



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 XVII

JULY 1985

NUMBER 3

NOTES FROM THE MINUTES OF THE DEC. 1, 1984 ADVISORY COMMISSION MEETING
AND NOTES FROM THE MEETING OF JUNE 1, 1985

by Michael Werth
and Bruce Wood

River Bend Boat Ramp

The Advisory Commission approved a resolution presented by the Recreation Policies and Issues Committee that the Maryland Secretary of Natural Resources should (1) establish a natural resources management area or other control measures for the Dam 5 slackwater immediately, and (2) that Maryland and West Virginia authorities should consider the question of a public boat ramp on the West Virginia shore after appropriate control measures have been taken and a recreational survey has been made.

The Commission discussion showed an awareness of the need for overall management and planning before adding a boat ramp above Dam 5. A survey of the area by the agency chosen to manage the area culminated in an offer to have the West Virginia Department of State Planning contribute resources to such a survey.

Planning Process for Montgomery and Frederick Counties Segments of Potomac River - Slow and Not So Sure

Montgomery and Frederick Counties segments of the Potomac River have been designated a state scenic river by the State of Maryland. This is to lead to a plan which takes into consideration resources and management goals. The planning process involves local boards, local governing bodies and the soil conservation service, taking about three years once it starts. Planning has not begun because of a backlog of work. Also, multiple jurisdictions as well as the National Park Service are involved and planning boundaries are unclear as is the supposed make-up of the local boards' composition. The only idea seems to be to set up a special task force to "plan the planning". Hopefully, the three years will not become thirty years before a plan evolves.

Short Items

The Department of Natural Resources of Maryland has recommended that Maryland, Virginia, West Virginia and the federal government enter into an agreement for concurrent jurisdiction on the upper Potomac. Maryland and West Virginia have such an agreement for the lower Potomac. See *Along the Towpath*, Jan. 1985, p.15.



The need to stabilize McMahon's Mill structurally and develop long-range plans for it were vividly illustrated with slides by Superintendent Stanton. The Commission supported a request for funds for a historic structure study to determine what should be done with the mill.

The Canoe Cruisers pointed up the shoreline erosion problem in the feeder canal at Lock 6. Stabilizing the shoreline was to be considered at a future meeting of the Commission.

The three structures at Pennyfield Lock are being placed in the NPS's historic properties leasing program. Three potential bidders have expressed serious interest in restoring these houses.

PRE-MEETING EVENTS AT HARPER'S FERRY

Before the meeting Locks 34, 35 and 36 were inspected to develop an understanding of the restoration work already done and still to be done. The partially completed stone work at Lock 34 - 5,000 feet to repair - with thicknesses of 2-4 feet, shows the high degree of skill developed by Park Service personnel in carrying out restoration functions. The stone used in restoration is hand-picked along the river and selected quarries at no cost to the Park.

Serious safety problems exist at the highway tunnel exit opposite Harper's Ferry (where the railroad bridge crosses the Potomac). An abandoned building ("Salty Dog") just outside the tunnel has car parking space on both sides of it, adjoining the Highway, and cars coming through the tunnel are at times confronted with cars pulling out from the parking spaces into the Highway. There is insufficient warning time to come to a stop and the risk of accidents is great.

It was agreed to block off the parking spaces adjoining the "Salty Dog" to see if this would solve the problem. The possibility of angle parking some distance away from the tunnel was discussed to provide better access to the towpath. It would seem that the walking bridge - about one-third completed - adjoining the railway bridge will be the major access from Harper's Ferry to the Canal. Automobile parking access at that point will be very much restricted.

With increased use of the Canal opposite Harper's Ferry consideration is being given to an interpretive walk in the area of Lock 35 and Dam 3 inlet. Lock 36 will be the upper limit of the development concept plan for this area.

A satellite parking area is planned for Harper's Ferry to be used during high density use times of the Canal and Harper's Ferry historical and recreational areas. Land has been purchased for this.

Another safety hazard for the mountain overlooking the "Salty Dog" and Spencer's Store (Lock 33 area) is the climbers who get into trouble - can't get up or down. Several rescue efforts are required each year. There is a hiking trail on top of the mountain which offers recreation but will require some resource protection.

It is expected that the Appalachian Trail will be travers the foot-bridge across the Potomac at Harper's Ferry - an improvement over its current location across the Highway 340 bridge. M.W.

The meeting of June 1 took place at the Mather Center in Harper's Ferry, following a morning of touring the Lock 32-36 section of the Canal and discussing the footbridge presently under construction across the Potomac River between the Harper's Ferry and the C&O Canal. The footbridge is expected to be completed this coming autumn.

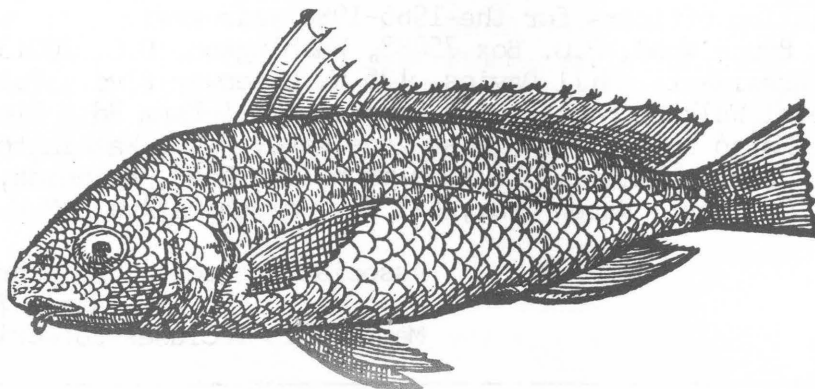
The new acting chief ranger, David Murphy, who has taken over in place of Elaine D'Amico-Hall, who has resigned to go to law school in the Pacific Northwest, was introduced to the Commission. Don Campbell, Superintendent of Harper's Ferry NHP accompanied the morning tour and addressed the afternoon meeting.

The writing of a Development Concept Plan for the Lock 32-36 area was approved, closing of the parking area at the "Salty Dog Tavern" and removal of the footbridge across Lock 33 was recommended as an experiment, and there was discussion of the impact of the pedestrian bridge on canal use. The Appalachian Trail Conference has recommended rerouting of the Appalachian Trail over the new bridge and through Harper's Ferry, utilizing more the canal towpath. This will be reviewed during the planning process.

River safety in the Little Falls area was discussed and a report of a recent Congressional hearing on river safety was made. The Superintendent noted that Maryland is considering legislation to provide for concurrent jurisdiction or other arrangements between the State and the National Park Service for the Potomac River from the District line to Edwards Ferry. This would allow the Park Service to enforce regulations on the river as well as within the park. The Commission will be encouraging Congress to take a broad look at the National Park Service river safety resources in the Great Falls area.

The Commission voted to endorse, as had the Canal Association Board in its April 28 meeting, building of a pedestrian bridge across the Potomac at the Cabin John Beltway crossing so that the newly constructed Heritage Trail on the Virginia side of the river could connect with the C&O Canal towpath for a loop walk. This request has been rejected by the Maryland Department of Transportation in a letter to Secretary Constance Lieder, who is a Commission member, and who will have her staff research the basis for the rejection.

The next Commission meeting will be held on Saturday, September 7, in Cumberland. The meeting after that will be held on November 23 at the Great Falls Tavern.



MAY 1985 REPORT ON C&O CANAL NHP FY 1985 PROJECTS

The Park Service has kindly supplied the following report on park projects scheduled for completion by September 1985. Persons especially interested in the progress of any of the projects shown should write to the C&O Canal NHP, P.O. Box 4, Sharpsburg, Md. 21782, for details. Readers should note that it is often, but necessarily, the case that winter weather hampers maintenance and repair work, with progress more rapid in the Spring and Summer.

<u>Project</u>	Amount Authorized/Obligated	Status
Prepare plans for level 16 wall repairs	-	5% complete
Stabilize Lock 27	\$60,000/ 9,100	10% complete
Phase III of endangered plant management	\$15,000/ 15,000	5% complete
Repair Culvert 39	\$40,000/17,600	5% complete
Repair Culvert 127	\$38,000/11,600	not started
Repair Harpers Ferry Road wall	\$763,000/406,000	22% complete
Repoint locks 33 and 44	\$6,800/8,400	15% complete
Stabilize locks 55 and 66	\$56,100/17,300	45% complete
Clean and repoint six aqueducts	\$65,700/40,700	3- 30%, 3- 55%
Clean and repoint five stop locks	\$10,000/9,700	82% complete
Repair Bollman bridge	\$75,000/31,600	65% complete
Replace iodimators/cholrnator pumps at HB areas	\$36,000/32,300	started
Paint interior and exterior of Great Falls tavern	\$0/0	not started
Replace portable and pit toilets	\$36,000/28,500	70% complete
Remove hazardous trees	\$36,000/22,400	80% complete
Desilt canal prism at barge locations	\$6,000/6,500	contract work complete-needs clean up

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Production and distribution assistants are Rita Hirrlinger and Emmie Woodward.

Association officers for the 1985-1986 year are:

President: Bruce Wood, P.O. Box 75083, Washington, D.C. 20013

First Vice President: Bill Davies, 125 W. Greenway Blvd., Falls Church, VA 22046

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

Secretary: Margo Foster, 3047 West Lane Keys, N.W., Washington, D.C. 20007

Treasurer: John Chandler, 6718 Persimmon Tree Road, Bethesda, MD 20817

Information Officer: Karen Gray, 825 New Hampshire Ave., N.W., Washington, DC 20037

Association Dues: One year \$10, Family \$15,
Patron \$20.

Membership includes subscription to Along the Towpath.

New Trail Between Massachusetts Ave. and MacArthur Boulevard

LITTLE FALLS BRANCH TRAIL

by William Speck

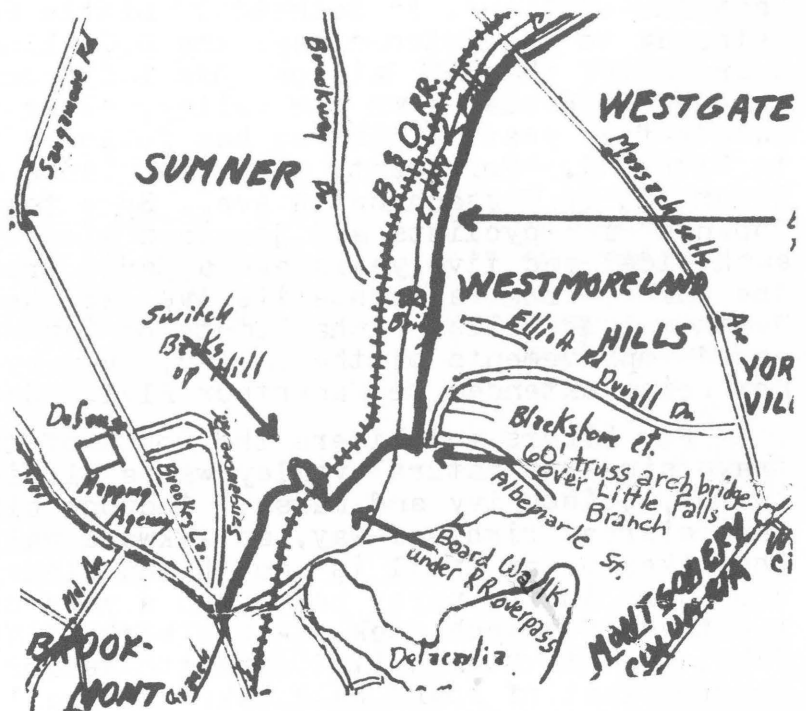
Tributaries of the Potomac add interest to the C&O Canal, not only for the aqueducts and culverts they necessitate under the canal and towpath but also for the access their valleys afford and their natural and historic features. The first and lowest on the canal is Rock Creek, ending the canal at Tidelock and the lime kilns. The next is Foundry Branch, leading from near Tenley Circle by an unimproved trail through Glover Archbold Park to a cobblestoned tunnel under Canal Rd. at Foxhall down from MacArthur Blvd.

Access through the third, Little Falls Branch, to the canal is just now being completed between MacArthur Blvd. in Brookmont and Massachusetts Ave. in Bethesda. Little Falls Branch flows from upper Bethesda to the Potomac near the D.C. line. For seventy-five years a branch of the B&O Railroad has led from the Silver Spring main line through Bethesda, down the valley, along the canal to Georgetown. For twenty-five years a parkway has followed the valley from Bradley Blvd. to River Rd. For twenty years two lanes have carried vehicles from River Rd. to Massachusetts Ave. Some ten years ago these roads were "opened" for cyclists and joggers along 3-foot paved shoulders on each side, and five years ago a paved trail was extended a mile down the valley from Massachusetts Ave. to the foot of Albemarle St. in Westmoreland Hills. Inhabitants of Westmoreland Hills and Sumner opposed improvements of the valley, even by a trail; but the trail is now being extended to MacArthur Blvd. See map.

For hikers and bikers the worth of the trail cannot be questioned: traversing the natural valley was a difficult clamber through brush, thorns, poison ivy and marsh. Audubon bird counts have been made from the railroad right-of-way, an awkward walk over rails or ties or slope. The hiker-biker trail is smooth and clear, 8-feet of macadam with mowed shoulders in the upper part, and a very substantial subbase, almost two feet of 3-inch rock, 1-inch rock, fines, and two layers of plastic fabric. This substantial strength is for maintenance vehicles. A hundred feet of board walk take the trail through a railroad underpass and over a brook, and a 60-foot truss-arch footbridge (passed by a ford for vehicles) takes the trail across Little Falls Branch. Placement of the footbridge was an exercise in practical construction improvisation: to avoid the expense of a crane the prefabricated bridge was dragged across the stream suspended each side by chains between front-end loaders with a backhoe at the rear, and then was raised and nudged onto abutments suspended by chains to backhoe buckets at each end. Armor rock at the abutments, galvanized culverts, and reinforced concrete and railroad-tie retaining walls support the subbase. This construction now makes an untidy, bruised swath through the valley that two seasons must heal.

The trail will not quite be a water-level route from Bethesda to the C&C towpath. Just below the boardwalk the trail climbs a hill by steep switchbacks. From MacArthur Blvd. the cyclist must plunge down the bike path to Maryland Ave. and take Ridge Dr. to the switchback and spiral ramp down to the canal at Lock 5. But the trail is a pleasure: a cathedral arch of trees overhead, a murmuring brook alongside, and wildlife, that included a pair of Pileated Woodpeckers (Christmas count) and two deer seen near Delacarla Reservoir and leaving hoof prints in the trail (this spring). Towpath hikers uneasy without a railroad beside them or across the stream have the B&O branch, just as in Georgetown and on the upper river. Tom Hahn can record industrial artifacts in an old mill race and bridge abutments from the Chevy Chase-to-Glen Echo trolley, and Vice President Davies can explain two truss-arch bridges and a fine 1910 red-brick railroad tunnel and retaining wall. The Little Falls Branch trail is a worthy sidetrip and an easier route from Bethesda and Northwest Washington to the canal.

New Little Falls Branch Hiker Biker Trail from Massachusetts Ave. to MacArthur Boulevard. In the North the trail connects to the existing trail on shoulders of Little Falls Pkwy. To the South the hiker must use the existing route to the Canal along MacArthur Blvd., Maryland Ave., and Ridge Drive.



PROGRESS ON PAW PAW CABIN

A transformation has been occurring during the past several months at the Paw Paw Cabin and campground. The cabin, formerly used exclusively and infrequently by the Park Service as an information station serving visitors to the Tunnel, and occasionally as the site of after-the-hike cocktail gatherings by this Association, is now ready for occupancy by Association members, families and friends volunteering to provide information and assistance to visitors in exchange for a vacation home.

The first phase of the project was an on-site feasibility study undertaken by intrepid Park Service personnel and Association invitees in February of this year. In the midst of a snow-covered and deserted campground, the study group tested the theory that with good food, good company and sufficient firewood and sleeping bags the cabin could be considered habitable. The consensus was that it was, and it was so reported to the Association membership at its annual meeting later that month. The concept of this joint venture between the Park Service and the Association was approved and members began reserving space at the cabin for the coming months at that meeting.

To date, ten groups have reserved all but a few weekends for the months of June through the first of November. Of these volunteers, nine gathered on May 11 and 12 at Paw Paw to begin work towards making the cabin an attractive and livable home. Ken Rollins, with his mobile carpentry shop, was indispensable. Sue Ann Sullivan proved a excellent source of organization and ideas; Bob Pennington, as always, provided tools, ideas, assistance and reminders of the importance of what was being done; Bill and Gerry Davies brought not only his knowledge of the geology of the area which was shared both orally during an on-site walk and as written excerpts from his forthcoming book, but they also donated several articles which will be most welcome and useful, including a two-burner Coleman stove with oven and grill, a cot and mattress and a two-part sink for the kitchen. The sink fit perfectly into the long counter area constructed by Ken and Bruce Wood. New member, Roy Mitchell and young friend, Jason, lent willing hands to the overlook clearing efforts, the results of which enable one to sit in one's favorite rocking chair on the front porch and watch the River traffic, a view heretofore obstructed by undergrowth.

As a final finishing touch, flower tubs constructed from the barrel which formerly supported a table in the cabin were placed at either side of the front porch and filled with dirt and later planted by Midge Heimer with colorful petunias and marigolds.

Bonnie Troxell Girod arranged for a telephone to be installed at the cabin. At the request of the Association, Mike Mastrangelo and Rick Erisman, District and Sub-District Rangers, respectively, developed a resource list giving key telephone numbers and hours of operation for restaurants, food stores, hospitals, and other important

places within the cabin area. Mike and Rick will continue to provide assistance and a helping hand to Association volunteers staying at Paw Paw. They both are good friends of the Association.

Memorial Day weekend provided the opportunity for making finishing touches: windows newly glazed and painted were installed in the back window openings; exterior side and front windows and trim were painted and all interior windows and trim were stained and protected with polyurethane. Shelves were installed in the kitchen area and a front screen door installed. We think the cabin provides a pleasant environment in its present condition, however, certain donations will be welcome, including a half-high refrigerator (34 inch maximum height), a sofa and lamp for the living room, an additional cot and mattress or twin bed, fireplace screen and tools and floor coverings.

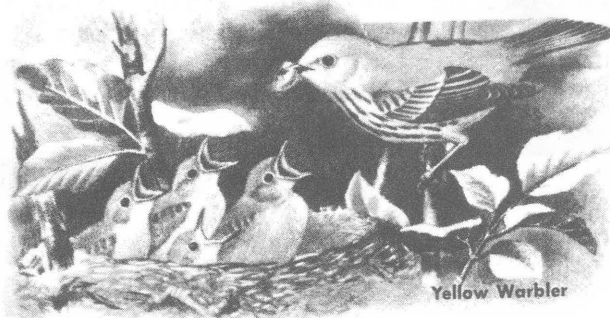
Memorial Day provided an opportunity to meet users of the campground. Primary among them are the Scouts, as either towpath hikers or canoeists. Saturday night, twenty canoes and twice as many canoeists awaited the morning launch. Also on Saturday a Smithsonian bus tour arrived at the cabin and the Association volunteers were invited to act as "sweeps" for the group and to join the refreshment time which followed on the porch of the cabin. Couples out for a drive, long-distance travelers whose itinerary included a stop at Paw Paw and local folk just 'dropping by' constituted the majority of the visitors. Most, at one time or another, found an opportunity to stop by to inspect the work on the cabin and to kibbitz. "Do you work for the Park Service?", "Which way is the Tunnel from here?", "Where can we get ice?" and "Has anyone turned in a set of keys?"

If you are still undecided as to your summer/fall vacation spot, consider the Paw Paw Cabin. It's newly-renovated, comfortable, and reasonably priced: only \$10.00 for a week or a weekend! Make reservations for one of the following weekends or for an entire week:

July 20-21, 27-28; August 10-11, 24-25 and 31-September 2;
November 9-10, 16-17, 23-24 and 30 and any of the December weekends (the fireplace works well and the Park Service has promised to keep us supplied with firewood).

Again, continuation of this Park Service/Association venture depends upon your participation. We hope that you will give the Cabin a try; we feel certain you will like it. Drop me a line to reserve your vacation.

Mimi Eller, Coordinator
1111 Army Navy Drive, #B-610
Arlington, Virginia 22202



Notes from the April 28, 1985 Meeting of the Association's Board of Directors

PAW PAW CABIN OVERSEER AGREEMENT WAS TO HAVE BEEN SIGNED

The Board reviewed the cooperative agreement proposed by the Park Service under which members of the Association would occupy the Paw Paw cabin during 1985 without charge from the Park Service, in exchange for providing information and interpretation to park visitors in the vicinity of the cabin on weekends (See Along the Towpath, XVII, 2, p. 15, April 1985). The Board passed a motion authorizing President Wood to sign the agreement after a legal review.

The Board also passed several other motions regarding the Paw Paw cabin arrangement: to send a notice to the membership soliciting participants for those weeks not yet reserved for 1985; to authorize President Wood to pay for the installation of a telephone or communications radio at the cabin; to charge cabin occupants \$10 per week to cover the "anticipated expenses for (the) Paw Paw cabin (program)"; to authorize an expenditure of \$500 for the "Paw Paw cabin (program for calendar year 1985)"; and to restrict cabin occupants to Association members.

Although the Board apparently felt the program's expenses-- mailings, communications gear, insurance, improvements and electricity-- could be covered by the \$10 per user-week fee, it nevertheless authorized \$500 to cover expenses for the thirty weeks of operation in 1985 "not to include insurance and in addition to any donations for cabin use." Evidently the cost to the Association of the Paw Paw cabin program may be more than anticipated.



MEMBERSHIP DUES RAISED 25%

The Board voted to raise membership dues by 25% and to create a new category of "family" membership which confers two votes on the subscribers for a payment of 1½ regular membership fees.

The Board apparently did not discuss its reasons for taking these actions. The Association has over \$8,000 in its treasury (see Along the Towpath, XVII, 2, p. 10, April 1985), and in recent years, expenditures have rarely exceeded income. Under the new family membership two people can become members at a 25% saving if they agree to share one mailing address. Considering that the newsletter, the Association's major mailing, appears only quarterly, it may not be difficult for a person to become a member or renew membership at a considerable discount.

ALONG THE TOWPATH HAS A NEW EDITOR

The Association's Board selected Michael Werth of Chevy Chase to replace Bob Greenspun, editor of Along the Towpath for six years, who has resigned with the publication of this issue of the newsletter. The new editor has agreed to serve for one year.

OTHER ITEMS

The Board authorized the expenditure of \$100 to renew the Association's membership in the Potomac River Basin Consortium, an organization of colleges and other institutions in the Potomac River Basin Consortium, an organization

of colleges and other institutions in the Potomac valley interested in Potomac basin issues.

The Board voted to print both a new "brochure" and an "informal (activities) handout" advertising the Association to prospective members. A committee is working on the details. Members with relevant ideas should write to the Brochure Committee at the Association address.

Treasurer Chandler requested an annual audit of the books he keeps for the Association.

The Board voted to "support" the Potomac Appalachian Trail Club in a request to the Maryland Highway Administration to attach a pedestrian bridge to the Cabin John highway bridge over the Potomac below Carderock. The state recently refused to construct such a pedestrian crossing when it refurbished the highway bridge, primarily because there is no trail on the Virginia side with which to connect (See Along the Towpath, XVI, 3, p.11, July 1984).

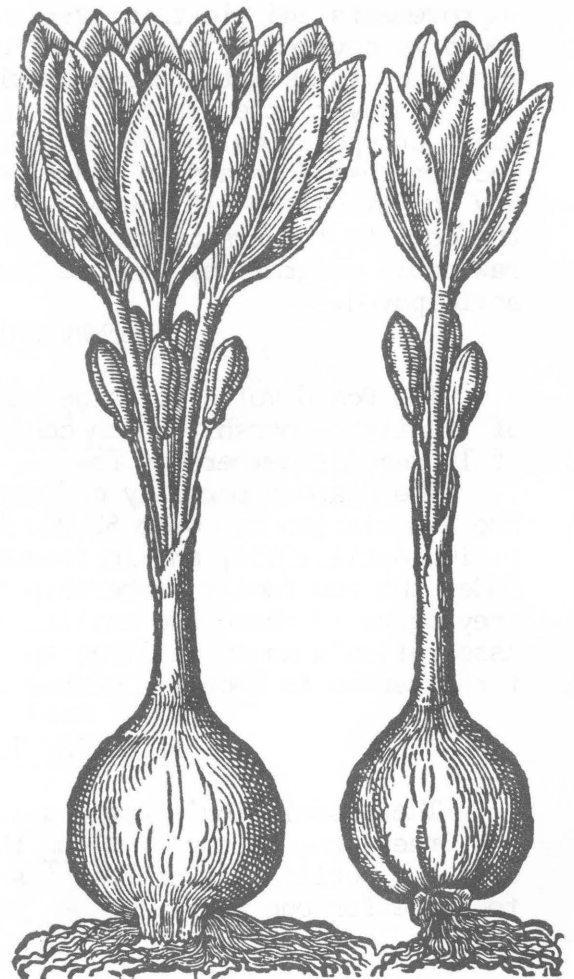
Members interested in serving a membership committee-- to devise strategies for increasing the number Association members-- should contact President Wood at the Association address or by telephone. Editor's Note: An expansion of membership is essential if the Association is to furnish expanded services and is to continue as a strong voice in advancing the historic and environmental interests of the C&O Canal.

By Bpb Greenspun

UPDATE ON GEORGETOWN WATERFRONT PARK

The draft plan for the Georgetown Waterfront Park (see Along the Towpath, XVII, 1, ps. 3-4, January 1985) has been approved in concept by the National Capital Planning Commission and the Fine Arts Commission. The D.C. city Council is presently considering the transfer of 10 acres of Waterfront to the National Park Service, located between 31st Street and approximately 150 feet west of Key Bridge, K Street and the Potomac River.

A landscape plan fleshing out the general plan for the Park has been submitted to both the NCPC and Fine Arts Commission. Further steps toward acquiring a 15 foot easement south of the C&O Canal have been taken by the National Park Service by meeting with the developers. This easement is needed to relocate the partially filled-in Canal Bank on the south side of the Canal without loss of the path adjoining the Canal. For those interested, a copy of the draft plan for the Georgetown Waterfront Park may be obtained from the office of the Associate Regional Director, Land Use Coordination, National Capital Region, National Park Service, 1100 Ohio Drive, S.W. (Room 201), Washington, D.C. 20242.



Colchicum byzantinum

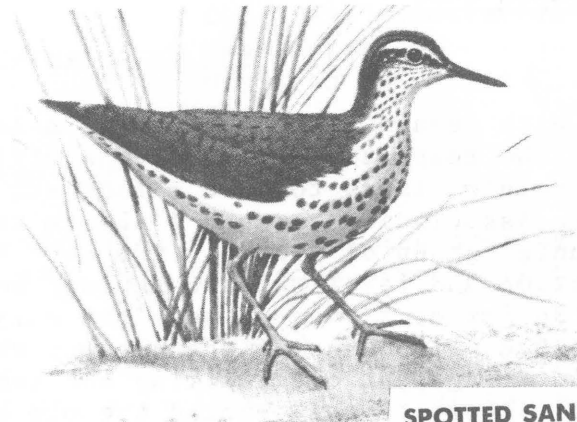
(Clusius, 1601.)

Editorial

FAREWELL II

When I became editor of Along the Towpath, a cardboard box—about 3' x 2' x 2'—was thrust into my hands as if it were an editorial fasces. I examined the contents of the box, and found an incomplete set of newsletters, a copy of the Park's General Plan, various journalistic views of the canal and park, certain papers pertaining to the Holy Pilgrimage of 1954 and the members of the sacerdotal entourage, records of a clutch of forms filed with the U.S. Post Office for authority to mail the newsletter at third-class rates, the copy from the most recent issue, a number of illustrations, forms on which to type the mailing list and labels onto which to photocopy the forms, and an assortment of other debris which former editors had been unwilling to discard. At least these are the treasures I remember.

The most valuable to me of the contents of this archive were the old issues of the newsletter; one, the oldest (from 1969), was called The C&O Canaller. (Justice Douglas still led the hikes then.) At least four different editors were represented over the years; the prose varied from the direct to the circumlocutory and from the analytical to the frivolous, and wandered from the abstraction of park planning to the reification of directions to hikes. One issue was a single page in length; some issues were illustrated decorously and others were completely unembellished. I had no difficulty, however, identifying the thread unifying these variegated specimens: it was the matters they addressed; there were Advisory Commission meeting reports, Park Service reports, Level Walker reports, Presidents' columns, hike announcements and occasional-to-frequent digressions. Whoever may be holding the pencil, the Association's newsletter has always turned its attention to The Canal and kept it there, a conclusion which will probably not surprise anyone.



SPOTTED SANDPIPER

* * * * *

With this issue of Along the Towpath we have once again arrived at the moment when its editorship changes hands. In my six years as editor I have presided over 22 issues comprising some 350 pages. As I see it, I was more interested than former editors in psychological and motivational exegesis; I delighted in exploring such matters as why I thought themembers of the Advisory Commission were compelled to act in a certain way, or why the second of the Superintendent's pronouncements on a subject was inconsistent with the first. Once I ventured into extended and unrelieved satire, offering the advice that the stewards of our historic resources not add pomposity to their formidable capacity for seriousness. The nature of the discretionary material in the newsletter depends more or less entirely on the interests of the editor; I was especially aggrieved over the prospect of environmental contamination, and, consequently, challenged the Park to provide the details of its policy and program for biocide use, and I kept my readers well-informed on that issue. Another editor, with a different priority list, would have directed attention elsewhere. Such divertissements were good for me, and, as I gathered from the letters I occasionally received and from conversations, were good for many of my readers as well, but were nevertheless merely the decorations which set off

those articles which will permit future readers to recognize the thread of historical continuity in my copy as easily as I recognized it in the issues I found six years ago in the editor's cardboard box.

* * * * *

Our new editor is Michael Werth, a member I met for the first time on the April 15, 1985 Justice Douglas hike; we spent much of the ten miles talking about the newsletter. I find Michael an intense man, determined to avoid the pitfalls that I stumbled into when I became editor, and I expect that he will succeed in doing so. This issue of Along the Towpath is under our co-editorship. I am pleased to deliver our newsletter into Michael's capable hands, as I reassume a position of reader and perhaps occasional contributor.

I have given the editor's box to Michael.

Bob Greenspun

Correspondence

ON THE ISSUE OF SHIRKING LEADERSHIP RESPONSIBILITY

With regard to Bob Greenberg's letter (Along the Towpath, April 1985, p.8) about the responsibilities of the officers and Board of Directors, there may be something there to take a look at. I have never been particularly active in the Association because I always thought of it as an after-the-fact, opportunist group of people. "Hooper" Wolfe and I were members of a canal association and level walkers /group/ before these organizations were formed.

So far as I know we were the only two Washington Countians who publicly supported all phases of the canal park idea from its inception to culmination. We did so against overwhelming and sometimes abusive opposition, arising mostly out of interests that wanted the old canal to revert to the original owners or their heirs for either personal or political reasons.

Since then I have noticed that some of our earlier opponents have reached positions of influence in the C&O Canal Association. This may be a way of quieting the opposition, but it doesn't appeal to me as giving substance to the rhetoric on your masthead. The whole idea of a Board of Directors and an Advisory Commission doesn't enthuse me. We can't do much about the latter, as it is written into the law....

But Bob Greenberg's idea about being able to choose directors on an "issue" basis makes sense. That might put some life into the Association.

Charles Morrison
Hagerstown, Md.
4 April 1985

On behalf and with the approval of the Association's Officers and Board I am replying to Bob Greenberg's letter in the April 1985 issue of Along the Towpath (p. 8).

First, the Board wishes to thank Bob for his letter and for his concern about the Association's leadership's response to various "issues" he has identified. We welcome the participation by our members in our Board meetings. If anyone is interested in attending our meetings, /he or she should/ read the calendar posted in Along the Towpath or contact a Board member. Our meetings

are informal enough that non-Board participants may bring up items of interest to them during the "Other Business" section of each meeting and to comment on issues as they are discussed during the meeting.

Rather than take the space to address each "issue", the Board has asked me to point out that it was aware of every item noted. Most of the items relate to the Canal indirectly and therefore may not be items upon which our Board should undertake to develop a position. Most of those and the others were being handled to the Board's satisfaction. If a Board member were not so satisfied, he could have brought them up for discussion. One major issue Bob did not address is that of the police firing range proposed in Montgomery County. The Board instructed me to communicate our displeasure at the proposed siting of that range. This instruction has been carried out and was reflected in recent Board minutes.

The Board addresses issues directly affecting the park and its users. The Association membership is advised of those issues we discuss and our handling of them in the publication of the minutes of our meetings. The membership is made aware of other issues through the Commission notes, NPS advisories to the newsletter editor and other sources, and is free to encourage discussion of them.

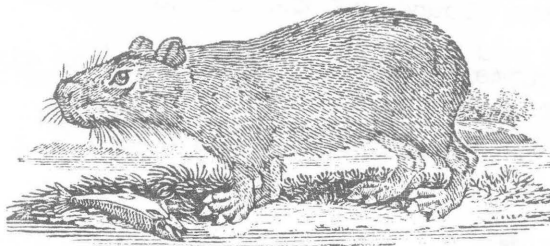
Bob Greenberg's interest is appreciated and his comments understood. I trust this letter helps to assure him that we are aware of the issues facing the park and that we develop positions on selected issues when necessary.

Bruce W. Wood, President
C&O Canal Association
Washington, DC
May 1985

TO THE RETIRING EDITOR

Just got down to the C&O Canal Association newsletter and over my early morning coffee read it from cover to cover as I have done since joining the Association many years ago.

The newsletter was more interesting the past seven years under your editorship and I think it attempted to develop some stands on the part of the Association, whose membership—for the majority—didn't like to take stands and instead preferred a quiet walk along a choice piece of real estate which they thought through numbers they were preserving.



The Capibara

Your Ave Atque Frate Vale whines in a way that I think editors seldom do. Having served often as a writer during the close to forty years I worked for the Federal Government, I think a writer selects and puts together words as directly and as effectively as he can muster. A public service hardly ever gets any boquets. But when it is no longer there it is often also missed.

I never wrote a letter to the editor of the newsletter during the past seven years—which I gather your psyche needed. I find this silly. But I was prompted to write at least one letter and to tell you I think your words were exceedingly well-chosen, that your prose was always direct and interesting, and I am quite sure all the membership will miss your thoughts, getting them now, I presume, in conversation.

John Crockett, P.O. Box 1, Unionville, Conn., May 17, 1985

- Update '85 - January 12 and 19 were snowed out
- February 16 at Lock 11 to remove over 600 feet of fence
 - April 6 at Lock 17 to place water bars and terrace to control erosion
 - May 18 heavy rain cancelled work trip
 - March 30 and April 3 clearing O'Brien's Basin
 - April and May bicycle survey at Foundry

On February 16 Bill Speck, Ed Vernon, Joan Paull and Rangers, Chuck Wyant and Chris Lea removed over 600 feet of fence. The job was made easier because the Park furnished a truck with a winch. THANK YOU PARK!

We have a new team on board in the Piedmont Section. Jean and Harry Raney of Martinsburg, West Virginia have taken over O'Brien's Basin. They put in 10 hours of work during March and April. They cut tall brush, hauled it, and to quote Harry, "Removed rose bush. That thing was a monster".

The 14th of April and the 18th of May found Al Stanley working from 9:30 to 4:30 taking a bicycle survey in the Foundry area. When you have an average of 30 some bicycles an hour, that's crowded!

Bruce Wood, William Bauman, Rita Hirrlinger, Dave Johnson, Sally and Jim Bryant, Ed Vernon, Bill Speck, and Joan Paull cut trees, sawed logs, carried stone, and wheeled bank run gravel to work on erosion problems at Lock 17 in April. No sooner had we put in the terraces when four kayakers came through and raved. We will be returning to 17 on June 15, July 8, and August 3. We will finish our erosion project and then help to camouflaging "social" trails in the Great Falls area. We really need to have help on these days to try and prevent a drowning.

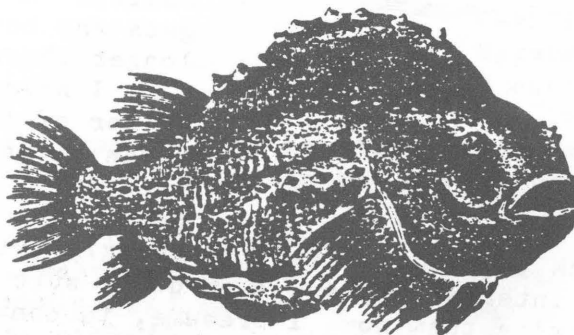
Bejay Myers worked during April and May to make vests for the men on the barges. Seems that those pockets are tricky.

A new area needs our help on September 21, October 26, and December 8. Erosion problems need "fixin" at Lock 8 (just inside beltway). The path from the parking lot to the towpath and the trail from the towpath to the river must have our attention.

Speaking of new projects- how about saving Friday night, October 4 or Saturday, October 5 to come to the Horsepen Hiker Biker. We will be getting it in order for the park. It is near Point of Rocks. More later.

Our last project (scheduled) for 1985 is on November 16 to finish off Lock 11. There is still some fence, and the grounds of the Lockhouse need to be picked up.

This year the Foundry is having the summer concerts. If anyone can give Donna some help from 1:30 - 4:30, please call her at 472-6685. They are every other Sunday until mid-September. How about helping one Sunday and enjoy the music at the same time!



President's Column

Another Association year is well underway with the Paw Paw Cabin fixed up and being used, the Volunteer schedule well developed, and the Level Walker hikes having completed an active spring.

If you have not yet participated in one of the above activities, I urge you to do so. Elsewhere in this newsletter you will find comments on the Paw Paw Cabin improvements which have been performed by volunteers and information on how to reserve one of the few available weeks this summer or time in November and December, when you can enjoy seeing the place in a completely different season. Mimi Eller can schedule your weekend or week away from home - drop her a line!

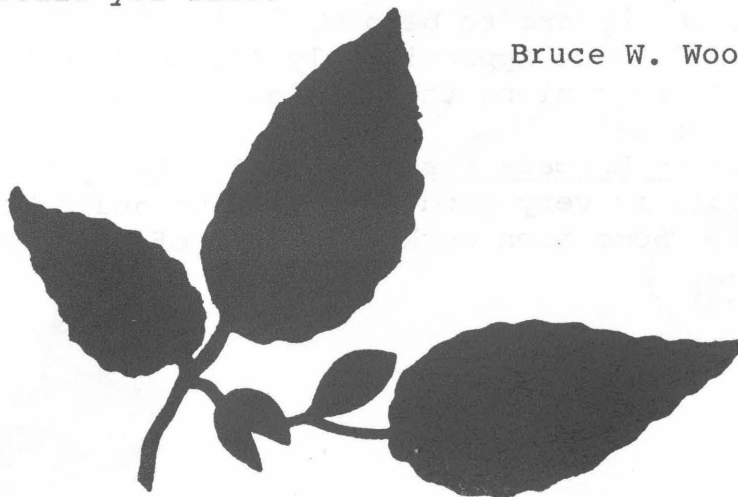
The concerts along the Canal in Georgetown are popular and the Association's volunteers are important protectors of public enjoyment and safety as well as being useful in assisting the barge operation. Contact Joan Paull to enjoy beautiful music in an attractive setting while helping the public. Other volunteer possibilities can be learned about through Joan or offered to her if you have some you'd like to encourage.

Our Level Walker group, the oldest and largest "committee" of the Association continues its healthy activities under the fine leadership of Lyman Stucker. Lyman has readily filled Level Walker openings, scheduled hikes in the spring and autumn, and generally has been its most enthusiastic supporter. If you don't yet have "your" section of the Canal, contact him to get one!

With this issue, the newsletter editorship is in transition. Bob Greenspun, who has developed "Along the Towpath" into a significant publication during his years as editor, is handing over the reins to Michael Werth. Thank you, Bob! Michael has already proven his enthusiasm for the position -- it is now up to us to support him by offering articles (perhaps you'd like to write about your favorite section of the canal or a bicycle circuit you enjoy), book reviews, and the like. He also could use additional assistance beyond that provided by Rita Hirrlinger to put out each issue.

As you can see, the Association offers many opportunities to help protect and oversee "our" Canal while having a good time and assisting the park user. What better combination of usefulness and satisfaction could you want?

Bruce W. Wood



LEVEL WALKER REPORTS

Sect. 2 - Old Boat Incline to Lock 5 - Bill Kugler - March 1985

Specifically, section #2 could clearly do with some resurfacing overall and levelling, especially on the river side, which is generally somewhat depressed due to heavy bicycle traffic favoring this, the smoother side. As a result, puddling--largely on the river side--is common throughout this section, usually along the river side of the towpath. Most of this section is fairly smooth, however, although there is considerable rutting by bicycles north of Chain Bridge. All culverts appeared to be in good condition and were handling heavy water flows well.

Sect. 3 - Lock 5 to Cabin John Creek - Philip Stone - April 1985

The towpath is generally in very good condition throughout my section. All three locks (5, 6 and 7) and the two lockhouses (6 and 7) are in good shape. The bridges over the canal and feeder at Brookmont and over the canal at Sycamore Island and Cabin John are O.K., as is the comfort station at Brookmont.

At the mouth of Walhonding Creek, a few yards above the Sycamore Island Bridge, a delta of silt and sand has again accumulated. Since this impedes canoe navigation, it would be desirable for National Park Service maintenance personnel to remove it, as has been done every few years in the past.

Sect. 9 - Pennyfield Lock to Seneca - William Clague - March 1985

Several trees from the berm side were noted to be down below Blockhouse Point apparently as a result of strong winds in the last week or so. Both of these just about completely obstruct the canal.

The group of buildings on the road aprallel to the canal in the Pennyfield area seem to have thinned out a bit and the largest of the remaining outbuildings has no roof. Both houses including the large frame house by the lock are boarded up and appear to be suffering from the elements.

Sect. 12 - Sycamore Landing to Edwards Ferry - Charles Otstot - April 1985

In the year since the big flood of 1984, nature has restored the towpath. Most of the "damage" in this level was from silting rather than scouring; and the silt has become a pleasant cushion under foot. The several soured areas have been filled by the Park Service and it is hard to discern exactly where they are. The flood affects have blended into the natural scene.

Section 15 - Whites Ferry to Lock 26 - Gertrude Mahn & Betty Bushell-4/16/85

The Towpath was in excellent condition; no problems at culverts; Marble Quarry Hiker-Biker and sanitary facilities clean and equipped, with pump working. Milepost 36 appears to be new.

There had been a fire at approximately Mi. 38.6 on the river side of the canal. About 70 feet along the edge of the towpath and down the bank to the river was affected.

Sect. 22 - Weverton to Harpers Ferry Lock 33 - Harry Raney-March & April 1985

Towpath as a whole in very good shape. Limbs and debris removed. No marker at Lock #31. Some iron work in bottom of lock.

Sect. 33 - Dam 4 to McMahon's Mill - Patricia Schindler & Marjorie Fox-May 1985

The going was muddy and there were large pot holes filled with water. Considering our spring had been so dry, we marvelled at the lush, damp undergrowth. We picked the exact day this spring to match last year's excursion. What a difference! As a result of this year's dry, hot spells, the next cycle was well on its way.

The path became so narrow we had to walk Indian file with tall grass more than knee-high on both sides. We crawled under and scrambled over blow-downs. Even a rock slide was in our way. Milepost 87 had been uprooted and was laying on its side.

Sect. 37 - Falling Waters to Williamsport - Sylvia Geller & Ellen Holway
April 1985

Towpath very clean; HBO exceedingly clean; john clean and plenty of paper. Culvert just above MI 96 still needs repair.

Considerable gouging of Towpath noted where bulldozers have removed blow-downs.

Sect. 52 - Sideling Hill Aqueduct to Little Orleans - Kent Minichiello-Apr.1985

Indigo Neck Hiker-Biker Overnighter in good condition, clean(No action needed). Towpath is in good condition. Wood ducks nesting in standing dead trees in water below Lock 57. 51 different species of birds observed.

LEVEL WALKER NOTES

On our March walk we experienced a cold rain but because of the hospitality of John Frye of the Park Service we enjoyed the comfort of the Antietam Ranger Station; that, with the wonderful spirit of the 16 participants made it an enjoyable day.

It was great to see Bob Woodall and Tillie on the "annual" in April. We hope to see these Georgians often.

We are still in need of Level Walkers, particularly upstream from Hancock. Again we remind you that some "Walkers" have not been heard from for a long time.

There will be no scheduled walks during the warmer months of July and August. Our September walk will be a "tune-up" for the Fall Heritage walk.

We try to cover the entire 184 miles over several years. Our September walk will start at the Brunswick Riverside Park(Mile 54), walk downstream to Bald Eagle Hiker Biker (Mile 49.9), and return.

Points of interest here are Catoctin Aqueduct alias Bailey Bridge, Lander (also known as Catoctin Station), and the Railroad Museum.

MEET SATURDAY, SEPTEMBER 14, 10:00 A.M. - BRUNSWICK RIVERSIDE PARK



Leyman



CALENDAR OF COMING EVENTS

The dates of Association-sponsored volunteer programs are underlined.

The dates of other Association-sponsored programs are enclosed in boxes.

July 8, 1985 - Volunteer program at Lock 17 working on controlling erosion and camouflaging trails, 9 AM to Noon. Call Volunteer Coordinator Joan Paull, 301-384-8584, for more information.

July 14, 1985 - Concert at Foundry Mall and the towpath in Georgetown, afternoon. Also volunteer program at concert. Call Ranger Donna Donaldson, 202-472-6685 for more information.

July 28, 1985 - Foundry Mall concert and volunteer program, 1:30-4:30 PM. See July 14 entry for details.

August 3, 1985 - Volunteer program at Lock 17. See entry for July 8 for details.

August 4, 1985 - Association Board meeting, 2 PM, Williamsport. All members are welcome at Board meetings. For location in Williamsport please write to the Association at its address.

August 11, 1985 - Foundry Mall concert and volunteer program, 1:30-4:30. See July 14 entry for details.

August 24-25, 1985 - Ninth C&O Canal Boat Festival at North Branch. Full-size canal boat replica, arts and crafts, music, food, railroad memorabilia, muzzle-loading rifle exhibits, horse and buggy rides. For further information call Sarah Mason, 301-777-7563.

August 25, 1985 - Foundry Mall concert and volunteer program, 1:30-4:30 PM. See July 14 entry for details.

September 7, 1985 - C&O Canal NHP Advisory Commission meeting, Cumberland. Advisory Commission meetings are open to the public. For information on time, location and agenda, write to the C&O Canal NHP, P. O. Box 4, Sharpsburg, MD 21782.

September 8, 1985 - Foundry Mall concert and volunteer program, 1:30-4:30 PM. See July 14 entry for details.

September 14, 1985 - Level Walkers hike, 10 AM, Brunswick Riverside Park (M.54). Details inside.

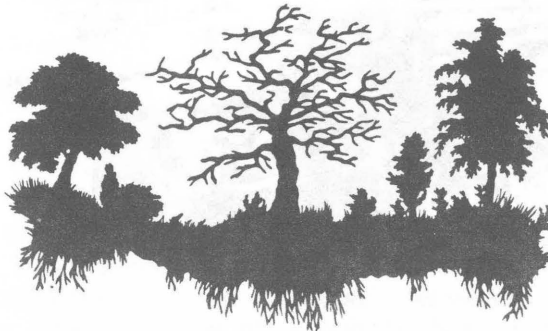
Sept. 21, 1985 - Volunteer program controlling erosion at Lock 8. Call Joan Paull, 301-384-8584, for more information.

October 4-5, 1985 - Volunteer program at Horsepen Hiker-Biker, overnight. Call Joan Paull, 301-384-8584 for more information.

October 26, 1985 - Association-sponsored Canal Heritage Walk, an interpretive hike, somewhere ~~downstream~~ ^{in area} of Harpers Ferry. Details in next newsletter.

CALENDAR (CONTINUED)

- November 16, 1985 - Volunteer program at Lock 11 involving fence and Lockhouse grounds, 9 AM-Noon. Call Joan Paull, 301-384-8584, for details.
- November 23, 1985 - C&O Canal NHP Advisory Commission meeting, Great Falls Tavern. See entry for Sept. 7.
- December 7, 1985 - Volunteer program controlling erosion at Lock 8, 9 AM-Noon. Call Joan Paull, 301-384-8584, for details.



READERS' OPINIONS SOLICITED

In a recent letter to Along the Towpath, Charles Morrison writes

I was not impressed with the notice on my recent copy of Along the Towpath. There ought to be a better way to solicit and collect dues.

Also there should be an improvement in the preparation of the publication for mailing. It usually reaches me torn, rumpled, smeared and is not in any way attractive on my library table.

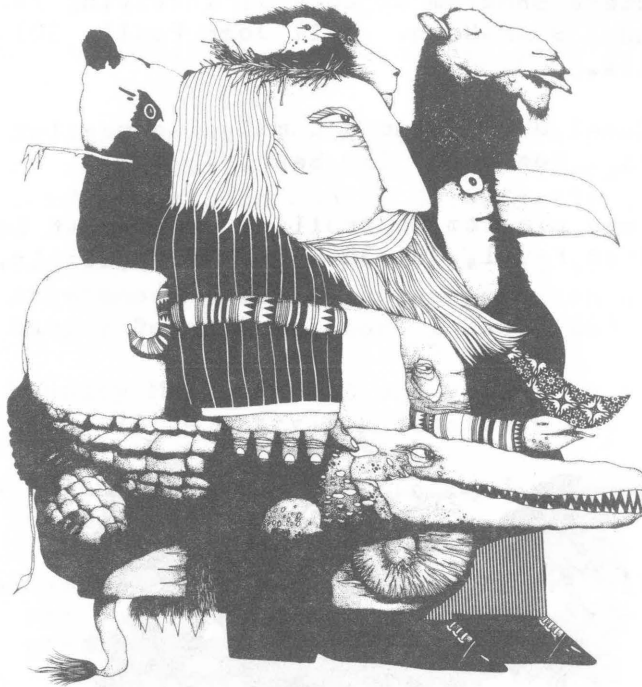
Your editor is interested in determining how many readers find that their newsletters reach them in as poor a condition as that described by Mr. Morrison. Please take a moment to fill in the form below, and send it to Michael Werth, Editor, 14 Grafton St., Chevy Chase, MD 20815.

NEWSLETTER CONDITION SURVEY - JULY 1985

Do you approve of soliciting dues by specific notice written on newsletters of those in arrears? Yes _____ No _____

Does your newsletter arrive torn, rumpled, smeared or otherwise mutilated?

Always _____ Occasionally _____ Never _____



C&O Canal Association
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FIRST CLASS MAIL



John C. Frye
Gapland MD

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