaeology, local lore and legend, restoration, preservation, park and trail development...." Most of the contents of the newsletters in Volume 1 is description of historical structures. Your editor will reprint articles of particular interest to Association members if and when he becomes aware of them. For more information on the Society, write to Virginia Canals and Navigations Society, c/o Vivienne Mitchell, 625 Pomander Walk, Alexandria, VA 22314.

PEOPLE AND PLACES

Member Ralph Donnelly was the recipient of the 1980 Washington County Historical Preservation award.

Jack Sanderson, NPS, reports that with the Catoctin once more spanned, the only closed section of the towpath is from 31st Street to the mule cross-over bridge in Georgetown, expected to remain closed for another year. Cyclists, however, should remember the detours around Widewater and Big Slackwater.

Vic Conrad was recognized by the NPS for his interest in, and the reports he files on, his level (Vic is a level walker).

John Seabury Thomson reported that the Sycamore Island Club built a temporary bridge in October 1980 (across the canal), while the NPS was to repair the old steel bridge, built in 1904. As of January 1981 the repairs had not yet been made.

CAMP-OUT & ANNUAL MEETING, Friday, April 24 The Superintendant of Fort Frederick State Park has granted permission for the C & O Canal Association to camp in the park on Friday evening. (Campground not officially open until May). Access to Park on Md. Rt. 56 from Big Pool exit from I-70, 10 miles east of Hancock, Md. Nat Hahn will serve a chili supper starting at 6 p.m. at the campsite (see below to reserve). Annual meeting will be in the Park Museum at 8 p.m.

HIKE DETAILS, Saturday, April 25 The hike is 12 miles, from Fort Frederick Park to Williamsport Md. Park at the old Cushwa Warehouse (bottom of W. Potomac Street, which is Rt. #11) in Williamsport and be taken by bus (\$1.25 charge payable to driver) to Ft. Frederick. Starting at 7:45 a.m. the buses will depart from Williamsport as they are filled, the last bus leaving at 9:15 a.m.. Please plan to come early because latecomers may find the buses are filled.

Between 9 and 10 a.m. the re-activated garrison of Fort Frederick, named the "Maryland Forces" when founded in 1756 by Governor Sharp, will demonstrate the firing of muskets and the 18th century cannon as well as other exhibitions at the park.

HIKE STARTS at 10 a.m. from Fort Frederick....walk 5 miles before lunch.

LUNCH AT DAM 5 Access by car on Dam 5 Rd., S. from Md. Rt. 56. Bag lunches will be served from 11:30 to 1 p.m. by the ladies of St. John's Church of Clear Spring. (see below to reserve)

HAPPY HOUR AT CUSHWA WAREHOUSE Happy hour will begin around 4:30 p.m. on the grounds around the warehouse at the end of the hike. In case of rain we may go inside. Cash bar, no reservation needed, dress casual and dusty (or muddy as the weather dictates), soft drinks available. Open to all hikers, encourage your friends to come.

BANQUET AT HALFWAY VOLUNTEER FIRE DEPARTMENT SOCIAL HALL in Hagerstown, Md. The Halfway F.D. Social Hall is up Rt. #11 about four miles from the canal. Turn left at the stoplight at Lincoln Avenue. Parking is to the left at the end of the block, the Social Hall is to the right, half a block. There will be signs! Banquet at 6:30. See below to reserve. Dress casual and still dusty, non-members welcome, but reservations must be made by April 20.

CHILI SUPPER, Friday evening at Fort Frederick. Send check (\$2.00 per person) payable to:
Nat Hahn, P. O. Box 310, Shepherdstown, W.Va., 25443 Nat's phone is 304-876-2464

To reserve lunch and banquet please clip and send to : John Chandler
6718 Persimmon Tree Road (phone
Bethesda, Md. 20034 301-229-5948)

DEADLINE APRIL 20, 1981

Name _____ Phones day & evening _____

Address _____ Zip _____

Reservations: To help us plan please tell us how many in your group will probably use the bus in the morning (Pay the driver when boarding) _____ person(s)

Please reserve: _____ Bag lunches @ \$3.00 each.....\$ _____

_____ Dinners at banquet @ \$7.00 each.....\$ _____

Make check payable to C & O Canal Association Total.....\$ _____

c&o canal association
annual reunion hike

RIDE/CARPOOL INFORMATION FOR ANNUAL HIKE

If you need a ride, want to carpool to save energy, or are planning to drive but want company, Brad Haigh has a membership list in Zip Code order. If you call Brad (703-642-5366), he will provide you with names of members who live in your area. He will also provide you with the names and telephone numbers of any previous callers from your area who have expressed interest in any of the above services.

If you prefer walking a shorter distance:

Call Brad Haigh (703-642-5366). He will take your name and telephone number. If there is enough interest, we will make arrangements for a shorter hike, perhaps from Ft. Frederick to Dam 5 (5.6 miles).

Explore...

**The elixir is
simplicity**

On page 9 in this space is your reservation form for lunch and dinner at the reunion hike.

CORRESPONDENCE

October 16, 1980

Dear Editor:

Although you don't usually have a "Letters to the Editor" column, perhaps this will justify one.

I was shocked at the cancellation of the Fall Hike. Having heard that it would occur on Nov. 1 and 2 and include a campout on Saturday night, I was just waiting to know where.

And that is at the core of my shock -- not that it lacked "volunteers" to organize it, but that it was felt volunteers and organization was necessary.

Being a reasonably competent adult, I fully intended to provide my own clothes, camping gear, food and transportation. Knowing that one-way hikes involve the necessity of organizing ferrying back to the point of origination, I assumed both Saturday and Sunday's hikes would be round-trip. That didn't disturb me as I long ago learned the joy of seeing a hike from both directions and seeing more deeply the second time than the first.

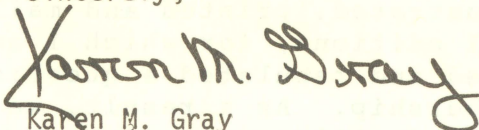
Am I overly simplifying the matter? Or are our officers overly complicating it? If we are a small organization of busy people so that volunteers are scarce and volunteer energy always inadequate, would it not be better to do things simply in a way that doesn't require organization rather than not to do them at all?

And what if (God forbid!) nobody showed up for the hike? Why then, since no organization went into it, nothing is lost. And what if only one person does? Then I assume he or she will proceed to enjoy the weekend hiking and camping as he or she planned (Indeed that is just what I will do since the official weekend was cancelled). And what if only a few show up? Who says it takes a large group to have fun?

Well, I suggest in the future that periodic places and times for C.&O. members to meet simply be printed. Those who wish to can then schedule "Canal Weekends" to coincide. And I for one very much like the idea of whole weekends with specified hikes in the same vicinity both Saturday and Sunday so that those who wish can make a full weekend with camping (or staying in a motel if they prefer) and others have the option of joining either the Saturday or Sunday hike if they cannot do both days.

Is anyone out there with me on this?

Sincerely,


Karen M. Gray

P.S. I'll even suggest
some places and times
if you need that kind
of input.
(333-6947)

FROM THE PRESIDENT:

The 1981 Annual Hike will salute George "Hooper" Wolfe, the energetic author of the book "I Drove Mules on the C&O Canal"; long time member of the Association; and friend of the C&O Canal National Historical Park. I hope "Hooper" will join us for all or part of the day's activities. A personal note of invitation from each of you may help convince him to join us on the 27th celebration of the first Justice Douglas Hike. "Hooper" will enjoy hearing from you all. His address:

George "Hooper" Wolfe
Clearview Nursing Home
Rt. 3, Box 144; Hagerstown, MD 21740

Welcome to Richard L. Stanton, the new Supt. of the C&O Canal National Historical Park. Dick is an old friend of the canal and negotiated much of the land acquisition for NPS after the park was created in 1971. He returns to the canal after serving as Director of the NPS Mid-Atlantic and North Atlantic Regions. Dick assumes the responsibilities held for 8 1/2 years by Supt. Bill Failor. Dick will entertain us at the Hike Banquet with his beautifully illustrated program narrating (with words from the Journal of Henry David Thoreau) a trip down the Concord and Merrimack Rivers. In 1980 Dick, with his canoe and camera, retraced Thoreau's 110 mile route taken with his brother in 1839. He photographed much of what he saw and will share his adventure the evening of April 25th.

Mike Brown is another NPS newcomer to the C&O Canal Park staff. The new District Ranger of the Palisades District (Edward's Ferry to Tide Lock), Mike comes to the canal from the Gulf Islands National Seashore where he supervised the Off-shore Barrier Islands off the coast of Mississippi. No newcomer to this area, he joined the NPS in 1971 in Washington, DC. Welcome!

This is the last "Along the Towpath" of my term as President of the Association. I would like to thank all of the Officers and Board Members who met and served the Association during 1980-81.

In addition, there are always a few jobs that require a lion's share of the work and that deserve special thanks.

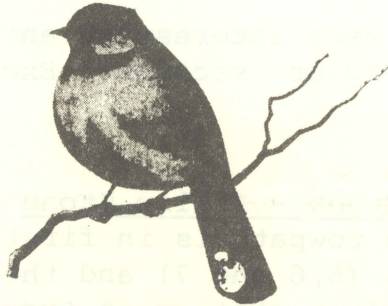
Lyman Stucker, our Level Walker Chairman has carried out a most active program. The Level Walkers have long been a dedicated core group of C&O Canal Asso. members. I particularly thank Lyman for developing a system of hike planning and leadership that actively involves a lot of new members and older members who have not had an opportunity to organize Asso. activities.

Bob Greenspun, Editor of "Along the Towpath" has done an outstanding job. As you know, we as an organization do not meet formally very often. The newsletter is our only real communication with all members. Bob has written, illustrated, printed and mailed almost single-handed all of the 1980-81 editions, for which I am very grateful. In addition, he designed and tabulated a questionnaire soliciting information about our membership. As a result, we have a clear picture of your interests and will try to meet those interests in future programs.

Emmie Woodward as Treasurer has instituted a new system of dues collection that puts us on an annual paying basis. Membership dues bills sent in Jan. 1981 received excellent response. John Woodward also volunteered much of his time to computerize our entire membership and mailing lists. The 1981 Treasurer's Report will reflect outstanding cooperation with the new system.

And last, Emmie Woodward and John Chandler, as Co-Chairpersons have undertaken the extensive effort required to direct our Annual Douglas Reunion Hike. The publicity will be extensive and I expect the festivities will be enjoyed by the usual 300 to 400 people. (The Annual Hike always expands our membership roll.) This year is the first time in many years that I have not actively worked on hike preparation. I will walk the whole way knowing that Emmie, John and their helpers will manage the Hike and Banquet with cool efficiency. You and I will never be aware of the many crises met and solved during the last few frantic days. THERE WILL BE NO RAIN. I look forward to seeing you all on the 24th and 25th of April. Thank you all for the opportunity to serve the Association.

Barbara Yeaman



LEARN MORE ABOUT THE CANAL:

C&O Canal Association member Dr. Dave Gardner, Professor of Geology at Montgomery College, offers an interesting course about the Canal. Sponsored by Montgomery College Dept. of Community Services, classes meet at 7:30 until 9:30 Tuesday evenings April 21, 28 and May 5, 12. Field trips are held on Saturdays May 9 and 16. You must provide your own transportation on field trips.

Tuition for the entire course is \$40.00. Call Montgomery College Dept. of Community Services for more information. (301)279-5188.

Smithsonian Associates sponsors 2 bus tours about the Canal. Saturday May 23rd trip will be repeated Sun. May 24th. Trip will begin at Georgetown; stop at Rileys Lock at Seneca; lunch at Comus Inn near Sugarloaf Mtn; stop at Sandy Hook Lock 33; end at Antietam Creek. Fee is about \$30 and includes lunch and transportation. Call the Smithsonian Associates for more information. (202)357-3030. Trip leaders are Dr. Dave Gardner and Ms. Lee Strubel.

LEVEL WALKER NOTES

The Level Walkers meeting and walk on January 10 was well attended and now, of course, we are looking forward to the MARCH 28 walk. Meet at Whites Ferry at 10:00 a.m. - lunch at Monacacy Aqueduct - ride or walk back to Whites Ferry. Ernie Rhodes and Anson Courter will be the interpreters. See you there!

The early Summer walk will be coordinated by Harold Larsen. Meet at Point of Rocks R.R. Station Saturday, June 6, 10:00 a.m. We will walk to Catoctin Aqueduct and return. After lunch we'll walk to Nolands Ferry. Some of the points of interest to be observed are: Point of Rocks R.R. Station, R.R. tunnels, Community of Lander, Bailey Bridge at Catoctin, Kanawha Spring, Calico Rocks, Nolands Ferry, etc. Call Harold, 703-356-1809, for further details. Everybody is welcome on these walks.

We continue to receive mail from "Butch" Henley who is on the Hike-a-Nation walk. Additional information is elsewhere in this issue.

We welcome the following new Level Walkers: Jean Anderson, Charles and George Bookman, Ralph Donnelly, William "Bill" Failor, Christine Kinneary and Kay Seward. Section assignments and changes will be in the next newsletter.

Your Level Walker reports are very interesting and informative. Please continue to report conditions on "your" section. Excerpts from many of the reports follow:

Level 3 - Lock 5 to Cabin John Creek - Philip Stone - 11/2/80

I am happy to report that the towpath is in first class condition throughout my section. The three locks (5, 6 and 7) and the two lockhouses (6 and 7) are in good shape, as is the comfort station at Brockmont. The bridges over the canal and feeder at Brookmont and over the canal at Cabin John are also O.K. The old high-level bridge at Sycamore Island is structurally weakened and now closed for repairs. A temporary low-level bridge with a connecting trail up the hill has been constructed by members of the Sycamore Island Club.

Level 8 - Swain's Lock to Pennyfield Lock - Joan Paull - 10/5/80

The canal was full and calm. The vegetation was a little high in a few places along the bank next to the towpath. Trees and vines are in good shape. The place where I shall be keeping an eye is about 18.1. Between the river and the towpath a sink hole exists. It appears to be holding its own, but I shall watch it. The mule drink just up canal from Swain's has been filled in with dirt all year and is holding. It was nice to see the rocks there, but hard to hike or bike when the canal had overflow. The rip-rap and grass at 18 are holding well.

Level 8 - Swain's Lock to Pennyfield Lock - Al Stanley - 1/10/81

(Excerpts from his annual report) Good things for the year - Attitude of people on the towpath/blueday last Spring when the blue phlox was out in its glory/towpath surface big surprise/cleanliness of Swains H-B/Park people and attitude/and last but not least the help and cooperation of my co-level walker, Joan Paul, and the rest of the members that make up this amazing organization called the Chesapeake and Ohio Canal Association.

Level 12 - Sycamore Landing to Edwards Ferry - Charles Otstot - 11/11/80

The old store at Edward's Ferry keeps collapsing more and more. The Youth Conservation Corps interpretive trail signs have all been vandalized; only the 'Culvert 6' sign still stands. The Park Service 'no camping' sign is lying on the bottom of Lock 25.

Culvert conditions: there are three culverts in the section: at Mile 28.5, Mile 29.4, and Mile 28.9; all are in excellent condition except for the berm-side rockwork of the one at Mile 28.5. This culvert is also used as a pipe-way for irrigation of the turf farm, and the pump for that operation sits at the culvert entrance. The farm folks have placed railway ties to hold up stones that are starting to fall away.

Level 16 - Lock 26 to Monocacy Aqueduct - Anson Courter - 10/31/80

The dumpster at the Aqueduct picnic grounds had been emptied and is partly refilled. The picnic area was almost clean of litter. I spent about an hour and fifteen minutes picking up cans, bottles, broken glass and paper trash in the Aqueduct prism. Not much of it looked like fisherman's leavings. I walked down to Lock 26 and back in about an hour and fifteen minutes, picking up maybe a dozen pieces of trash both ways. The dirt in Lock 26, stored for future use on the towpath, has grassed over almost into turf, and makes a good access point to the old silver maple and the Lockhouse ruins.

Level 19 - Point of Rocks to Catoctin Aqueduct - Marie Grenan - 11/11/80

The trail looked good. Even though it was a clear day and a holiday, I saw no one on the trail, which was surprising. The only thing which marred my visit was the trash and many beer cans at the site of the collapsed aqueduct. This must be a good hangout for beer parties. The wooden bridge, which has taken the place of the old pivot bridge really looks out of place. I guess I had hoped the restoration would be more authentic.

12/4/80

Level 22 - Weverton to Harpers Ferry Lock 33 - Gertrude Mahn and Betty Bushell

The towpath is in very good condition, well maintained and free of trash. There is, however, the usual eyesore of trash accumulation on the berm side at Sandy Hook. One wall of the Salty Dog tavern has the ever-present painted initials. Pileated woodpeckers, carolina wrens, sparrows, chickadees, cardinals, crows, starlings, grackles, nuthatch, downy woodpeckers, kingfishers were observed.

Levels 30 and 31 - Snyders Landing to Marsh Run Culvert - Harold Cramer, Sr.,
Harold Cramer, Jr., William Cramer - 9/20/80

The weather and trail conditions made for a perfect hike. The entire towpath is in excellent condition. Lock 40 is still in decent shape. We paused and had a nice chat with the ranger (wished I had noted his name on my pad. We often meet one or more rangers along the towpath and have always had only the best to say for them. Horseshoe Bend H-B camp was being used by several groups of about 15 persons.

Level 34 - Charles Mill to Formans Ferry - Victor Conrad - 10/24/80

I patrolled Level 34 October 24 past, walking on a carpet of colorful autumn leaves. This was my sixth patrol of 1980. Each time I have debrushed the towpath and removed the small amount of man-generated litter usually found. Most patrols were made shortly after a period of high winds, and much fallen brush was removed. As of Oct. 25, Level 34 was in good condition for hikers and bikers, with the notable exception which follows:

I was pleased to note Oct. 24 that restoration of the towpath immediately upstream from the old mill has progressed to a point where almost one half of that extremely hazardous section of the towpath has been restored.

Levels 35 and 36 - Formans Ferry to Falling Waters - H. A. Thornhill - 9/18/80

The condition of the towpath is excellent. However, there are a number of large rotted trees next to the towpath that may be susceptible to falling in a heavy storm. It may be advisable to remove these trees for safety reasons.

Opequon Junction Hiker-Biker Overnighter Camp was in excellent condition. The area was exceedingly clean and the toilet was spotless with two rolls of paper. Too bad the firewood dumped in Lock 43 was not available at the camp.

Level 37 - Falling Waters to Williamsport - Ellen Holway - 8/17/80 & 8/25/80

On Sunday, August 17, 10:45 a.m. to 1:30 p.m., Helen Johnston and Ellen Holway walked from Falling Waters to the cleared place just west of the Funkstown Game Club where the view of the fish weir is especially good. The purpose of the trek was to photograph the fish weir which is effectively done only when the river is low. On August 25, Betty Bushell and Ellen Holway saw that the Canal has been cleaned up quite a bit and mowed to within an inch of its life all around the lockhouse area. Water still is murky, though it now is covered with duckweed instead of scum. Not much litter in evidence. Lock gate partially deteriorated but still attached to the side of the lock by its hinges on lower side. Considerable work has been done between Lock 44 and Conococheague Aqueduct to remove brush from the berm and fill the ban so it slopes gracefully to the canal from the towpath side. It is grassed over. There appears to be a filled-in vehicle access crossing the canal up towards the bridge but we didn't walk up there so cannot be sure. Further examination needs to be made before a complete report can be written as to this short area of the canal.

Level 38 - Williamsport to Pinesburg Station - Melvin Kaplan - 12/21/80

No change in condition of towpath, canal bed, aqueduct, lock or culverts on my level. However, some trees in the canal bed have been cut down and the usual litter, mostly beer cans, are in the canal bed, on the towpath and on both banks of the canal. At Jordon Junction, the handle of the pump has been removed as well as the sani-pot. This means that water and toilet facilities will not be available until spring. During the winter months water can be obtained at the Hagerstown Water Filtration Plant, Kaplan's Grocery and in the basement of the Williamsport Town Hall. Rest room facilities are available at the filtration plant and at the Town Hall.

Level 40 - Old RR Station to Dam 5 - Bud Morgan - 9/7/80

The towpath is in good condition, clear of debris and very dry although the area had a thunderstorm the day before. There are a few fallen trees immediately adjacent to the towpath but not interfering with its use. The three NPS trash cans at the Dam 5 parking lot and the can on the towpath at about 106.1 had been emptied recently and contained plastic liners. There was no litter in the parking lot or around the cans. The ladies toilet at Dam 5 was very clean and equipped with paper. It does need some physical repair in the form of a new latch, spring for the door and a new vent.

Level 42 - Lock 47 to McCoys Ferry - A. K. McGraw - Apr., Aug., Oct., 1980

This section of towpath in fine shape. No damage noted. The mule barn received a fresh coat of paint over the summer. Lock 50 continues to lean; masonry in bad condition.

Level 44 - Fort Frederick to Ernestville - Jane and Harold Larsen - 1/11/81

A frigid day: 17°, with wind howling to at least a minus 5°. We've never seen our level under these circumstances: snow-covered towpath, and Big Pool iced over for its complete length and breadth. Not surprisingly, we did not see another human being during the entire walk. The only sounds were a dog barking at a farm at Ernstville, one or two birdcalls, and the moaning of trees rubbing against each other in the wind. The path was in good shape, as usual, with little brush or trash to remove. Maybe we missed some hidden in the snow. Anyhow, we found only 8 drink containers and no large branches.

Level 49 - Roundtop Hill to Lock 53 - Ralph French - 7/7/80

The towpath continued in excellent condition, a few sharp rocks being the only problem, and that only to bikers. The Historic Culvert #188 had been improved since the previous visit in September 1979. For the first time in several years there was no sign of any washouts. Many animals were seen: 6 ground hogs; carp; turtles; butterflies but few pests such as mosquitoes and gnats. Birds included: 1 piliated woodpecker, 2 red-bellied woodpeckers, 2 flickers, crows, 3 cardinals, 1 dove, 2 wood thrush, 3 robins. Wild flowers: Dog fennel, Queen Anne's Lace, Honeysuckle, Virginia Creeper, Samson's Snakeroot, Columbine, Cornflower, Phlox.

Level 59 - Paw Paw to Culvert Opposite Little Cacapon - John Chandler - 9/12/80

Arrived at the entrance to the Level (Md. Route 51) just as NPS crew was leaving for the day. A large bulldozer and two heavy trucks were leaving the towpath, and a third truck, loaded with fill material, never made it onto the towpath because it got mired by the road. NPS was filling in muddy spots between Paw Paw and Town Creek, using a material that looked like quarry slag mixed with subsoil. The repair patches contrast sharply with the dark loam in the original surfacing, and cyclists are sure to sit up and take notice when their thin-rimmed bike wheels strike the rocky sections. I never walk the section without turning into the small canal laborers' cemetery at mile 157.4, well maintained by NPS. It contains the simple stones that tell of the tragedy that befell the Jenna family over a century ago. Most of the other markers are random field stones containing no inscriptions or stone masons' fashioning.

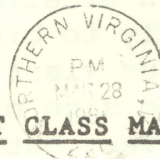
WHERE & WHEN

- April 24, 1981 - General membership meeting, 8 PM, Ft. Frederick State Park museum. Officers will be elected.
- April 25, 1981 - 27th annual reunion hike - "The Justice Douglas" hike - Fort Frederick to Williamsport, 10 AM.
- May 9-13, 1981 - Hike-a-nation hikers walk the towpath from Harpers Ferry to Georgetown. Day hikers invited to accompany core group.
- May 23, 1981
repeated
May 24, 1981 - Smithsonian-sponsored bus tour with stops at Georgetown, Rileys Lock, Lock 33 at Sandy Hook and Antietam.
- June 6, 1981 - Level Walkers hike, 10 AM, Point of Rocks railroad station (mile 48). Morning hike to Catoctin Creek (mile 51), afternoon hike to Noland's Ferry (mile 44.5). All Association members and prospective level walkers are welcome.

(More detailed information on these events appears inside.)

C&O Canal Association
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FIRST CLASS MAIL



- o 27th Annual Reunion Hike Information
- o A message from the new Superintendent
- o Advisory Commission Notes
- o News on Hike-a-Nation
- o Treasurer's Report
- o Correspondence
- o President's Column
- o Level Walker Reports and Notes
- o Other items of interest