

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 XVI

JULY 1984

NUMBER 3

THE EFFECTS OF THE PROPOSED WHITEHURST FREEWAY MODIFICATIONS ON THE C&O CANAL

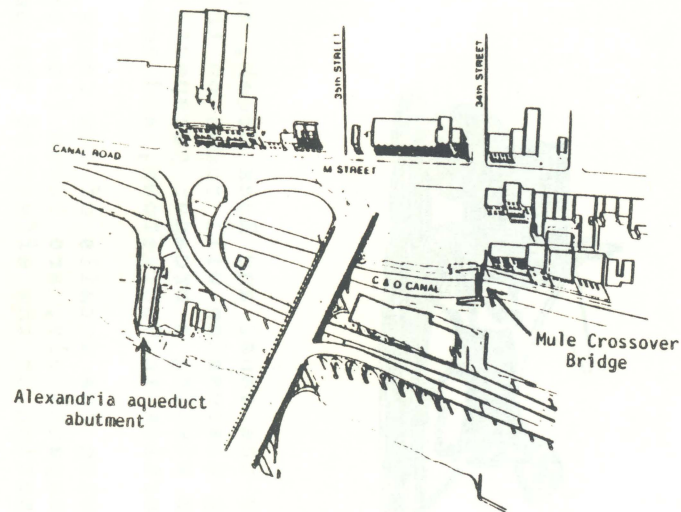
The District of Columbia government has determined that the Whitehurst Freeway, the elevated structure carrying US Route 29 between Key Bridge and Rock Creek, "is in deteriorated condition and requires major rehabilitation or replacement." After a long study, in which various alternative proposals were considered and rejected, the District published, in March 1984, its Whitehurst Freeway Corridor System Modification Study Draft Environmental Impact and 4(f) Evaluation (the DEIS), elaborating on the four alternatives for refurbishing or replacing the freeway that it had not discarded. All alternatives considered were required to accommodate present traffic loads and a "potential waterfront park," minimize additional traffic, and reduce and control traffic in adjacent residential neighborhoods. A team of consultants "generated concepts and alternatives," DC and federal agency representatives reviewed the concepts for "technical feasibility and appropriateness," and a committee of neighborhood representatives "evaluated the concepts and ideas for community acceptability." Hundreds of possible combinations for the freeway and its connections were eventually reduced to the four presented in the DEIS.

Whether elevated or street-level, the freeway will remain in its present location, but each of the four alternatives provides for somewhat different arrangements of the connecting ramps and other structures at the western end (Key Bridge) and the eastern end (Rock Creek between Lock 1 and Tidelock). Most of the effect on the canal park in the proposals would result from the construction of new ramps under and over the canal and Rock Creek, and the demolition of existing ramps. The following discussion will focus on the various proposed changes in the ramps; readers wishing a broader perspective encompassing other parkland and historic properties in Georgetown, and non-park considerations, are referred to the DEIS.

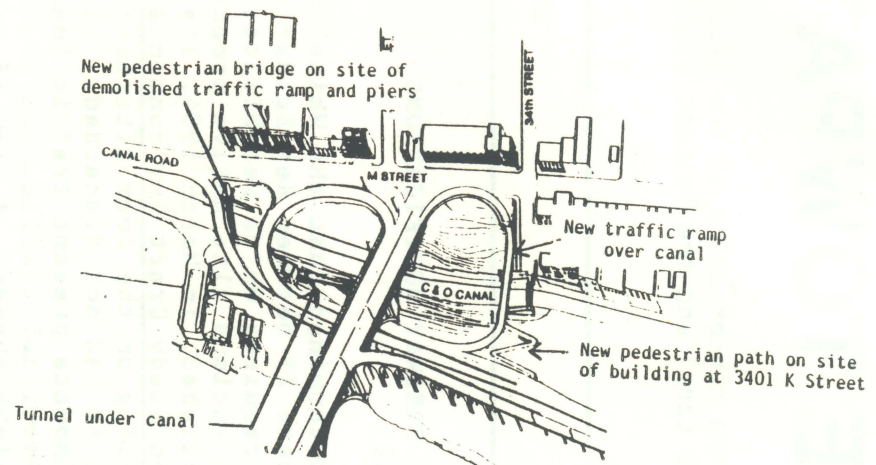
Figure 4-3 and part of Figure 4-4, showing the details of the ramps in the vicinity of Key Bridge and of Rock Creek, respectively, are taken from the DEIS, with annotation added to facilitate visualization of the effect of the proposals on the canal.

The No-Build alternative "essentially" leaves the freeway as it is now. This alternative proposes to make "improvements needed to keep the facility

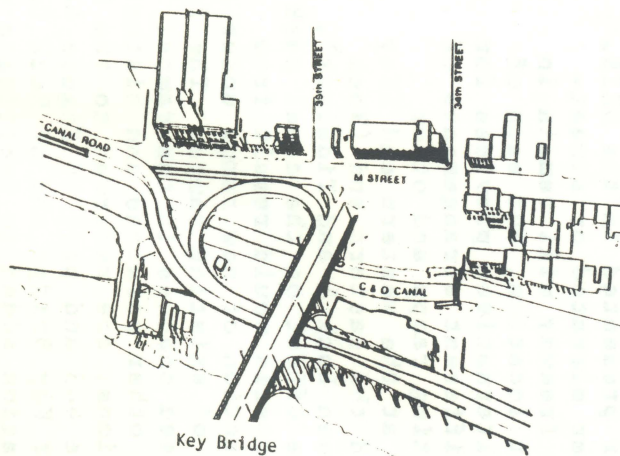




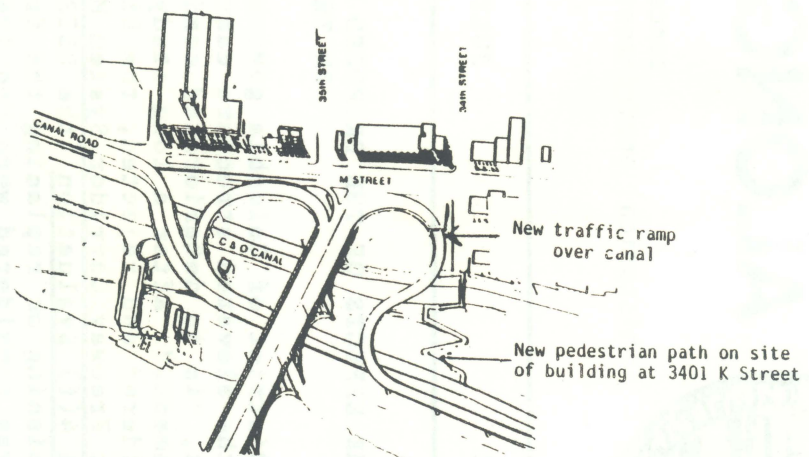
No-Build Alternative



Rehabilitated Elevated Freeway Alternative



New Elevated Freeway Alternative



At-Grade Arterial Alternative

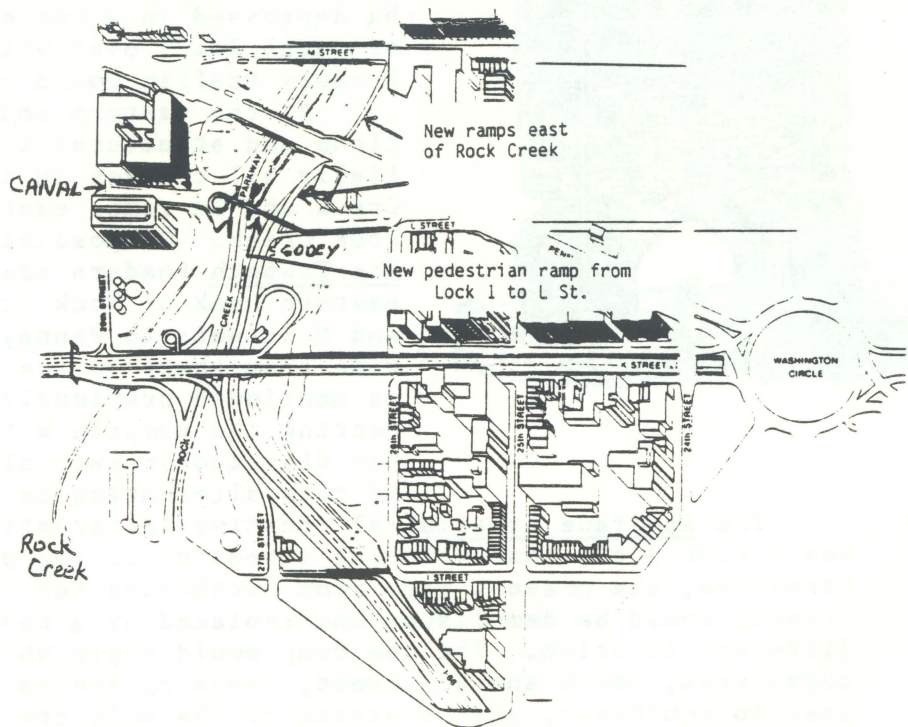
WHITEHURST FREEWAY CORRIDOR STUDY EIS
**DETAILED PERSPECTIVES OF
 CONNECTIONS NEAR KEY BRIDGE**

operational and safe through 2006;" these improvements consist of repaving and cleaning, and repairing and repainting of exposed metalwork. The cost of this alternative is expected to be between \$5 million (for an overlay deck) and \$31 million (for complete redecking).

The Rehabilitated Elevated Freeway alternative (Alternative A) provides for rehabilitation of the elevated structure with modifications to the connections with Key Bridge and Canal Road. A new ramp from northbound Key Bridge to westbound Whitehurst Freeway, starting where Key Bridge meets M Street, curving east along M Street, south along 34th Street, over the canal just upstream of the mule crossover bridge, and west between the canal and the river, would merge with the Canal Road-bound lanes of the freeway just to the east of Key Bridge. This combined westbound traffic would then pass under both the canal and Canal Road in a new, two-lane tunnel extending west-northwestward from about Key Bridge to a point on the north side of Canal Road opposite the Washington Canoe Club (3631-3633 M St.). After leaving the tunnel, traffic would merge from the right onto westbound Canal Road. The existing ramp over the canal that permits right turns onto M St. from the freeway would be removed, as would be the piers in the canal prism now supporting this ramp. A new pedestrian bridge would be constructed over the canal in the vicinity of the demolished ramp to provide towpath access to pedestrians from Canal Road, replacing the stairs contained in the demolished ramp. A new pedestrian path would be provided between the towpath at the mule crossover bridge and K Street, made possible by the demolition (or reduction) of the property at 3401 K Street (containing the historical Ice House), required for the construction of the new ramp.

FIGURE 4-4 (PART)

This quadrant from Fig. 4-4 is for the At-Grade Arterial alternative. The new traffic ramps would also be present in the New Elevated Freeway alternative but not in the two other alternatives. The pedestrian ramp is present in all but the No-Build alternative.



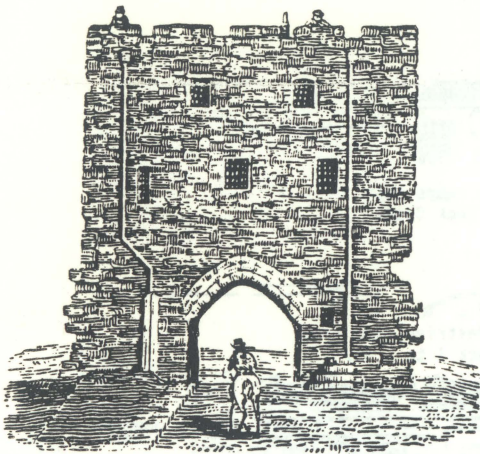
WHITEHURST FREEWAY CORRIDOR STUDY EIS
**DETAILED PERSPECTIVES OF
 CONNECTIONS NEAR ROCK CREEK PARK**

The new ramp would require .05 acres of aerial easement, and the ramp to be demolished would return .08 acres. "There would be a net return of .03 acres...and the ramp would be narrower and would cast less shadow /than the demolished one/..." although it would obscure the view of Key Bridge from persons on the mule crossover bridge. "If the mules /towing the barges/ were disturbed /by the new ramp/, which is not likely, it is possible /to move the/ mule crossing to the new pedestrian bridge west of Key Bridge. Old photos indicate a pedestrian crossing in this area prior to 1949."

The eastern portal of the tunnel "would be located approximately forty feet from, and at a level lower than, the towpath on the south side of the canal just west of Key Bridge." The tunnel would not be visible to park users and would place underground the traffic which currently passes overhead, perhaps reducing noise in the park during peak travel hours. Flow of water in the canal would be maintained during construction. After construction the canal could be relined and the retaining wall would be rebuilt.

On the eastern end, the defunct Potomac River freeway stub and unconnected ramps near Rock Creek would be removed, and the ramps from eastbound Whitehurst Freeway to southbound I-66 would be shortened. All existing connections would be maintained.

In each of the three "build" alternatives, there is to be a new pedestrian bridge constructed over Rock Creek and the Rock Creek Parkway between the towpath at Lock 1 and L Street west of 26th Street, passing just to the north of the Godey lime kilns. The estimated cost of the Rehabilitated Elevated Freeway alternative is \$99.4 million.



The New Elevated Freeway alternative (Alternative AA) proposes a new, elevated, four-lane freeway, approximately fifteen feet lower and sixteen feet wider than the present structure. From about 3633 M Street to Key Bridge, eastbound Canal Road would be depressed in a tunnel (along the present alignment of Canal Road) over which Canal Road-bound Whitehurst Freeway traffic would pass.

At the eastern end, most of the present connections and structures would be changed, with essentially all changes in the structure crossing Rock Creek and in ramps east of Rock Creek Parkway and Rock Creek. Of possible special interest to Along the Towpath readers are proposed new ramps along the eastern bank of Rock Creek, one lane wide from 26th and M Streets to Pennsylvania Avenue, and two lanes wide from there to the Godey lime kilns (at L St.). As mentioned previously, the pedestrian bridge connecting the towpath with L Street is included in the New Elevated Freeway alternative. The estimated cost of this alternative is \$114 million.

The At-Grade Arterial alternative (Alternative F) proposes that the freeway become a six-lane arterial street replacing present K Street. In this alternative, the present ramp from northbound Key Bridge to eastbound Whitehurst Freeway would be demolished and replaced by a new, S-shaped ramp in a slightly different location. The new ramp would begin where Key Bridge meets M Street, curve east, south and southwest, crossing the canal on a new bridge from northeast to southwest, just upstream of the mule crossover bridge, curve south and then east again over the freeway, descending, and merging from the right with eastbound freeway traffic. The S shape forshortens the view of the ramp from the river; "it has aesthetic advantages" when viewed from the south. When viewed from the other directions, however, the S ramp would be more prominent and intrusive than the existing ramp, and it "does not add to traffic benefits." The DEIS leaves one with the impression that the At-Grade Arterial alternative could be constructed without the S ramp (using the present ramp from Key Bridge to eastbound Whitehurst Freeway) but it does not suggest that possibility.

Construction of the S-shaped ramp would require, as would construction of the more circular ramp in the Rehabilitated Elevated Freeway alternative, the demolishing or reducing of the building at 3401 K Street, a structure which now shields the towpath user from both the sights and sounds of the freeway. If one of the two alternatives requiring the reduction of this structure is chosen, shielding "could be replicated through the use of a sensitively designed noise and /optical/ barrier that could potentially blend in better with the environment of the towpath than the existing concrete block structure." The At-Grade Arterial alternative also provides for the path from the towpath at the mule crossover bridge to K Street, although, unlike in the Rehabilitated Elevated Freeway alternative, there is no alternative bridge for the mules to cross on, should they be "disturbed" by having to use the bridge next to the new highway ramp.

As with the other "build" alternatives, the At-Grade Arterial alternative includes the pedestrian bridge connecting the towpath with L Street. The estimated cost of this alternative is \$96.6 million.

Comments on the DEIS were required by May 31, 1984 at the DC Department of Transportation or the Federal Highway Administration. Readers interested in perusing a copy of the DEIS may still find one at the West End, Georgetown, Palisades and ML King branches of the DC public library.



Preliminary Announcement

1984 CANAL HERITAGE WALK

The Association's next Canal Heritage Walk will take place on October 27, 1984, along the towpath from Fort Frederick (mile 112.4) to Lock 51 (mile 122.6), covering a distance of slightly more than ten miles. The Heritage Walks are interpretive hikes, and the hike committee hopes to provide experts at Fort Frederick (perhaps including the Colonial Militia), Licking Creek aqueduct (to discourse on the stabilization project there), and at a site rich in Civil War history (probably Millstone Point).

After the hike, as is the Association's gregarious wont, there will be a social hour and a catered dinner, probably in Williamsport. Final details and a reservation form, should it be needed, will appear in the next issue of Along the Towpath.

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

Editor is Robert Greenspun, 413 W. Windsor Ave., Alexandria, VA 22302, to whom correspondence and contributions should be addressed. The editor welcomes communication with the readership. Requests for publication of advertising should be sent to the Board of Directors at the Association address.

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 Information Officer: Karen Gray, 825 New Hampshire Ave NW, Washington, DC 20037

Association Dues: One year \$8, patron \$15.
 Membership includes subscription to Along the Towpath.

VOLUNTEER PROGRAM UPDATE

from Joan Paull

On March 3 and June 2 twelve volunteers located and hauled wood, brush and leaves to camouflage unwanted trails from the towpath to the river near Great Falls Tavern (mile 14.3). Plan to join the Association-sponsored worktrip on September 22, 1984, at the Tavern, to continue this work. Come at any time between 9AM and noon. Bring gloves. Call Joan Paull at 301-384-8584 for additional information.

On March 17, eight volunteers loaded a park truck with old tires from a hillside by O'Brien's basin (near Antietam), removed brush, and cut and hauled small trees. At an Association-sponsored worktrip on July 28, 1984 we will return to cut down the remaining 2"-3" diameter trees. We will form carpools at the Montrose exit just off I-270 at 8:30 AM. Bring gloves and saws. Call leader Rita Hirrlinger at home (703-250-4393) or work (703-281-8301) for additional information.

On July 1, 15 and 29, August 12 and 26 and September 9, 1984, the Park Service needs volunteers interested in helping control the crowd at concerts along the towpath in Georgetown. Interested members should call Park Ranger Donna Donaldson at 202-472-6685.

On Sept. 11, 1984 volunteers will clean, catalog, describe and store historical documents at Park headquarters in Ferry Hill mansion (mile 72.8) at 10 AM. Call Joan Paull or Park curator Lee Struble (301-739-4200) for additional information.

On November 10 and December 1, 1984, volunteers will remove a fence at Lock 10 (mile 8.7), starting at 9 AM. Volunteers may keep the fence parts removed. Call Joan Paull for further information.

Kudos to all Association volunteers for their service to the Park.

NOTES FROM THE MINUTES OF THE ASSOCIATION'S BOARD MEETING
OF MAY 20, 1984

The Association's 1984 Douglas Hike income exceeded expenditures by \$400. Chartered buses did not pay for themselves, but the frequent cash bars and catered dinners did.

The Board passed a motion "that all members participating in Memorial Hikes be asked to submit written comments and suggestions." Please send your remarks to the Board of Directors at the Association address.

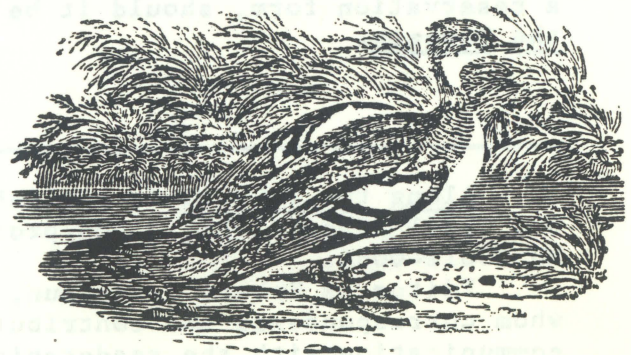
The Board approved a motion to present an award to "all Association members who participated in any of the three whole-canals hikes, with an additional award to the through hikers."

The Association membership brochure is still under revision. Anyone with suggestions for the design of a new brochure intended to attract new members should write to Brochure Committee chairman Al Stanley, 9935 Cottrell Terrace, Silver Spring, MD 20903.

The Board passed motions establishing a "stewardship committee, to supplement the work of the Level Walkers and to be alert to continuing needs of the canal and the work of the Park Service," and a clothing committee, to "investigate" the possibility of procuring "sweatshirts, polo shirts or jackets" with an Association design printed on them.

The president will send a list of all members to each of them.

The Board decided to turn down a request for advertising in the newsletter.



The Lough Diver

Correspondence

SUPPORT FOR THE ARGUMENT THAT THE WESTERN
MARYLAND RAILROAD BRIDGES OUGHT TO BE PRESERVED

To the Editor:

Thank you for yours of the 4th requesting comment on my earlier remarks concerning the historical worth of the Western Maryland Railway bridges over the Potomac near Paw Paw.

My belief was and is that the bridges are of themselves not of any particular historical merit. They are, in fact, absolutely conventional plate girders and deck trusses of the period, built and surviving by the thousands. It is as a grouping that I feel they are important. They represent in a tangible and direct manner, easily comprehended, the solution selected by the railroad's engineers to the problem of conducting the alignment through that particular topography. The problem was one of keeping the railroad within the river valley to avoid the grades and excavation that would prevail away from the valley, but at the same time of avoiding the curves and added distance that would have resulted from following precisely the course of the river in its considerable meandering.

The solution was to strike a tangent across the meanders, necessitating the bridges. While the initial cost of these was great, the reduction of grades, curves and mileage more than overbalanced that in the long run on the basis of operational savings.

This engineering methodology is all the more evident, and I think interesting, when viewed against and in contrast with the equivalent solution to the same problem adopted by the engineers of the canal, who had little choice but to follow the river, except at the Paw Paw tunnel. Even the tunnel is in interesting contrast to the railroad's solution in that there a meander was bypassed by piercing a spur rather than twice bridging the river.

All of this is fully evident right there in the landscape, and all of it could easily be interpreted for visitors by Park Service labeling. Absent the bridges, the entire point would be lost.

I might add, just in case some of the opponents to the bridges are tempted to feel that they are an unwelcome, man-made intrusion in the pastoral Potomac valley, the canal is man-made, too, and is no less an engineering structure than the bridges.

Robert M. Vogel
Curator, Div. of Mechanical
and Civil Engineering
National Museum of American
History



Editorial

ON THE HISTORICAL VALUE OF THE WESTERN MARYLAND RAILROAD BRIDGES

Six railroad bridges crossing the Potomac River and the Canal between Cumberland and Hancock became part of the canal park when the Park Service acquired the abandoned Western Maryland railroad right-of-way several years ago. These bridges, as has been reported in these pages, are now used illegally by persons to cross the river, which seems to infuriate West Virginia landowners adjacent to the old right-of-way; some of these persons do damage to themselves while attempting to cross the bridges, which seems to upset the National Park Service.

So far, the NPS has not dismantled the bridges, apparently because it seems to think the bridges are features of historical interest, and since the canal park is a historical park—and one which furthermore celebrates transportation engineering before the railroad—removing the bridges perhaps suggests to our park stewards disregard for the historical preservation which they are pledged to uphold.

At the Advisory Commission meeting in December 1983, as the Park Service continued to search for a means of keeping the bridges more or less intact and the people off, the curator of the Division of Mechanical and Civil Engineering at the Smithsonian's American History museum, Robert Vogel, stated that the bridges "have historical merit and should be preserved." My curiosity piqued by this testimony of an expert, I wrote to the curator, asking him to elaborate on the support for this argument. His reply is published in this issue of Along the Towpath.

From this letter we learn that, in the writer's opinion, the bridges are "absolutely conventional, built and surviving by the thousands." What is historically meritorious, he goes on to say, is not the bridges, but the "direct, easily comprehended" evidence they together adduce of "the solution to the problem of conducting the alignment through that topography: a tangent across the meanders," especially as contrasted with the canal builders' solution. "Absent the bridges, the entire point would be lost."



There can be no disagreement that historical evidence should be preserved if it enables the park visitor to better grasp, to say nothing of visualize, the railroad's solution to the problem of extending its right-of-way along the river. It is another matter, however, to argue that this grouping of bridges is such evidence.

It is obvious to the towpath walker that the river curves, because he has it continually in view and can see it curve as he walks; in sharp contrast, each of the bridges appears suddenly in front of him, and, after negotiating so many bends in the river, it is impossible to be convinced merely by ^{the} presence of a bridge and the memory of others long past, that a railroad right-of-way struck a tangent across the river's bends. Every railroad bridge across the river, including those whose rights-of-way cross the Potomac valley instead of following it, appears to the towpath walker as a straight structure, more or less perpendicular to the river at its point of crossing.

Perhaps there are other expert opinions on the intrinsic worth of the abandoned bridges, but merely as reminders of the Western Maryland solution to extending its right-of-way, they seem to me of little use. The presence of the bridges will not increase a visitor's appreciation of the engineering achievement in the matter of the winding river over that which could be obtained from a good map and interpretive markers at the sites of the bridges.

Bob Greenspun

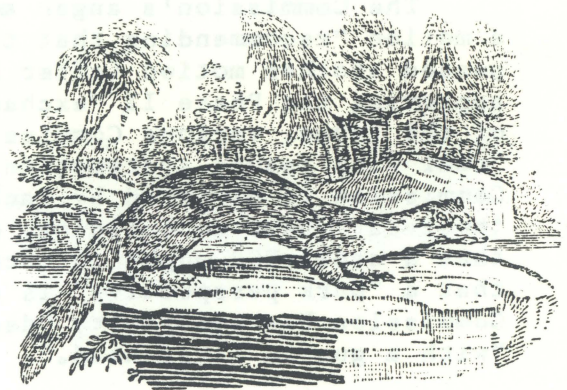
NOTES FROM THE MINUTES OF THE C&O CANAL NHP ADVISORY COMMISSION
MEETING OF MARCH 3, 1984

from Bob Greenspun

The Washington Harbour Project: The Developer, the Park Service, the Advisory Commission and the Canal

It seems that, in 1978, the Interior Department decided that it could not afford to pay for turning the entire Georgetown waterfront (Rock Creek to Foundry Branch) into a park, and came to an agreement with landowners allowing certain development there under an "exchange of interests" principle. The Washington Harbour Phase I project, now under construction in accordance with the agreement and not at issue, consists of improvements south of K Street between 30th and 31st Streets. The Washington Harbour Phase II project, proposed for the area to the east, between 30th Street and Rock Creek, was before the Commission apparently because someone had recognized that Rock Creek up to Lock 1 was part of the historical canal, and that the Tidelock is part of the canal park. It turns out that the National Capital Parks(NCP) was ready to consummate another "exchange of interests" with the developer of Phase II, and was moving ahead with all deliberate speed to that end, as an astonished Commission realized with anger and anxiety that the NCP would not wait for the Commission's rational and reasoned consideration.

The subversion of the planning process seemed to be a more important issue than the specific proposal involved, which was to allow the developer to build structures taller than twenty feet in Phase II in exchange for public use easements along Rock Creek and the Potomac River, and various amounts of landscaping and stabilization of the banks of the Creek. The Park Service presented to the Commission a proposal which could either be approved, disapproved or modified in its detail, but which could not be evaluated later against a thoughtful plan yet to be developed. The Park Service presented arguments which seemed to be intended to portray the slowness of the planning process, in this case, as a useless and ludicrous ponderousness, overwhelming entirely whatever virtues planning might have. When asked about adopting a Development Concept Plan(DCP), in the wonted way of the park, the C&O Canal Park stated that the procedure involves



The Pine-Weasel or Yellow-Breasted Martin

gathering facts, holding local public meetings, developing and testing alternatives, soliciting comment for 30 or 60 days, obtaining an NPS decision, securing 106 review, obtaining the Commission's approval, submitting the plan to the Advisory Council on Historic Preservation, and final printing. The entire process can take from six months to three years, depending on the scope of the issues and the amount of controversy. For the five DCPs already completed for the Park, the shortest time had been about a year and a half.

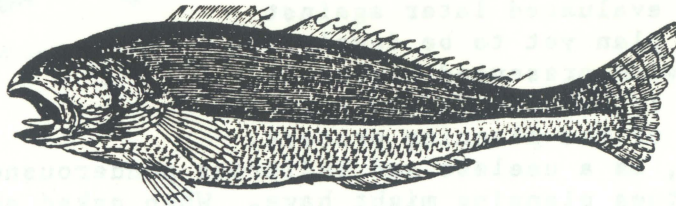
The NCP went on to say that "comprehensive design planning [in Georgetown is now] more appropriate [than development concept planning]: "Instead of taking a year and a half to decide that locks should be restored, it would be better to move directly to determining what the restored locks should look like." If this cavalier dismissal of the merits of planning was not sufficient to convince the Commission, perhaps the minatory remarks of the developer's contractor would have been, as he disparaged its advisory role: I "would like

comment on design details; if the Commission wanted a plan before making input, it would be voting itself out of the process."

At this point, one might be prompted to ask why the National Capital Parks seemed to be in such a hurry to proceed, and why the developer seemed so sure of himself? We learn from a Park Service statement that "NPS has no money for planning right now"—Can that be? There seems to be money for a future study of the waterfront—and is pressed for decisions on the Washington Harbour and the Whitehurst freeway." The developer's contractor further stated that "the developer has been under pressure to respond to the Park Service's specific design demands, with the understanding that a trade will be made.... Contracts in the private sector are often made quickly."

The contractor also stated, on the one hand, that "the project has been through a long process of discussions, negotiations and public meetings," while the Park Service said, on the other, that "the proposal was described in an environmental assessment released in late December 1983." The Park Service said both that it was "frustrated" by "the lack of comment on design details and alternatives," and that "public comment had been largely negative." Could the Park Service's frustration have arisen from the lack of public approbation for its proposed "exchange of interests?" One explanation for this situation which seems to place the Park Service and the developer in an alliance against the public is that political pressures are at work on the NPS. If this is incorrect, perhaps another explanation will surface sooner or later.

The Commission's anger and anxiety were apparent. It unanimously passed a motion "recommending that the NPS start on a Development Concept Plan." It passed another motion (after an unusual "executive"—closed—session) disapproving the Phase II "exchange of interests" proposal. During discussions of the issue, various Commission members remarked that Development Concept Plans "deal with issues systematically, instead of in a shotgun manner," that "the Commission is hampered by lack of a plan," that the Commission ought to be involved "where no buildings or streets separate the canal from the river," that a canal DCP ought to incorporate a waterfront plan and not vice versa, that a "park perspective" is needed to offset developers' greed, and that the Commission has difficulty "dealing with a major project on short notice" or "with a gun to its head."



The Whitehurst Freeway Project

The Commission discussed the Whitehurst Freeway rehabilitation alternatives (see article in this issue of Along the Towpath) and passed a motion "preferring" the New Elevated Freeway alternative, and expressing its "concern" with removing all ramp piers from the canal, minimizing disruption of barge trips, water flow and pedestrian and bicycle access during construction, disguising highway structures, and "improving" the Alexandria aqueduct. The Commission was further "most concerned" that there be no new tunnel under, or ramp over, the canal, regardless of whether or not an old ramp would be demolished. The Commission also passed a motion asking the Park Service "to do a circulation study of recreational travel by bikers...and pedestrians...in connection with the freeway and the Washington Harbour projects," in an area extending from Foggy Bottom to Foundry Branch, and from the canal to the river.

Cabin John (Beltway) Bridge Redecking Project

The Maryland Department of Transportation will spend 18 to 24 months redecking the I-495 bridge over the canal and the Potomac River at Lock 13, and will also construct additional lanes for traffic between the existing lanes. The construction will injure the towpath, force pedestrian detours and involve

heavy construction equipment. The contractor, however, will not cross or bridge the canal, will keep debris out of the canal, will restore the normal towpath surface around Lock 13, will "rehabilitate" the lock and "repair drainage damage to the capstones," will install "river-washed stone" from the Parkway to the canal, and will maintain the flow of water in the canal during the project.

There will be no bicycle lanes on the refurbished bridge; Maryland "turned down NPS requests for bike and pedestrian lanes because of cost and the lack of a trail with which to connect on the Virginia side. There will not be stairs from the Beltway to the canal, although walkers may use the exit ramps."

New Potomac Edison Right-of-Way in Williamsport

The Commission passed a motion approving a new right-of-way across the canal for Potomac Edison coal trucks on their way to and from the Smith power plant in Williamsport. The Park Service supports the new route, which would remove the crossing from above Lock 44 to a point "further downstream" where "Potomac Edison is proposing to cross the canal on dirt fill instead of on a bridge." The new route is similar, but not identical, to the one endorsed in the Williamsport Development Concept Plan, and requires the Park Service to exchange about two acres of parkland near the power plant for about two acres of Potomac Edison property along the river side of the towpath.



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Clusius,
1601

Other Items

The Commission passed a motion to ask the US Army Corps of Engineers to help "in examining the erosion problem in the feeder canal [above Lock 5] and determining how the channel might be stabilized...."

The Park Service stated that \$580,000, \$300,000 of which is "already in hand," will be required to repair damage ("mainly to the towpath") resulting from the February 1984 flood. The NPS' regional office is expected to provide the remaining funds.

The Smithsonian Institution wants sandstone from the old Seneca quarries for new gates to be built near its castle building in Washington. The Commission's Resource Protection Committee is studying the request.

Silt from the cove at Fletcher's boat rental will be pumped into a catch basin near the lower parking lot where the water will be allowed to evaporate, and the sludge will then be taken "away." The Park Service thinks that riprap along the shore is causing siltation and hopes eventually to find a better solution than repeated desilting.

American Youth Hostels would like to use vacant park structures for hostels and a headquarters.

The "chicken coop" barriers proposed for the Western Maryland railroad bridges (see Along the Towpath, XVI, 2, p.9 (April 1984)) have been "rejected" by NPS safety experts.

Montgomery County has apparently lost interest in raising money to rebuild the bridges at Great Falls to Olmstead Island.

The new pedestrian bridge across the Potomac at Harpers Ferry has been approved by the Advisory Council on Historic Preservation. Congress has also appropriated \$1 million and funds to hire seven people to reconstruct the canal wall between Locks 33 and 34.

"The Heurich family is about to relinquish its agricultural retention rights to about ten acres along the road opposite Pennyfield lock." Sewer lines from the River's Edge subdivision to the Dulles interceptor will cross the canal nearby

MAY 25, 1984 REPORT ON THE CONDITION OF THE TOWPATH AS
REPAIRS CONTINUE AFTER THE FEBRUARY 1984 FLOOD

from the National Park Service

Cumberland to MP 154.9: Towpath intermittently good and less than satisfactory when wet.

MP 136 to MP 127.3: Top surface damaged.

MP 122 to 120: Top surface damaged.

MP 106.9: Has been repaired but needs top surface; work in progress.

MP 106.8: Has been repaired but needs top surface; work in progress.

MP 106.7: Needs repaired; work in progress.

MP 106.7 to 106: Muddy and surface missing in areas; work in progress.

MP 106 to Williamsport (MP 100): Rough surface, mud 4-5 inches when wet.

MP 93 to 88.9: Small washouts upstream of Lock 43; in process of removing mud from towpath.

MP 88.9 (Lock 41) to Dam No. 4 (MP 85.6): Extremely muddy when wet, rough surface, especially in McMahon's Mill area. Safe biking not possible; work in process.

MP 85.6 (Dam No. 4) to Snyder's Landing: Rough surface, blowouts, very bad when wet; work in progress.

MP 76.7 (Snyder's Landing) to MP 64: Reasonably good, small mud areas.

MP 64 to Weaverton (MP 58): Towpath from Dam No. 3 to Route 340 Bridge very rough, some washouts 2-3 feet deep; work in progress.

MP 58 (Weaverton to MP 55): Extremely muddy when wet, rutted.

MP 55 to Brunswick (MP 53.4): Deep ruts, potholes.

MP 51.5 to MP 48.9 (Lock 28): Extremely muddy when wet.

MP 48.9 to MP 48.2 (Pt. of Rocks): Siltation, muddy and rutted when wet.

MP 48.2 to MP 44.6 (Noland's Ferry): Rutted, very muddy and unstable when wet.

MP 44.6 to MP 42.2: Gets better when dry.

MP 42.2 to MP 23.3: Muddy and unstable when wet, deep potholes.

MP 23.3 (Seneca) to Great Falls (MP 14.6): Uncomfortable biking, rough; minor repairs made.

MP 14.6 to Lock 10: Gets better when dry.

Lock 10 to Lock 5: Scarified towpath, biking not recommended; limited repairs made.

Lock 5 to Georgetown: Satisfactory.

BIKING: The Park recommends visitors not plan bike trips on the towpath between Antietam Creek (MP 69.3) and Lock 5 (MP 5).

HIKING: The towpath is open from Cumberland to Washington and can be walked; HOWEVER, CAUTION IS ADVISED.

HIKER-BIKERS: Many Hiker-biker campgrounds between Dam 5 and Lock 5 are silted and when wet cannot be accommodated.

WATER: The Park is unable to get vehicles into hiker-biker areas at various points and cannot guarantee water due to inability to test on schedule. Carry reserve supplies.

If there are any questions, call or write: C&O Canal National Historical Park
P.O. Box 4, Sharpsburg, MD, 21782

President's Column

How time does fly! It seems like only last month I was wearing down clothing and already its summer! The Full-Distance hike is history, another phase of the Canal year is well underway, and we are thinking about October already.

I wish to thank, again, the several people who devoted many hours of volunteer effort to the third successful full-distance hike sponsored by the C&O Canal Association. I will not name many people, as nearly all of the hikers made up the committees that made it a success, but I would like to single out a few without whom the hike would not have come about.

John Chandler, as I noted at the final banquet, told me in February 1983 that he was stepping down from the Presidency to devote more time to his family. I believe John devoted even less time to his family for the rest of 1983 and first part of 1984 while managing the financial affairs of the hike. His lists of hikers, a four page spreadsheet to show who had paid for what, and his general willingness to provide any information on a moment's notice were indispensable. Without John the vagaries of the hikers (one week, some meals, here today gone tomorrow) would have been impossible to accomodate.

Midge Heimer, whom all the hikers know as the supplier of all good things, not only spent considerable time planning her aspect of the hike, but devoted two weeks to running errands and people during hike. She did all of the grocery (and other) shopping, dropped in during the day to check on the hikers, and was always in camp when needed. On top of all that, she accepted only gasoline money for her van - not a penny for mileage! Because of her generosity and the similar generosity of Ken Rollins, who provided two vehicles, the hike budget came out in the black.

Bob Greenspun developed daily hike lists showing all of the historical culverts and one non-historical culvert, among other interesting aspects of the hike and arranged for several speakers during the trip. Arthur Korff and Anne Murphy arranged publicity, though they were sometimes thwarted by the vagaries of the media, and the banquet speakers and music. Mimi Eller, Bonnie Troxell, Sue Ann Sullivan, and Carl Linden and their committees planned and arranged for the meals en route. Bonnie Troxell and Dale Jackson coordinated the busses used by the group and the public. Lyman Stucker and committee handled the day hiker logistics. Rita Hirrlinger and committee worked with the NPS on special support required to camp along the canal, sometimes in unusual places. Others helped in ways noticed and unnoticed, but always necessary.

Finally, and by far not the least, Dick Stanton and his National Park Service staff of Rangers and maintenance personnel were always there when needed and spent long hours before and during the hike making sure all went well, even in the face of adverse weather conditions, some of which required modifications in the plans. Some may say that's just their job - if that's the case, I wish there were more people who do their job so well and so willingly!

Thank you, thank you, thank you!

Bruce Wood

COMPLETE TEXT OF THE REVISED BYLAWS OF THE C&O CANAL ASSOCIATION

The following text, submitted by President Wood, is the authoritative copy of the Association's Bylaws as amended at the general membership meeting on February 25, 1984. The bylaws were changed substantially at that meeting; members wishing to compare the new bylaws with the old ones are referred to Along the Towpath, Vol. XIV, No. 3, pages 8 and 9 (July 1982), for the text of the old bylaws, as amended December 17, 1971.

ARTICLE I

NAME, OBJECTIVES, MEMBERSHIP

Section 1. The name of the Corporation, hereinafter referred to as the "Association", is the Chesapeake and Ohio Canal Association. It has been organized under the District of Columbia Non-Profit Corporation Act, Public Law 87-569.

Section 2. The principal address of the Association shall be: P. O. Box 66, Glen Echo, Maryland 20812-0066, or any other address as shall be designated by the Board of Directors.

Section 3. In order to carry out the objectives and purposes of the Association as set forth in its Certificate of Incorporation, it is the particular business of the Association:

(a) to maintain close liaison with Federal, State and Local Government Agencies which have jurisdiction over the Chesapeake and Ohio Canal National Historical Park and the lands adjacent to it.

(b) to ensure that protection, conservation, and development of the park are in conformity with the concepts under which the Park was established.

(c) to work for the preservation of natural outdoor recreational resources in the Potomac River Basin for all to enjoy in perpetuity.

(d) to participate as appropriate with private and public agencies to develop regulations for the proper administration of the natural areas of this Basin.

Section 4.

(a) Charter Membership shall be held by those individuals who participated in the hike from Cumberland, Maryland, to Washington, D.C., on March 20-27, 1954; known as the "Justice Douglas-Washington Post Hike Party".

(b) Regular Membership with one vote shall be held by each person who has paid annual dues for the current year.

(c) Honorary Membership, which shall be non-voting, may be extended by the Board to other persons from time to time as appropriate.

(d) The Board may set annual dues and classes of memberships.

ARTICLE II

BOARD OF DIRECTORS, OFFICERS

Section 1. The Association shall be administered by a Board of Directors (hereinafter referred to as "Board") of twenty-one regular members which shall meet at least once a year.

Five members shall be elected to serve on the Board for a term of three years by a majority of the regular members present and voting at each Annual Meeting of the Association.

Any member who has served for three consecutive full terms shall step down for at least one year before being reelected.

In the event of a vacancy caused by resignation, death, or extended non-participation by a Board member, the election of a successor for the remainder of the unexpired term shall be by vote of the regular membership at its next Annual Meeting.

The President shall be the Chairman of the Board.

Section 2. The Officers of the Association shall be President, First Vice-President, Second Vice-President who shall also be Level Walker Chairman, Tresurer, Secretary, and Information Officer. They shall be elected each year for a one year term by a majority of the regular members present and voting at each Annual Meeting of the Association and shall become members of the Board.

Any vacancy during the year shall be filled by Presidential appointment with the consent of the Board, except that the First Vice-President shall succeed the President should this office become vacant.

ARTICLE III

AUTHORITY AND RESPONSIBILITY OF OFFICERS

Section 1. The President shall be the Chief Executive Officer and manage the business of the Association in accordance with its purposes and objectives. He may establish and appoint such Committees as are necessary with the consent of the Board.

Section 2. The First Vice-President shall have the authority and responsibility of the President in his absence. He shall succeed him in office if the Board determines that the President is unable to serve.

Section 3. The Second Vice-President shall manage the Level Walker activities of the Association and shall maintain liaison with the maintenance personnel of the National Park Service.

Section 4. The Treasurer shall have custody of all funds and property of the Association and shall keep them safely in accordance with procedures approved by the Board.

He shall keep accounts of all receipts and disbursements and prepare a statement of financial condition whenever requested by the President or Board and for distribution at

each Annual Meeting of the Association.

He shall maintain an up-to-date list of all members whose annual dues have been paid.

Disbursements shall be made by the Treasurer or by the President in accordance with a Budget previously approved by the Board, or upon specific authorization by the Council for unanticipated, extra-budgetary items.

Section 5. The Secretary shall have custody of all the records of the Association other than financial records. He shall keep minutes of the meetings of the Board, of official meetings of the regular membership, and copies of all official incoming and outgoing correspondence.

Section 6. The Information Officer shall act as liaison with the membership, the general public, and the news media. At the direction of the President, he may from time to time issue press releases, pamphlets, newsletters, and graphics and other information and educational materials which are approved by the Board and supportive of the purposes of the Association.

Section 7. Each officer may delegate such of his duties as he deems advisable but he shall, nevertheless, remain personally responsible for the proper execution of these duties at all times during his term of office.

ARTICLE IV

MEETINGS, QUORUMS, AMENDMENTS

Section 1. There shall be an official Annual Meeting of the regular members of the Association at the beginning of each fiscal year. The Board shall designate the time, date, and place for this meeting and notify all members by newsletter or by mail at least thirty calendar days in advance.

Section 2. A quorum of the Annual Meeting shall consist of twenty members present who have the right to vote.

A quorum of the Board shall consist of six Board members, at least one of which shall not be an Officer.

Meetings shall be conducted under the revised Robert's Rules of Order.

Section 3. These bylaws may be amended by a majority vote of the Board at each of two consecutive Board meetings held neither closer together than thirty days nor farther apart than ninety days from each other. Such amendments require ratification at the next Annual Meeting.

Action to consider amendment may be initiated either by a petition to the Board signed by five regular members or by any serving member of the Board.

LEVEL WALKER NOTES

from Lyman Stucker

We have received many interesting Level Walker reports this Spring, the tone of which indicate that "Walkers" thoroughly enjoy monitoring "their" sections. All of the reports are forwarded to the Park Service. Terry and Bob Ledley sent a nice collection of slides of their section which will enhance our visual records. We welcome the new Level Walkers. They have been assigned sections and a few have changed sections. An updated roster will be published probably at year's end.

Upcoming walks: Saturday, July 21, 10:00 AM, Fort Frederick, MD
We expect to tour the Fort, followed by a walk past Big Pool and Little Pool, led by the Larsens and the Haighs.

EVERYBODYWELCOME

Saturday, September 29, 10:00 AM, Noland's Ferry
Meet at Noland's Ferry (Mile 44.6). Walk to Woods Lock #26 and return. The Ledleys and the Bryants will be our guides this day. We have never started a walk from this point before and possibly the hot weather will be behind so we will look to an interesting day.

Level Walker ReportsSect. 3 - Lock 5 to Cabin John Creek - Philip Stone - May 1984

Most of the damage to the towpath noted in my special report of February 22 has been repaired and only some additional top dressing in places is now needed. The emergency repairs were made fairly promptly and the towpath can now be termed in good condition. I detected no pollution in the canal or Cabin John Creek and observed very little litter in my section.

Sect. 12 - Sycamore Landing to Edwards Ferry - Charles Otstot - April 1984

The flood damage as described in my 23 February report still stands, except that the dead-falls have been cleared from the towpath. The silted areas have stabilized nicely and provide (in relatively dry weather) good walking for tired ankles. Several places in the upper Mile 29 and Mile 30 areas, however, have been deeply rutted by service vehicles, and should soon be engineered. Horsepen Branch and Chisel Branch HBOs are the only ones in Palisades District and District maintenance vehicles have a long trip to service them because the towpath is constricted at Riley's Lock. (I have noted often over the years the lack of servicing of Chisel Branch.) I would suggest that the Park Service consider moving these HBOs to be the responsibility of Piedmont District, which has expertise in HBO servicing and a more direct and efficient access to these HBOs.

Sect. 15 - Whites Ferry to Lock 26 - Gertrude Mahn and Betty Bushell - April 1984

This section appeared to be hard hit by the recent flood. The condition of the towpath seemed to worsen from approx. mi.37 to Lock 26, with washouts near the culverts and in the canal prism around mi.38. Broken branches, debris and blowdowns had been cleared, however, and crushed stone used to patch up one area of the towpath scoured by the water.

Sect. 17 - Monocacy Aqueduct to Noland Ferry - Terry & Bob Ledley - February 1984

Large log jam against the aqueduct. Road under aqueduct completely flooded. Water HAD BEEN up to second ridge on the aqueduct. River had overflowed banks at Indian Flats Hiker-Biker but had not reached the towpath here. The picnic table had floated about 150 feet down from campsite. Campsite was completely covered with mud. The Culvert at mile 42 was broken and water was running from the canal into creek below.

Sect. 21 - Brunswick to Weverton Lock 31 - Dave Johnson - May 1984

The towpath is in very good condition considering the late winter flooding and heavy Spring rains. Although some scouring of the towpath between Knoxville and Weverton occurred in the February freshet, which has not been repaired, it is easily passable on foot, and, with caution, should be no problem for cyclists. The hole in Knoxville culvert appears to be enlarged, and the footbridge at MP 57.37 has been removed.

Sect. 22 - Weverton to Harpers Ferry Lock 33 - Harry Raney - May 1984

Much debris in canal prism here such as trash and R.R. ties. At mile 58.18 the culvert is in bad condition.

Sect. 23 - Harpers Ferry to DAM 3 - Susan(Butch) Henley - March 1984

Flood damage to surface making towpath surface very rough between Locks 33 & 34. Also tracks of heavy equipment apparently used in the prism and on the tow path recently made the surface even rougher. It appears that 3 or 4 new or replacement drain pipes have been installed under the towpath in this same area.

Sect. 33 - Dam 4 to McMahon's Mill - P. Schindler and M. Fox - May 1984

On arrival at Dam 4, late in the morning of a very cool windy day, a few fisherman were trying their luck. The towpath, until the Wild Life Game Club area was reached, was in good condition except for a few muddy holes. The canal prism from Dam #4 to Inlet Lock 4 had water in it all the way with blow downs in several places. It appears the original towpath down below is being maintained by the Park Service. McMahon's Mill was finally reached. All was quiet and undisturbed. Would appreciate a trash bin here for our overloaded helper.

Sects. 35 & 36 - Formans Ferry to Falling Waters - William J. Evans - March and May 1984

Trailer town, I learn, is partly owned by Potomac Fish and Game Club and rented, some for summer, others all year. Lock 43 does not appear to have been changed by flood; nor was culvert just upstream (#120). On lockhouse upstream side, basement window is broken open. Culvert #119 hard to find, River outlet appears to be falling with stones in river - to degree can be seen.

Sect. 37 - Falling Waters to Williamsport - Ellen Holway - April 1984 (Easter)

Towpath erosion just north of Funkstown Gun Club footbridge over canal bed. Slight erosion of bank under northbound span of I-81. Should shed at Lockhouse 44 be secured better against possible hazard to curious people?

Sect. 43 - McCoys Ferry to Fort Frederick - Karen Gray - March 1984

I must say, the more I walk my level, the more I become aware of details along it. There is no substitute for this experience and I hope my reports will become more precise and useful as a result. I carried a garbage bag but did not pick up a great deal of debris. My level is usually pretty clean. There were the usual beer bottles, etc. at McCoys Ferry but even it showed little sign of human presence.

Sect. 52 - Sideling Hill Aqueduct to Little Orleans - Kent Minichiello - February 1984

Indigo Neck HBO is in excellent condition. We picked up the usual trash. There is considerable mole activity in the towpath which we ignored - no point in making a mountain out of a mole hill.

Sect. 53 - Little Orleans to Lock 59 - Robert Steed - April 1984

Many trees fallen due to storm, making passage very difficult; however, towpath surface good. Dead tree in Lock 58.

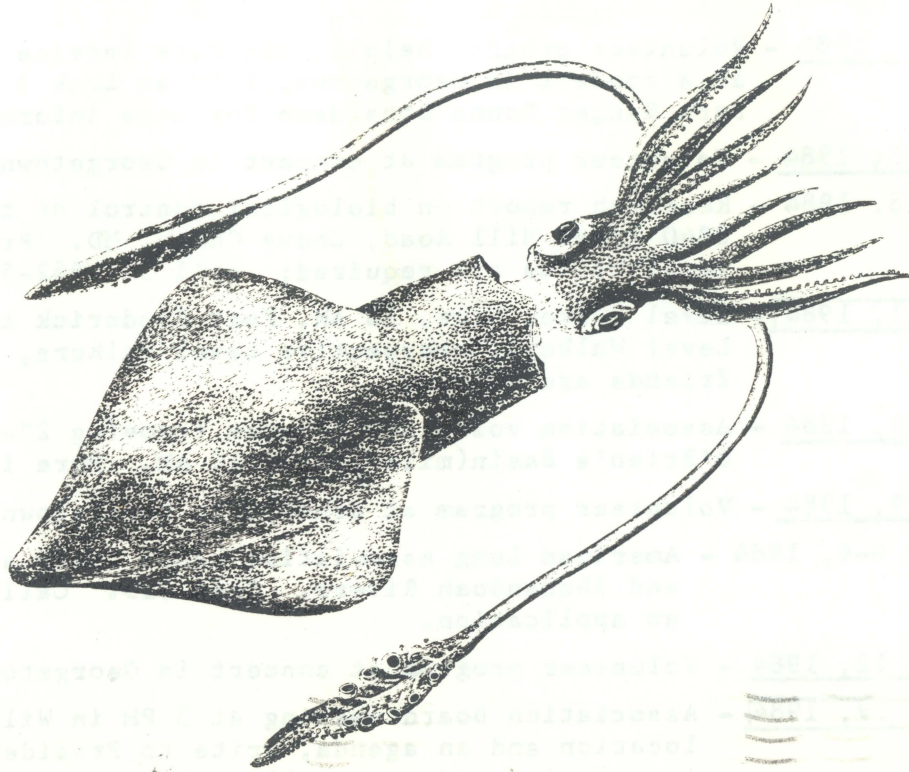
Sect. 62 - Lock 68 to Oldtown (Lock 71) - Bruce Wood - April 1984

The section between Locks 70 and 71 was drained, a break having been made in the concrete dam at the upper end of Lock 71, to permit removal of approximately 6 feet of silt that had accumulated in the thirty or so years the section has been watered. The silt is being disposed of, temporarily I am assured, though time will tell, behind Lockhouse 71.

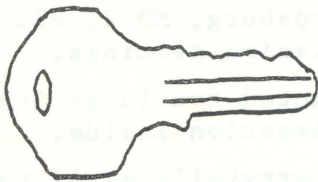
CALENDAR OF COMING EVENTS OF INTEREST*

- July 1, 1984 - Volunteer program helping the Park Service control the crowd at a concert in Georgetown, 1 PM at Lock 3 (mile 0.6). Call Park Ranger Donna Donaldson for more information(202-472-6685).
- July 15, 1984 - Volunteer program at concert in Georgetown. See July 1 entry.
- July 18, 1984 - Research report on biological control of the gypsy moth, 7:30 PM, 8940 Jones Mill Road, Chevy Chase, MD. Program is free but reservations are required; call 301-652-5964 to register.
- July 21, 1984 - Level Walker hike, 10 AM, Fort Frederick to Little Pool. All Level Walkers, prospective Level Walkers, ordinary members and friends are welcome.
- July 28, 1984 - Association volunteer program removing 2"-3" diameter trees at O'Brien's Basin(mile 69.3), 10 AM. More information inside.
- July 29, 1984 - Volunteer program at concert in Georgetown. See July 1 entry.
- August 4-6, 1984 - American Lung Association canoe treks along the Potomac and Shenandoah Rivers. Cost \$15. Call 301-881-6852 for an application.
- August 12, 1984 - Volunteer program at concert in Georgetown. See July 1 entry.
- August 19, 1984 - Association Board meeting at 3 PM in Williamsport. For location and an agenda, write to President Wood at the Association address. All members are welcome at Board meetings.
- August 26, 1984 - Volunteer program at concert in Georgetown. See July 1 entry.
- September 9, 1984 - Volunteer program at concert in Georgetown. See July 1 entry.
- September 11, 1984 - Volunteer program preserving historical documents at canal park headquarters in Ferry Hill (mile 72.8), 10 AM. More information inside.
- September 15, 1984 - C&O Canal NHP Advisory Commission meeting, time and place to be announced. For a schedule and an agenda, write to the C&O Canal NHP, P.O. Box 4, Sharpsburg, MD 21782. The public is welcome at Advisory Commission meetings.
- September 22, 1984 - Volunteer program camouflaging unwanted trails at Great Falls (mile 14.3), 9 AM. More information inside.
- September 29, 1984 - Level Walker hike, 10 AM, Nolands Ferry(mile 44.6) to Wood's Lock(mile 39.4) and return. Everyone is welcome.
- October 27, 1984 - Association-sponsored Canal Heritage Walk, Fort Frederick (mile 112.4) to Lock 51(mile 122.6). Preliminary announcement inside. Details in next newsletter.
- November 10, 1984 - Association volunteer program removing a fence near Lock 10 (mile 8.7), 9 AM. More information inside.
- December 1, 1984 - Volunteer program removing a fence near Lock 10. See Nov. 10 entry.
- December 1, 1984 - C&O Canal NHP Advisory Commission meeting, time and place to be announced. See Sept. 15 entry for more information.

* Association-sponsored volunteer programs are indicated by those events with dates underlined. The dates of other Association-sponsored events are enclosed in boxes.



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



FIRST CLASS MAIL



- o The Whitehurst Freeway and the Canal
- o Canal Heritage Walk: Preliminary Announcement
- o Volunteer Projects
- o Board Meeting Notes
- o Correspondence and controversy on abandoned railroad bridges
- o Advisory Commission meeting notes
- o Towpath condition report
- o President's Column
- o Text of new bylaws
- o Level walker notes and reports
- o Calendar of events

John C. Frye

Gapland MD

21736

(To any 1984 Douglas hiker recognizing the rebus above: Treasurer Chandler has your key.)