



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

OCTOBER 1985

NUMBER 4

NOTES FROM THE SEPTEMBER 7, 1985 ADVISORY COMMISSION MEETING AT
WESTERN MARYLAND STATION, CUMBERLAND

Cumberland Visitor Center

The Park's Cumberland Visitor Center and its programs have gotten strong community support and attracted over 6000 people in the past year. In a radio interview, Dick Stanton, Park Superintendent, said NPS will proceed with the Cumberland/North Branch development plan as rapidly as funds permit and will study the feasibility of rewatering key segments of the Canal.

Pennyfield Lock Houses

Through NPS' historic leasing program, a private developer has made a preliminary proposal to invest over \$150,000 to rehabilitate the two houses at Pennyfield, in accord with Interior Department standards, and rent them as residences. The Commission endorsed this concept, provided that any lease fully protects the public interest.

Harpers Ferry (Lock 33) Area Plan

The C&O Canal staff is completing plans for new signs and interpretive programs in the Lock 32-36 segment to serve the growing number of visitors expected after the pedestrian bridge between Harpers Ferry and Lock 33 opens this Fall. The plan will be discussed with community groups and reviewed by the Commission in November. NPS will also work with the Appalachian Trail and PATC on rerouting the Appalachian Trail from the U.S. 340 bridge to the new pedestrian crossing.

Great Falls Area River Safety

NPS, the Cabin John fire department and other agencies are refining a regional mutual aid agreement to govern river rescues. They hope to sign the accord in October. While praising the federal-local cooperation, several Commission members expressed hopes for greater involvement by the state of Maryland. The Commission will also keep urging area members of Congress to seek more funds for NPS shoreline patrols and other river safety efforts around Great Falls.

Georgetown Plan

IN response to the National Capital Region's proposed changes in the Georgetown Canal/waterfront plan, the Commission (a) endorsed the long-run goal of converting the GSA property at Lock 1 to parkland whenever the power plant is shut down, and (b) assigned a committee to review the idea of locating a new boathouse on the riverfront near Foundry Branch.

Brookmont Dam Project

The Corps of Engineers is about to start its \$3+ million effort to reconfigure the Brookmont (Little Falls) Dam to make it less deadly. NPS will permit the use of Canal lands near the Little Falls Pumping Station for construction access and staging, under strict conditions to minimize intrusions on the towpath, protect park visitors and require full restoration of affected areas. The Commission is asking the Corps to inspect the Canal's rubble dam (Dam #1), which diverts water for the lower end of the Canal, to be sure it will not be damaged by changes in the water flow.

Lock 3 Plaza

This property, formerly called the Golden Commissary tract, comes under NPS control October 1. The Commission endorsed a staff plan to begin landscaping the area as an adjunct to the barge landing, precluding any commercial uses of the site.

Bike Riding in Georgetown

In accord with the Georgetown sector plan, which would end bicycle riding on the towpath between the mule bridge (34th Street) and Rock Creek, the Park staff has proposed posting a series of signs there as soon as possible stating that bicycles must be walked on the towpath and directing cyclists to alternate routes which will be worked out with the D.C. Government. The Commission endorsed this approach.

Olmstead Island Bridges

Councilman William Hanna of Montgomery County is eager to seek private funds to rebuild the Olmstead Island Footbridges and walkways destroyed by Hurricane Agnes in 1972. The Commission will discuss this idea and related Park staffing and public safety questions on November 23rd.

WSSC Landscaping

The Commission was shown preliminary plans to improve landscaping of the WSSC complex at Watkins Island in connection with additional construction there.

New Member

Ted Troxell, a Cumberland journalist and Canal hiker since 1969, was sworn in to succeed Bonnie Troxell Girod, who resigned in July. Ted was nominated by Allegany County and appointed by Secretary Hodel to serve until mid-1987, when all Commissioners' terms expire.

1985 CANAL HERITAGE HIKE

The 1985 Canal Heritage Hike will begin at 10 A. M. on October 26 at White's Ferry (35.5) and will go to Monocacy River Aqueduct (42.2). Association Vice President Bill Davies will discuss the geological features on this section of the towpath and will also note points of current interest. Hikers should bring their lunches with them. There is plenty of parking at White's Ferry and return shuttle service will be provided from Monocacy. Drivers available for this shuttle service, please complete and forward registration form.

A social hour with cash bar (reservations not required) will be held at the Potomac Valley Lodge, Willard Road, Poolesville, Md., at 5:00 P.M. with dinner (reservations required) following at 6:00 P.M. Gordon V. Gay, Chief, Division of Interpretation and Visitor Services will be our speaker.

This is an excellent opportunity to introduce non-members to the C&O Canal Association. To help publicize this event, contact Karen Gray for posters.

1986 ELECTION PROCESS BEGINS

The 1986 Nominations Committee, which was appointed by the Board of Directors at its last meeting, has announced the opening of the nominating process for the election of next year's officers. The election will take place at the Annual Meeting in February. Following the procedure successfully initiated last year, all members who wish to become candidates, or to recommend others for any of the offices, are invited and encouraged to submit the nominating form that is included in this newsletter. Pursuant to the By-Laws, elections will be held at the Annual Meeting to fill, for one-year terms, the offices of President, First Vice President, Second Vice President (and Level Walker Chairman), Treasurer, Secretary, and Information Officer. In addition, five members of the Board of Directors will be elected to three-year terms.

The Nominating Committee, which consists of Jim Bryant, Carl Linden, and Dave Johnson, will query members whose names are submitted to determine if they will accept the nomination. Information about the candidates who have accepted nomination by the beginning of December will be published in the January issue of Along The Towpath, to acquaint all members with their qualifications prior to the election.

Nominations should be mailed to Dave Johnson at 9211 Wadsworth Drive, Bethesda, Md. 20817. To ensure adequate leadtime to meet the newsletter deadline, nominations should be mailed by 1 November. Nominations accepted after the deadline will be included on the ballot, but announcement of the candidacy in the January newsletter cannot be assured. Nominations may also be made from the floor at the Annual Meeting.

In accordance with Article II.1 of the By-Laws, members of the Board of Directors who have served three consecutive full terms (nine years) must step down for at least one year before being eligible for reelection. Because of this rule, none of the incumbent board members whose terms are expiring may be candidates this year. This rule does not preclude their nomination for other offices.

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

Editor is Michael Werth, 14 Grafton Street, Chevy Chase, Md. 20815, to whom correspondence and contributions should be addressed. The editor welcomes communications from the readership.

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.

NOTES FROM AUGUST 4, 1985 MEETING OF THE ASSOCIATION'S BOARD OF DIRECTORS

Paw Paw Cabin

The cabin is in excellent condition and being enjoyed by members. The cabin is booked for most of August through October. Shutters are still to be placed. Additional information needs to be made available to members who stay at the cabin to respond to questions from passersby and visitors. A work weekend for November 23-24 to build bunks and tables was suggested. This could be combined with a canoe trip and/or a one-day hike.

Association Liability Insurance

The use of the Paw Paw cabin per contract with the Park Service requires liability insurance. \$300,000 was agreed upon as the amount of coverage with payment for this to be made by the Treasurer.

Expanded Dickerson Plant

A new PEPCO plant appears in the offing for the Dickerson plant site. Early information should be secured to influence the layout and construction of that plant to minimize its effect on the Canal.

Outer Beltway and the Canal

With the Outer Beltway to cross the Potomac at Edwards Ferry, its impact on the Canal should be assessed and the Association should present its views how this can be minimized. Bill Davies felt that this is the time for the Park Service to purchase land in the Edwards Ferry area to prevent commercial and residential development. We should support Superintendent Stanton to get funds for such land purchase. This matter is to be considered at the next Board meeting and Bill Davies offered to write a letter to see if a PEPCO representative would attend a future meeting to discuss present Dickerson expansion plans.

Other Items

The Justice Douglas papers should be inventoried and their disposition determined. One possible method of providing access to them would be through the Washington County Historical Society.

A week or weekend for an Association campout, possibly at the Antietam Battlefield, was suggested by Rita Hirrlinger. She also suggested additional one- or two-day hikes at suitable locations along the Canal. A poll of membership interest would appear indicated.

The explanatory plaques on the Potomac Basin placed at the WSSC pumping station above Lock 21 (Swain's Boathouse; Mile 17) deserve special commendation as historically informative. NOTE: next issue of National Geographic Traveler should have article on C&O Canal. Do we need towpath biking regulations in the more congested parts of the towpath? Membership comment is invited!

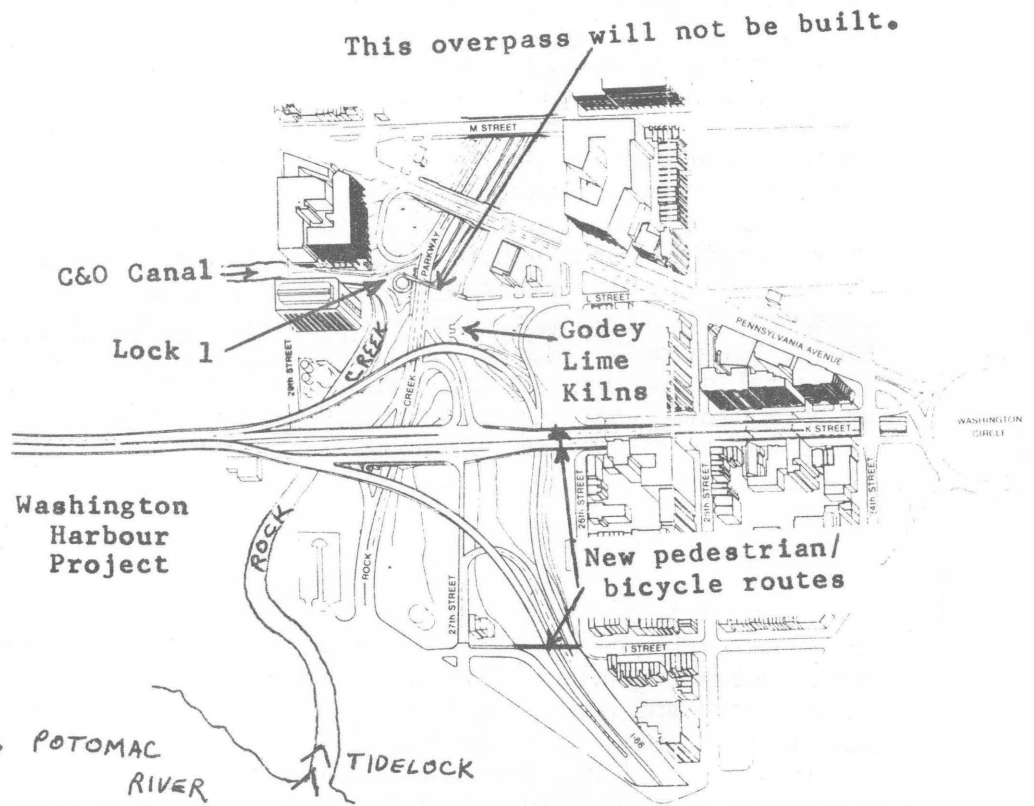
PLAN TO REHABILITATE WHITEHURST FREEWAY SHOULD NOT ALTER AMBIENCE OF C&O CANAL PARK

by Bob Greenspun

In March 1984 the DC Government published a draft environmental impact statement concerning its plans to rehabilitate or replace the deteriorated Whitehurst Freeway connecting Key Bridge and Canal Road in Georgetown with K Street and I-77 in Foggy Bottom, and crossing the C&O Canal via three overhead ramps just west of Key Bridge. DC proposed four "alternatives" without specifying a preference, and these proposals were described in Along the Towpath in July 1984 (XVI,3, pp.1-5). After holding public hearings and digesting public comments, the District decided upon a fifth plan, which it described in August 1985 in Whitehurst Freeway Corridor System Modification Study Final Environmental Impact and 4(f) Evaluation (the FEIS). After receiving comment on this document, DC will proceed to the "detailed design" of the work specified therein to be done.

The selected plan, as well as the four alternative plans, were advanced as meeting the study guidelines of accommodating present traffic and a waterfront park, minimizing the generation of additional traffic, and controlling and reducing, where possible, through traffic in adjoining residential neighborhoods.

Under the plan, the elevated roadway will be rehabilitated. It will be widened by eight feet to allow for a breakdown lane in each direction. The existing vertical girders will be re-used and possibly augmented with supplementary ones on each side of the present columns to carry the additional load. The new deck will be four feet closer to the buildings on the north side of K Street and, perhaps, a portion of the freeway over the Canal will become "one to three" feet wider as the roadway makes the transition from the widened main structure to the existing ramps (leading to and from M Street, Canal Road and Key Bridge). The outside parapets will be solid masonry walls. There is to be no change in any of the ramps over the Canal or their supporting



Whitehurst Freeway Corridor Study FEIS
DETAILED PERSPECTIVE OF CONNECTIONS
NEAR ROCK CREEK PARK

columns.

At the east end of the Freeway, between about 26th and 30th Streets N.W., DC plans significant changes. The remaining (unconnected) ramps and roadways built in anticipation of the construction of I-266, a road no longer planned to be built, will be demolished; the ramps connecting the Whitehurst Freeway to I-66 will be shortened (See Figure). "The removal of the unused ramps and stubs (would benefit) . . . the Godey Lime kilns . . . by reducing the intrusive nature of the interstate-style interchange, . . . freeing this area of unnecessary freeway structures and shadows." Under the plan there would be constructed new pedestrian/bicycle paths along both sides of K Street over Rock Creek Parkway and along I Street over I-66. (A similar route over Rock Creek Parkway and Rock Creek, from 26th and L Streets to the Canal towpath just below Lock No. 1, once proposed, is no longer in the plan.)

K Street below the freeway would have a fifteen-foot-wide sidewalk on its north side and, proceeding south, two eleven-foot-wide westbound traffic lanes, one eleven-foot-wide eastbound traffic lane and one eighteen-foot-wide multipurpose lane. The latter would contain an eleven-foot-wide eastbound traffic lane and an eight (sic)-foot-wide bike lane, with a seventeen-foot-wide railroad right-of-way (to the GSA ash house) coextensive with both. (The track will abut the bikeway.) There is no pedestrian walkway proposed for the south side of K Street under the assumption that the incipient Georgetown waterfront park would include one. The cost of the project is \$56.5 million. The Key Bridge rehabilitation project cannot be conducted concurrently with the Whitehurst Freeway rehabilitation project.

The FEIS is in two volumes, with Vol. 2 containing copies of public comments and correspondence. Volume 1 presents, for the selected plan and for each of the four alternatives, descriptions of the effects of the plans on transportation, land use, socioeconomics, historical structures, aesthetics and natural resources. Section 3.4 (Vol.1, pp. 3-31 to 3-40) provides a map of historical structures in the area and a two-line description of each. The FEIS may be consulted at four DC libraries - West End, Georgetown, Palisades and Martin Luther King - and at the DC Department of Public Works.

VOLUNTEER OF THE QUARTER

We want to recognize as the Volunteer of this Quarter Helen Louise Johnston, one of our members who has volunteered many hours of efforts for the C&O Historical Park. Helen began her "Sights and Sounds" hikes in 1973 in the area of the Great Falls Tavern and has since been joined by Betty Henson and Betty Bushell in guiding the tours. This team will take you on a narrated flora and fauna hike beginning at 10 A.M., four times a month, throughout the year - the first and Wednesdays and Saturdays of each month. The hikes (not too strenuous) have become something of a tradition around Great Falls. Helen introduces the hikes with a slide show at Great Falls Tavern in which she describes some of the things to look for in the pertinent season. The hikes will cover up to four miles in various directions from the Tavern, toward the abandoned gold mine, Angler's Inn, Swains' Lock, Bear Island, etc. The interest of the group will determine the emphasis of material covered on the hike. Helen has given special tours to school children, scouts and other groups.

There are 10-12 "regulars" who come on the hikes at least once a month. They contribute their special know-how to the hikes. The three hike leaders have had as many as ninety people for a hike. Then they split the hikers into smaller groups, each led by one of them. Their interesting programs are listed in the Calendar of Events of the C&O Canal Historical Park. If you have not gone on a nature hike lately, why not join Helen and her team on one? I have.
M.W.

THE EDITOR'S CORNER

The cardboard box given Bob Greenspun when he assumed editorship of Along the Towpath has been passed to me and I shall try to preserve it for its next recipient. To become acquainted with how our Association carries out its purposes of supporting the conservation of the C&O Canal I attended recent meetings of our Board and the C&O Canal National Historical Park Commission. I was impressed by the enthusiasm and interest of those at the August 4th Board meeting. It was clear that more could be accomplished if we had a larger membership participating in furthering the goals of the Association. Toward that end a high priority needs to be assigned to making known the advantages of membership to recreational users of the towpath. A new membership brochure has been in preparation for some time. Its revision was discussed at the Board meeting. Its preparation deserves to be expedited so it may be distributed. We have had an offer from the Superintendent of the C&O N.H.P. to place some brochure dispenser boxes in locations along the Canal which were not too subject to vandalism. There are also various recreational events along the towpath, in Georgetown, Great Falls Tavern. These could be used to make our Association known so that, when we appear before the D.C. Alcohol and Beverage Control Board to oppose a Class D alcohol beverage license for a location which would adversely impact the Canal, we speak for more than 300 members. The impact we make is not only a function of quality of membership but numbers. A membership application form appears at the end of this Newsletter. Why not pass it to an interested friend?

Our Association has many outstanding volunteers. They make the Association "tick". This issue recognizes one of these, Helen L. Johnston who, together with two associates, Betty Henson and Betty Bushell, has served as a nature hike leader at Great Falls for over ten years. Well done Helen and team!

Another concern for the Association is the portion of the Canal at Brunswick where commercial vehicular traffic on the towpath destroys some of its recreational values. Mayor Campbell of Brunswick does not want to give up the commercial campground which is accessed using the towpath. If you would like to see the towpath at Brunswick closed to traffic, get a new member, especially from the Brunswick area, who can let Mayor Campbell know that there are many more users of the towpath than there are users of his Campground.

Our Newsletter Condition Survey in the last issue had seventeen responses. They showed our membership approves of saving postage by including on newsletters notice of any dues arrearages and generally receives the newsletter in good condition. With that information, we should continue doing what we have been in the handling of newsletters.

The need to be ever vigilant about commercial encroachments on the scenic, historical and environmental beauty of the Canal is illustrated by two separate events in recent times. One is Application 24961 for a Class D alcohol beverage license at 3071 Canal Street, Georgetown. This building is on "Rainbow Row", adjacent to the C&O Canal. The proposed commercial activity is fronted by the towpath, would increase traffic and congestion in the constricted area and adversely affect mules and mulehandlers on the towpath. Your Association, understandably, opposed the proposed license.

The other event is the proposed lease of the Pennyfield Lock houses. Any proposed lease will be carefully evaluated by a Committee of the N.P.S. National Capital Region under criteria generally set out in Part II, Section B of Solicitation PSA-8842. Since the current Superintendent of the C&O Canal National Historical Park, Richard L. Stanton, is a member of this Committee we are assured that the interests of the Association in maintaining the Canal's historical and scenic purposes will be looked after. Yet another committee at some future time may have a different orientation with a possibly commercial emphasis. This is why it would be helpful for the N.P.S.'s National Capital Region to publish names and positions of the membership of the Committee that evaluates lease proposals. It would also be helpful to have published the weighting given various leasing criteria in the evaluation process.

September 9, 1985

SOME DARK CLOUDS ON THE HORIZON

During the last month or so two pieces of news pose some large problems for the C&O Canal National Historic Park. One concerns the possibility that an outer beltway will be built passing near the Canal from Dickerson to somewhere in the vicinity of Edwards Ferry; the other is the probable expansion of the PEPCO's Dickerson installation to include a gasification plant. Of the two, the latter poses the least problem. While the C&O Canal Association has had a few run-ins with PEPCO in the past over the Dickerson plant, the Company has shown a willingness to understand the problem involved and take corrective action. This opens an avenue of approach to the Association and to the power company to get together to analyze the plans for the expansion of the plant and solve those problems mutually before things have advanced to the point where corrections are costly.

The second problem involving the proposed outer beltway does not present such easy solution. If the only consequence involved were the alignment of the road to prevent physical and scenic damage to the park this would not be too difficult. The development that will occur between the roadway and the Potomac River and along the Monocacy Valley. It is not difficult to envision this development because a drive along the present beltway or along I-270 will show what will happen. Virginia is pushing for the outer beltway; Maryland is lukewarm to cool as it would divert traffic away from BWI airport to Dulles but that is little consolation as the fate of the highway, for practical purposes, will lie with the Federal Government.

What can be done to dissipate these dark clouds?

1. The C&O Canal Association in cooperation with the Advisory Commission should get together with the Park Service to bring about an understanding of the problems before it is too late to take effective action.

2. The C&O Canal Association on its own should get together with PEPCO and bring to the Company its concerns so that early consideration can be given them. Outright opposition to the Company's development of the plant is no answer. Industry is compatible with the Canal Park as long as it is isolated and does not interfere with the natural environment of the Park.

3. There should be steps taken to expand the area of the Dickerson Regional Park, The Monocacy Natural Resources Area, as well as expanding the C&O Canal National Historical Park to cover all the lowland along the berm side of the Canal and the adjacent slopes and uplands to prevent any encroachment on the environment of the Canal. This will involve Federal legislation to permit the Park Service to make extensive purchases of land beyond that which is now authorized; it will require considerable push from the Association to get the Maryland park officials to increase the size of the areas cited.

4. Now is the time to express our concerns to the Maryland Department of Transportation and the Montgomery and Frederick Counties planning commissions so that crucial crossing of the Canal Park near Edwards Ferry will be done in such a way as to avoid the conditions that exist at Cabin John Bridge and to see that zoning prevents dense development on the west side of the proposed beltway. Most officials will probably take the stand that construction of the beltway is a long way off. But we should not be placated by this for though their statements are sincere there are political and economic powers that can bring the outer beltway to reality in very little time.

If the Association, the Commission, and the Park Service work together, it will be possible to have a beltway and an expanded PEPCO plant without destroying the environment of the Canal Park. It's up to the Association to take the initial steps as it did 31 years ago. This is a job about as big as getting the Act passed for the National Park 15 years ago. Plenty of "hikin' and hollerin'" will be required again.

William E. Davis
Falls Church, Va.

NOTES FROM A D.C. TO CUMBERLAND CANAL HIKER WHO STAID THE COURSE

21 June 1985

* * *. The only glitch occurred on 28 May (Tue) when it began pouring rain at about 8:00 AM after being underway from about 6:40 AM --. Pressed on in the rain thru the Paw Paw Tunnel where I met a school group from the area and was informed that there might be overnight accomodations in Paw Paw, but little chance of accomodations beyond on the Towpath. I pulled off on the road leading to Paw Paw (3/4 mile) and hiked into town. Inquired around and learned of a Mrs. Ruth Bevans who took in people overnight. Her home is behind the Paw Paw Post Office -- a fine, old home with spacious lawns, etc. She is 87 years old and I learned she has taken Towpath hikers and bikers in over the years and continues to do so. I was given a fine room and spent the day sheltered from the rain which continued thru the day. She charged me \$15.00 with a modern bath at the end of the hallway. Well worth it I thought.

After a hearty breakfast at the Family Restaurant in Paw Paw (reasonable prices) I was back on the towpath. I arrived in Cumberland on May 29th. The 184.5 mile hike took ten hiking days.

I am trying to find a source to purchase a patch of the C&O Canal to sew onto my backpack along with other cloth patches I have on the pack. * * enjoyed it immensely. It was truly The Great National Project of its time!

Paul W. "Bigfoot" Tourigny
Lewiston, Maine

President's Column

Another election is coming up and a Nominating Committee has been appointed once again. The Committee, consisting of Dave Johnson, Jim Bryant, and Carl Linden, has a report elsewhere in this issue. Anne Murphy got the revised process started so effectively with her solicitation of all incumbents and her request for nominations from members that I have charged this year's committee to follow that lead. An interesting aspect of this year's election will be that all five incumbent Board Members whose terms expire in 1986 are not eligible for re-election - they have all served at least the maximum nine years. In fact, this could make the 1987 election even more interesting, as all of the persons whose terms expire in that year are eligible to run for another term and the five stepping down this year will again be eligible!

The Paw Paw Cabin is rolling along wonderfully! Some 34 pages of notes had been written by overseers by July 15 and several more overseers have been out there since then. Nearly all comments are favorable and excellent suggestions have been made for improvements. Mimi Eller's article on this progress is elsewhere in this issue. We are assured of a five-year extension on our current lease agreement with the National Park Service, so we are accepting reservations for any dates through December 31, 1990 - when would you like to enjoy it?

A new slate of Level Walker and Volunteer activities is advertised in this issue. Feel free to join in on any of them and get to know your fellow members better.

Bruce W. Wood

V.I.P. CORNER

by Joan Paull

Right now I'd like to have a poster ten feet tall to put on display at all park information centers for the work the C & O Canal Association has done at Lock 17 for erosion control. In June, Bejay Myers, Ed Vernon, Andrew Johnson, Dave Johnson, and Joan Paull finished the top section of terracing begun in April. Bill Speck and Joan Paull began the center section of the trail on July 8. On August 3, Dave Johnson, Bill Speck and Joan Paull finished the center section. We will work on the lower section next spring.

The concerts were covered by Bruce Wood on July 28, Joan Paull August 11, and "Canal Days" on September 8 by Jane Larsen, Bejay Myers, and Joan Paull. (August 25 was rained out.)

Our September 21 work day was cancelled because of a special program.

On October 5 the C & O Canal needs you!

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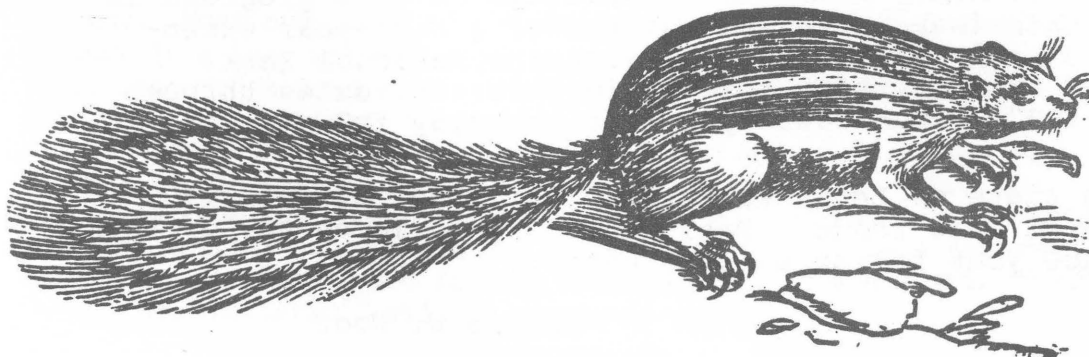
The C & O Canal Association and the Park Service will be at the Horsepen Hiker-Biker working on erosion control, setting campground limits, putting up signs, 2 new grills, 2 new trash can pads and ring holders, and some rebar work. We will be doing our main work on Saturday, October 5, from 9 - 5 P.M. However, workers may camp overnight on Friday at Horsepen. Bring your own food and drink, work gloves, proper clothing, and small tools. We will be at mile 26 with access from Sycamore Landing Road off River Road.

C & O Canal and Audubon Naturalist Society collaboration

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The C & O and the Audubons will be working on vegetation management at Locks 35, 36, and 33 during the weekend of October 19. Since our mutual goal is to reduce the use of toxic pesticides and find alternatives to herbicides, we can participate by removing vegetation from lock walls. We are scheduled to work all of Saturday and half of Sunday. Bring work gloves, boots/shoes, hand tools, food and drink for the time you will be working. We will have a pot luck camp dinner on Saturday evening 6:30 "ish". Participants may camp on National Park property at Fort Duncan on the Pleasantville Road. (Access is near mile 60 at Lock 33.) Please call Joan Paull (301) 384-8584 or Neal Fitzpatrick at 652-5964 for additional information. Let's match the turnout that the Audubon Society is expecting.

Our November 16 trip is to Lock 11 to work on the lockhouse grounds and fence. Access is from GW Parkway, downstream traffic. Park at Lock 10.



Squirrel

PAW PAW CABIN REPORT

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

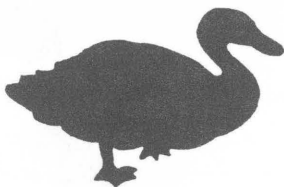
Association members have supported the Paw Paw Cabin project in the best possible manner by providing overseer coverage during the busy months of summer. Since Memorial Day, the cabin has been occupied every weekend but three and for three full weeks. Volunteers have been recording their experiences, ideas and comments in the Paw Paw Journal and the collection provides not only interesting reading but quite a few chuckles as well. It was noted that over the Fourth of July a Betsy Ross flag flew at the cabin, and that on one day, forty visitors were assisted with information, directions, canal maps and tunnel brochures.

Amenities are being added to the cabin from time to time: there are now four camp cots at the disposal of cabin users. Expenditures, however, have been kept to a minimum. Of the initial \$500.00 authorized by the Board to meet start-up costs and the utility bills, approximately \$300.09 has been expended to date. Receipts have totalled \$80.00 for a balance of \$279.91.

The cabin is fully reserved for the second half of September and all of October and the first weekend in November. It is available for use in November and December.

TWO DATES FOR YOUR CALENDAR: There will be a Projects Weekend Saturday and Sunday, November 23 and 24, for those who would like the join in on finishing up projects begun earlier, including clearing undergrowth between the cabin and the river, installing shutters, constructing a dining table and bunks as well as painting and clean up. This is all leading up to . . .

Saturday and Sunday, December 14 and 15, when the National Park Service invites all Association members to celebrate with them the success of the Paw Paw Cabin project. This is our chance to enjoy the fall season out-of-doors in a lovely historic area with all the folks that contribute so much to preserving what's really important. So, bring your tent, provisions for dinner, and your walking shoes. The festivities begin with Happy Hour at 4:00 p.m. at the Paw Paw Cabin.



LEVEL WALKER NOTES

Most of us continued our observations on the levels during the summer months as the reports indicated.

The "blow-out" on the towpath just downstream from Mile 11 was promptly "covered" by the Park Service.

We have had several cards from the unsinkable "Butch" Henley while on her Trans America 4500 mile bike trip. "Butch", as you know, is a 2000 Miler on the A.T., walked the C&O in 1979, walked across the country with Hik-a-Nation, and finds time to be a Level Walker. She now envisions a canoe trip across the nation.

We are eagerly looking forward to an active and exciting Fall season on the towpath.

First we are scheduling a walk across the new footbridge at Harpers Ferry.

Mark these dates on your calendar --

SATURDAY, DECEMBER 7, 10:00 A.M. Park in the visitor lot at Harpers Ferry. Meet at Harpers Ferry side of the new footbridge. John Frye, who is an authority on local history, will lead us to Ft. Duncan to see this fascinating Civil War fortification.

This is one of the Old Tyme Christmas Celebration days in Harpers Ferry. Upon return to Harpers Ferry we can enjoy this yuletide event.

SATURDAY, January 11, 10:00 A.M. On this mid-winter walk we will do something special. After a short walk starting at Swains we will have a pot-luck luncheon at Peggy Lawson's home and a brief Level Walker meeting after lunch.

This presents an opportunity to bring your favorite salad or dessert. More details in January Newsletter relating to parking, who to contact, etc.

Don't miss it!

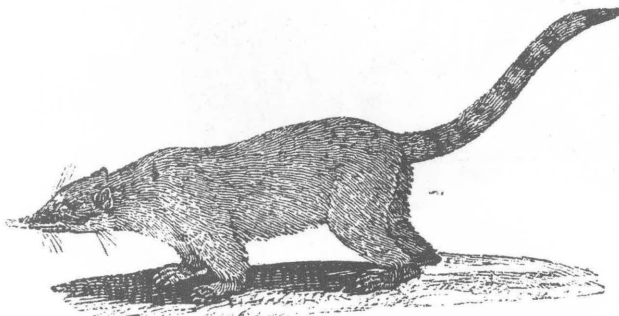
A representative recent level walker's report:

Sect. 43 - McCOYS FERRY TO FORT FREDERICK - Karen Gray - August 1985

Leaving from McCoy's Ferry end about 7:45 a.m. on Sunday, August 4, I walked through the campground. All sites were in use and campers appeared to be reasonably neat. No clear problems. The amphitheatre area looked unused and the logs for sitting on were scattered in the area but I believe they were all there. The outhouses I checked appeared clean and in good order.

This walk was a delight in terms of wildlife. I saw at least 5 adult deer and three fawns--one either born late or a runt as it was quite small. While watching two some 75 feet down the towpath a red fox wandered across the canal between myself and the deer, pausing midway to look in their direction and then mine before sauntering on into the canal prism.

Lyman Stucker



The Coati or Brazilian Weasel



NATIONAL PARK SERVICE TELEPHONE NUMBERS

C&O Canal N.H.P. Headquarters, Box 4, Sharpsburg, Md. 21782 301/739-4200
 Administrative Officer - Linda Toms Ext. 204
 Acting Chief of Maintenance - Dan Hostler, Ext. 239 or 678-5548
 Chief Ranger - Dave Murphy, Ext. 222
 Historian - Jack Sanderson Ext. 223
 Curator - Lee Struble Ext. 231 (Cottage), 230 (Archives)
 Chief, Interpretation and Visitor Services - Gordon Gay Ext. 203

Palisades District, 11710 MacArthur Blvd., Potomac, Md. 20854 - Great Falls
 Tavern 301/299-2945

District Ranger - Mike Brown
 Rangers: Gary Pieruccioni, Tom Nash, Helen Likky, Edie Roudebush,
 Sally Griffin, Brian Adams, Chris Lea, Rick Metsch, and Herb Swift
 Area Covered: Milepost 0 (Tidelock) to Milepost 31 (Just beyond Edwards Ferry)

Piedmont District, Canal Road, Sharpsburg, Md. 21782 (Near Antietam Aqueduct)
 Tel. 739-4200 Ext. 237, 739-6179 or, after hours, 739-4204
 District Ranger - Dwight Stinson, Ext. 237 or 219
 Rangers: Robert Roderick, Ed John, John Frye, James Siebert, and Roland
 Hamilton
 Area Covered: Milepost 31 (Just above Edwards Ferry) to Milepost 106,
 approximately 108 miles below Dam No. 5.

Allegheny District, 180 W. Main Street, Hancock, Md. 21750
 District Ranger - Mike Mastrangelo, 301/678-5463
 Rangers: MaRTIN Gallery, Rick Erisman, Chris Kinneary, Paul Apple,
 Ken Newbraugh, Roger Ross, Rita Knox, Freda Bennett, John Bailey, William
 Orndorff.
 Area Covered: Milepost 106 (.08 mile below Dam No. 5) to Milepost 184.5.
 (Canal Terminus, Cumberland, Md.)

Abner Cloud House 202/472-2679
 Georgetown Boat Operation 202/472-4376
 Fletcher's Boat House 202/244-0461
 Canal Clipper, Great Falls Tavern 301/299-2096
 North Branch 301/777-8667
 Western Maryland Station Center 301/722-8226

 C&O CANAL ASSOCIATION
 MEMBERSHIP APPLICATION

NAME _____
 Last First Middle Initial

ADDRESS _____

Major area of interest in C&O Canal _____

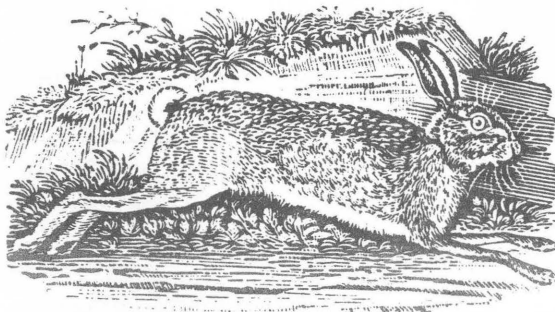
My free C&O Canal Association badge should bear this name: _____

Send application with membership fee payable to C&O Canal Association (one year
 Individual \$10.00, Family \$15.00, Patron \$20.00) to C&O Canal Association,
 P.O. Box 66, Glen Echo, Md. 20812.

CALENDAR OF COMING EVENTS

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

- October 4-5, 1985 - Volunteer program at Horsepen Hiker-Biker, Mile 26, from 9 AM to 4 PM. Access from Sycamore Landing Road off River Road. Call Joan Paull, 301-384-8584 for more information.
- October 19, 1985 - Joint volunteer program with Audubon Society for vegetation management at Locks 35, 36, and 33 with pot luck supper. See page 10 this issue for details and/or call Joan Paull, 301-384-8584.
- October 26, 1985 - Association-sponsored Canal Heritage Hike, 10 AM, White's Ferry, with interpretation by experts, and drinks and dinner afterwards. Details and reservation forms in this issue.
- October 27, 1985 - Association Board meeting, 2 PM, Great Falls Tavern. All members are welcome at Board meetings.
- November 1, 1985 - Nomination Recommendations by members for Association officer positions due (see Form, next page).
- November 16, 1985 - Volunteer program at Lock 11 involving fence and Lockhouse grounds, beginning 9 AM. Call Joan Paull (301) 384-8584 for details.
- November 23-24, 1985 - Paw Paw cabin projects weekend. See page 11 this issue for details or call Mimi Eller, (703) 521-5837.
- November 23, 1985 - C&O Canal NHP Advisory Commission meeting, Great Falls Tavern, 1 PM. Advisory Commission meetings are open to the public. For information on agenda, write to the C&O Canal NHP, P.O. Box 4, Sharpsburg, Md. 21782.
- December 7, 1985 - Level Walker's hike, Harper's Ferry to Ft. Duncan, 10 AM. Includes interpretation. Followed by Yuletide celebration. For details call Lyman Stucker, (703) 549-3527, or see p. 12.
- December 13-14, 1985 - Paw Paw cabin celebration, camping with happy hour 4 PM. For details see page 11 this issue or call Mimi Eller, 521-5837.
- January 11, 1986 - Level walker's hike, Swains Boat House with pot luck luncheon to follow (indoors). For details, see page 12 and next issue.
- January 25, 1986 - Volunteer program at great Falls camouflaging "social" trails, 9 AM. Call Joan Paull (301) 384-8584.

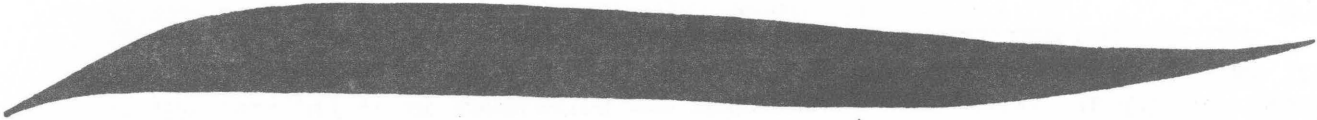


The Hare

DID YOU KNOW:

There is a Potomac River Basin Consortium consisting of eighteen universities and eight other institutions, including the C&O Canal Association, which publishes Soundings, a "Journal of Writings and Studies" on the Potomac River basin. The Consortium was formed in 1982 as a forum for discussion of issues of academic interest in the Basin. The Consortium sponsors several meetings each year. The September 1984 issue of Soundings contains the text of Donald Spoon's presentation to the Association on April 21, 1984 in Williamsport at the 30th anniversary celebration of the Justice Douglas historic hike. This issue also contains some Georgetown Waterfront proposals discussed briefly by Anne Satterthwaite, Georgetown Citizens Association. She notes the Rock Creek land swap by the National Park Service which would allow the first building along the creek in decades.

Lock 3 of the Patowmack Canal, Great Falls, Virginia, is the only lock in the Country with a bend in it. Locks 4 and 5 cut down through the rocky wall of Mother Gorge. Some of this Canal, including Locks 1 and 2, are reasonably well preserved. Canal construction began in 1786 and the locks completed in 1802. The Canal was operational for only 26 years.



NOMINATIONS FOR ELECTIONS TO BE HELD AT THE 1986 ANNUAL MEETING

To the Nominations Committee:

I nominate the member(s) named below for the office indicated:

PRESIDENT _____

1ST VICE PRESIDENT _____

2D VICE PRES/LEVEL WALKER CHMN _____

TREASURER _____

SECRETARY _____

INFORMATION OFFICER _____

BOARD MEMBER _____

BOARD MEMBER _____

Please mail this form by 1 November 1985 to:

David M. Johnson
9211 Wadsworth Drive
Bethesda, MD 20817

The members nominated above will be queried by the committee, and if the nomination is accepted, will be included on the official ballot at the Annual Meeting.

HERITAGE HIKE CARPOOL DRIVERS' REGISTRATION FORM

I will help shuttle hikers on October 26, 1985 between Monocacy River Aqueduct and White's Ferry after the Heritage Hike. I will arrive at White's Ferry by 9 A.M. on the 26th.

My car will comfortably carry _____ passengers.

Name: _____ Phone No. () _____

Mail this form before October 16, 1985 to Rita Hirrlinger, 10145 Walnut Wood Court, Burke, Va. 22015.

RESERVATION FORM FOR HERITAGE HIKE DINNER ON OCTOBER 26, 1985

Dinner will be at the Potomac Valley Lodge at 6:00 P.M. on October 26. ADVANCE RESERVATIONS AND CHECKS ARE REQUIRED. Make your check payable to C&O Canal Association in the amount of \$10.00 per person which is the cost of dinner including tax and tip.

Name: _____ Number in Party _____

MAIL THIS TO C&O CANAL ASSOCIATION, P.O. BOX 66, GLEN ECHO, MD. 20812 BEFORE OCTOBER 16.

No tickets will be sent. Your name will be listed at the door.

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

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FIRST CLASS MAIL



John C. Frye

Gapland MD

21736