

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 XVIII

APRIL 1986

NUMBER 2

ANNUAL REUNION HIKE TO BEGIN AT FOUR LOCKS ON APRIL 26

The thirty-second Annual Justice Douglas Reunion Hike of the C&O Canal Association will take place on Saturday, April 26, along the towpath between Four Locks and Licking Creek.

To be led by the Association's newly-elected president, Hal Larsen, the approximately eight-mile hike will begin at 10 AM at Four Locks (Lock 48, Milepost 108.64) and end at the Licking Creek Aqueduct (Milepost 117). Fort Frederick will be the site for the lunch stop, and hikers should bring their own lunch. The traditional post-hike happy hour and dinner will be held at the Hagerstown Holiday Inn.

The towpath section selected for this year's Reunion Hike includes as points of interest Locks 47, 48, 49, and 50, all within a half mile, which carried the canal across Praethers Neck; McCoy's Ferry, a boat ramp, picnic and camping area; Fort Frederick State Park, created to preserve and interpret the French and Indian War fort; Big Pool; and the Licking Creek Aqueduct, the longest singlespan aqueduct on the canal. On the West Virginia shore of the Potomac River, Yogi Bear Jellystone Park is visible from the Four Locks area.

The Hike Committee, comprised of Hal Larsen, Brad Haigh, and Bill Davies, developed the following schedule for Reunion Hike activities: 10 AM - Hike begins at Four Locks

11:30 AM-12:30 PM Lunch at Fort Frederick (hikers should bring their own lunch)

4:30-6 PM - Happy hour (cash bar at Hagerstown Holiday Inn)

6 PM - Dinner at Holiday Inn (reservations required--see reservation form on last page of this issue)

7 PM - Membership meeting (to consider proposed bylaw changes)

8 PM - After-dinner program

9 PM - End of Reunion Hike activities

To reach the Four Locks parking area from I-270, drivers should take the Clear Spring Exit, turn right into the center of Clear Spring, then turn left on Route 40 for one block, turn left again on Big Spring Road for 2.7 miles through Big Spring, and turn left on Four Locks Road for 0.7 mile to the parking area next to Lock 48. Hike participants driving from US 40 should take the Big Spring Road at Clear Spring and proceed as described above. Brad Haigh will coordinate shuttle service; drivers willing to provide shuttle service should call Brad at (703)642-5366.

Dinner reservations will be limited to 100 persons; no further reservations can be taken after that number has been reached. (See reservation form on the last page of this newsletter.) The dinner menu will include fried chicken, roast beef, green beans, corn, whipped potatoes, salad bar, rolls chocolate mousse and

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PRESIDENT'S COLUMN

by Hal Larsen

I want to thank the membership for my election to office and for the opportunity to serve. The Association and the C & O Canal National Historical Park face a critical time. Having just suffered serious damage in the November 1985 flood, the towpath needs major repairs just when fiscal restraint darkens the outlook for funding for this purpose. Now more than ever, volunteer effort is required to support the National Park Service's work to restore damaged sections and to stabilize structures on the Canal.

The Canal is our inspiration and our reason for being. Every culvert and lock and every rut and mud puddle on the towpath are ours to cherish and to worry about. The inspiration we receive from splendid views across the river or from the soft impressions seen when cliffs, foliage and flowers blend their colors and shadings are our reward for the effort we expend to preserve the park in its purity and tranquillity. We could lose all this to onslaught by nature or man (e.g., developers) unless we stay on the job and maintain our vigilance to guard this fragile muddy strip against the ravages of time, weather and contiguous land use.

Two major themes should inspire the Association's activities this year -- the need to shore up the towpath and the Canal structures damaged by the flood and the compelling requirement to rejuvenate and enlarge our membership. I will lend my efforts to encouraging the members to contribute in these two areas. We must do everything possible to help the Park Service restore the Canal to full use by the public. This requirement means hard work for everyone who is able to contribute. We will also focus our efforts on improving our membership profile, especially by encouraging young people to join and by greatly expanding our coverage in the upper Potomac reaches.

I had known the presidency would be a major managerial function. As I can already see, the task has larger parameters than I

had imagined. But I believe I am ready for this and am prepared to devote whatever time is necessary to fulfill my responsibilities. I would be derelict in my duty if I did less, for the membership is entitled to competent and dedicated leadership, and I am determined to meet this expectation.

I don't contemplate any major procedural changes at this time, for I believe the procedures already in place are as good as they can be and require no alteration. Past Association leaderships have through the years shaped their methods to ensure efficient operations in all our activities. Thus I inherit a solid procedural base and am fortunate to preside over a well-established and smoothly functioning organization.

I am particularly grateful to my predecessor, Bruce Wood, for leaving things in good order. He managed the Association very well, being concerned to complete projects and to plan for events in a timely fashion. He accomplished his mission in an exemplary manner by closely and intelligently supervising the organization's activities, by judiciously delegating responsibilities, and by expertly managing the Association's meetings. His personal effort to contribute to our work, such as his comprehensive survey in order to review the flood damage in November and his well-written reporting to the membership, are contributions beyond what might reasonably have been expected. I look forward to his support and assistance.

More work than play will necessarily be the rule this year. This is imperative as our investment in the future of the Canal. I expect each member to help out to the best of his or her ability as we put the towpath back into full use again.



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coffee or tea. The cost will be \$10.50
per person. Happy hour will be on a
cash bar basis.

After dinner, there will be a special meeting of Association members to consider bylaw changes proposed in order that the Association may file for tax-exempt status with the Internal Revenue Service. Members should bring with them copies of the existing bylaws and the proposed bylaws which were mailed to them earlier. Following dinner and the special meeting, there will be entertainment to last until approximately 9 PM.

Due to extensive damage caused by the November flood, no camping facilities in the C&O Canal National Historical Park are open. Hike participants who plan to stay overnight on Friday and/or Saturday, may wish to contact Hal Larsen about special block rates offered by the Holiday Inn. If there are at least 20 reservations from a group, the Holiday Inn has a rate of \$30 per night per room; otherwise, the rate is \$42 per night. For reservations at the block rate, call Hal Larsen at (703)356-1809.

To reach the Holiday Inn from Four Locks, take the Four Locks Road for 0.7 mile, turn right on Big Spring Road for 2.7 miles through Big Spring to Clear Spring, turn right on Route 40, turn right on Route 68 to I-70, east on I-70 to Exit 32 (second exit) on Route 40 (Dual Highway) toward Hagerstown to the Holiday Inn at 900 Dual Highway. To reach the Holiday Inn from Licking Creek, turn right on Route 40 to Clear Spring and proceed as described above.

The hike route will pass through three zones as established in the General Plan for the C&O Canal National Historical Park. The Four Locks area (Lock 47 to 50 Level Waste Weir) is designated Zone A, defined as follows in the General Plan: "National Interpretive Center Zone--Areas containing major historic restoration opportunities, selected for accessibility, availability of parklands for development of visitor

facilities, compatibility of surrounding environment outside the park, and capability of supporting the largest density of visitor use."

The area between the 50 Level Waste Weir and Big Pool is designated Zone C: "Short-term Recreation Zone--Sections designated to serve the general towpath user desiring a leisurely stroll of 2 to 6 hours in a natural setting. These areas are limited in historic resources and available land for visitor use."

The area between Big Pool and Lock 51 is designated Zone D: "Short-term Remote Zone--Areas which, due to limited access, can retain a remoteness which produces a low-density use."

CALENDAR OF COMING EVENTS

Saturday, April 26 - C&O Canal Association Annual Reunion Hike, Four Locks to Licking Creek; Details on P.1

Saturday, May 3

Association Volunteer
Activity. Project to
be announced. Call
Joan Paull at
(301)384-8584 for
details.

Saturday, May 17

C&O Canal National
Historical Park Commission meeting in
Washington County.
Call Canal Headquarters for time and
location (301)
739-4200.

Saturday, May 31 Association Volunteer Activity. See May 3 entry.

Saturday, June 7 Association Volunteer
Activity. See May
3 entry.

MERLO J. PUSEY Canal's Friendly Adversary Dies

Merlo J. Pusey who, along with Bob Estabrook, wrote the famous editorial, reprinted below, in The Washington Post that led to the challenge by Justice Douglas to walk the Canal with him, died last January in a Washington hospital from cancer. If Mr. Pusey had not written the editorial, it is questionable if the C&O Canal National Historical Park would have come into being. Pusey's and Estabrook's editorial was a plea to get going on the right of way for a highway. They were challenged to come along on a walk and see for themselves the greater value of the canal as a park.

Mr. Pusey was 83 at the time of his death and resided at Dickerson, MD. He was a biographer as well as an editorialist, winning a Pulitzer Prize in 1952 for his biography of Chief Justice Hughes. He also published a work contesting the packing of the Supreme Court by President Roosevelt, some poetry and a biography of Eugene Meyer, the former owner of The Washington Post. Mr. Pusey, born in Woodruff, Utah, earned his degree at the University of Utah, after which he worked at the Deseret News (Salt Lake City). In 1928 he joined the staff of The Washington Post and was associate editor in 1948. He retired in 1971.

Those of us who were on the first hike will remember Merlo as a kind and understanding companion who, after seeing the potentials of the park, became one of its strongest supporters. Mr. Pusey was a charter member of the C&O Canal Association.

--Bill Davies

(The following editorial is reprinted by permission of <u>The Washington Post</u>. It appeared in The <u>Post</u> on January 3, 1954.)

POTOMAC PARKWAY

The renewal of official interest in the proposed parkway along the old C&O Canal between Great Falls and Cumberland will stir the enthusiasm of many Washingtonians. The purpose of such a parkway would be to open up the greatest scenic asset in this area—the Potomac River—to wider public enjoyment. Maryland is already building a 60-mile stretch of the proposed road up the river from Hancock. Local interest is largely concentrated, however, in the section of the proposed parkway that would tretch from Great Falls to Harpers Ferry.

Any fears that this project would destroy restored sections of the old canal between Washington and Great Falls can be put aside. This stretch of the river is to be opened up by the George Washington Memorial Highway. The parkway now under discussion would extend up the river from Great Falls on the bed of the abandoned C&O Canal or on the adjacent towpath. By utilizing the old canal—no

longer either a commercial or a scenic asset—it is estimated that the parkway could be built for \$100,000 a mile. The lovely Potomac Valley could thus be made available to sightseers, campers, fishermenand hikers with little detraction from its beauty. The basic advantage of the parkway would be that it would enable more people to enjoy beauties now seen by very few—in the fashion, say of the magnificent Blue Ridge parkway. Large areas of wilderness would be left and ought to be protected permanently agains further encroachment.

Behind this proposal also is the hope that, with the Potomac more accessible, it would be cleaned up and made a great recreational asset. Washington has been astonishingly tardy in taking advantage of this natural playground. The famous founder of this Capital would be shocked to learn that the Potomac has become a sort of open sewer and that some of the most attractive portions of its valley are almost completely unkown even after a century and a half. By naming a committee to study the idea of a C&O Canal parkway, Robert M. Watkins, chairman of the Regional Planning Council, appears

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to have caught some of the vision of George Washington in locating the Capital here. It will take a great deal of work and practical planning, however, if this vision of a great Potomac playground is to be realized.

(The following letter appeared in The Washington Post on January 19, 1954, in response to the editorial of January 3, 1954. Reprinted by permission of Cathy Douglas.)

POTOMAC SANCTUARY

The discussion concerning the construction of a Parkway along the Chesapeake & Ohio Canal arouses many people. Fishermen, hunters, hikers, campers, ornithologists, and others who like to get acquainted with nature first-hand and on their own are opposed to making a highway out of this sanctuary.

The stretch of 185 miles of country from Washington, D. C. to Cumberland, Md., is one of the most fascinating and picturesque in the Nation. The river and its islands are part of the charm. The cliffs, the streams, the draws, the benches and beaches, the swamps are another part. The birds and game, the blaze of color in the spring and fall, the cattails in the swamp, the blush of buds in late winter—these are also some of the glory of the place.

In the early twenties Mr. Justice Brandeis traveled the canal and river by canoe to Cumberland. It was for him exciting adventure and recreation. Hundreds of us still use this sanctuary for hiking and camping. It is a refuge, a place of retreat, a long stretch of quiet

and peace at the Capitol's back door--a wilderness area where man can be alone with his thoughts, a sanctuary where he can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns.

It is a place for boys and girls, men and women. One can hike 15 or 20 miles on a Sunday afternoon, or sleep on high dry ground in the quiet of a forest, or just go and sit with no sound except water lapping at one's feet. It is a sanctuary for everyone who loves woods—a sanctuary that would be utterly destroyed by a fine two-lane highway.

I wish the man who wrote your editorial of January 3, 1954, approving the parkway would take time off and come with me. We would go with packs on our backs and walk the 185 miles to Cumberland. I feel that if your editor did, he would return a new man and use the power of your great editorial page to help keep this sanctuary untouched.

One who walked the canal its full length could plead that cause with the eloquence of a John Muir. He would get to know the muskrats, badgers, and fox; he would hear the roar of wind in thickets; he would see strange islands and promontories through the fantasy of fog; he would discover the glory there is even in a blade of grass; the whistling wings of ducks would make silence have new values for him. Certain it is that he could never acquire that understanding going 60, or even 25, miles an hour.

WILLIAM O. DOUGLAS

Washington





Tuesday night, November 5, 1985, saw widespread destruction throughout the west end of Hancock. By early Wednesday morning water from Little Tonoloway Creek inundated everything from the intersection of Pennsylvania Avenue and Main Street to just west of the town's Widmyer Park. All day Wednesday thousands of people flocked to Hancock to witness the west-end flood. The nightmare, which began less than 24 hours earlier, would be with us a long time to come.

Throughout Tuesday, I worked the Allegheny District alone, monitoring the rising water from Cumberland to Dam 5. Rates of rises needed to be recorded, areas had to be secured and closed and park visitors had to be warned. Amid the radio traffic came continuous National Weather Service reports of heights exceeding flood levels. But neither the Weather Service or Hancock officials could predict or imagine how this rain would turn the shallow, quiet Little Tonoloway into a wall of water which covered the west end for over a day.

In spite of the rain - heavy at times - and the dangers of flood, hundreds of curious visitors came to the park all day Tuesday. Barricades and signs were removed almost as quickly as they were erected. By nightfall one area, Fifteen Mille Creek, was left to secure. At 9:15 p.m. just as I arrived at the campground came the radio call, "Hancock is being evacuated." This was the first and only warning the park received. I immediately responded to Hancock by 10 p.m. to find the west end had been cordoned off. Explaining my mission, I was permitted to pass through. People were trying desparately to save their personal belongings. I began to secure the Visitor Center and remove its contents. In less than 15 minutes the water had covered the street, and now was less than 30 feet from the Center and quickly driving spectators eastward up Main Street. It took 10 minutes of wading through high water and climbing a large fence, but I was able to get to my vehicle. As I opened the door water rushed in - the second time that day my vehicle was flooded. A short time later some members of the Hancock Fire Company assisted in moving some items out.

For the next 32 hours we could only wait, hoping doors and windows would hold against the river now flowing through town. By Thursday morning, we were permitted into town to inspect the extent of damage. It did not take long to assess what the receding waters left behind. Thousands of books were lost at the library, hundreds of thousands of dollars damage to the west end commercial district, private homes, and of course, the Hancock Visitor Center. Water reached 16 inches from the ceiling. (continued on page 8)

PRESIDENT'S REMARKS February 22, 1986

by Bruce Wood

The past year has been one of change, both for the C & O Canal and for the Association. Projects that were going well were put on hold or altered, other projects were not completed due to conditions beyond our control.

The biggest change of the past year was the flood which occurred this past November. The canal and its towpath were flooded to unheard of depths and damage was of greater magnitude than has been seen in many years, if ever.

The most direct impact of the flood damage on the Association's activities was the unfortunate relocation several hundred yards downstream of the Paw Paw Cabin, which resulted in the abrupt cessation of the Paw Paw Cabin Volunteer Project. Over 90 volunteer days were logged in the first six months of the project and 1986 was looking even better. When the cabin will again be available for use, it indeed it can be reused, is yet to be determined. We will keep you informed of any progress in this area.

Our volunteer activities, which we have been conducting for three years, have been slowed down, due primarily to lack of time on the part of the Park Service to effectively use small volunteer groups at this time. (See Joan Paull's volunteer activities report elsewhere in this issue.)

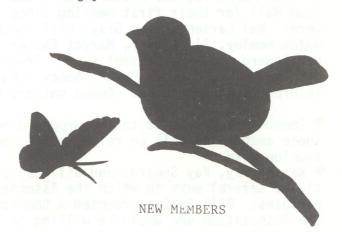
An internal change has been the transfer of the editorship of our newsletter, "Along the Towpath." Bob Greenspun put in several hard years of excellent work before he felt it was time to turn it over to someone else. Nancy Long is now the newsletter editor, and the latest issue is a good example of the excellent quality we can expect under her editorship.

At the advice of a lawyer, the Association has incorporated in the State of Maryland and will soon seek Internal Revenue Service approval for non-profit status. These actions, which will clarify our status,

are beneficial both to our membership and our efforts to attract members and contributors.

These are but a few of the activities and changes we have undergone during the past year. I anticipate progress on all fronts in 1986 under the new Association administration.

I thank you for allowing me to serve you for the past three years. The support of you, the membership, and the board has been most helpful and that continued support will see our Association advance in the coming years.



The C&O Canal Association takes pleasure in welcoming the following members who have joined the Association since January 1986:

Acorn Garden Club, Washington, DC; Patricia A Beattie, Rockville, MD; Edward W.M. Bryant, Washington, DC; Al & Lou Dobbs, Rockville, MD; Patricia Ehrlich, Bethesda, MD; Elizabeth A. Fantom, Kensington, MD; Adrian Farley, Arlington, VA; Clarence V. Fredlund, Harrisburg, PA; Peter Guerrero, Arlington, VA; Kathleen Hogan, Silver Spring, MD; Herbert Madison, Washington, DC; Barbara McInturff, Gaithersburg, MD; Frederick Monks, Rockville, MD; Ronald D. Morgan, Cabin John, MD; Lettie & Robert Multhauf, Washington, DC; Nancy C. Myers, Arlington, VA; Lot B. Page, Bethesda, MD; Carol S. Redding, Santa Fe, NM; Mr/Mrs Ted Roggenkamp, Baltimore, MD; James P. & Madeleine B. Schaller, Bethesda, MD; Margaret P. Stanton, Rockville, MD; Thaxter Swan, Bethesda, MD; John & Marge Ziegler, Hagerstown, MD.

All day Thursday, November 7, was spent cleaning out the mud and water and washing furniture with the help of our landlord and her energetic staff. Throughout the west end people worked together cleaning the aftermath in a positive team commitment. Some volunteers made soup, sandwiches, and coffee, others assisted in the cleanup. It was a cooperative work effort.

Four months have passed since flood waters devastated Hancock. Repairs continue. Commercial ventures have re-opened, private homes are now being repaired, and our office operations at the Visitor Center have resumed. The memory of the flood still burns vividly in the minds of those who faced the destruction and frightening speed of the rising waters of November 1985.

NOTES FROM THE MARCH 16 ASSOCIATION BOARD MEETING

On March 16, the Association's board of directors and officers met in the Glen Echo Town Hall for their first meeting since the election. Board members and officers present were: Hal Larsen, Karen Gray, Bill Speck, Dave Johnson, Brad Haigh, Sue Ann Sullivan, Butch Henley, Al Stanley, Margot Foster, Emmie Woodward, Midge Heimer, Bill Davies, and Kay Seward. Others present were: Bruce Wood, Mimi Eller, John Chandler, Adam Foster, John Woodward, Shirley Haigh, Nancy Long, and Matt Watson (Association's attorney for incorporation purposes). Among matters under discussion were the following:

• Amendments were made to the proposed new bylaws to be considered at the Reunion Hike. These amendments will be reflected in the bylaws draft to be sent to members before the Reunion Hike.

• Karen Gray, Kay Seward, and Bill Davies volunteered to comprise a committee to investigate several ways in which the Association could raise funds for canal restoration purposes. Bill Davies proposed a Committee of Thirty to raise \$3,000 from 30 members of the Association who would be willing to donate \$100 each. Bill also suggested that the Association ask other organizations to appeal to their members for donations; he mentioned specifically the Potomac Appalachian Trail Club, the Audubon Naturalist Society, and the National Parks and Conservation Association. Karen discussed the possibility of raising funds by advertising for sale a canal boat print by artist Barbara Hails, with a percentage of the sales to go to canal restoration. These and other proposals will be studied by the committee, and findings reported at the next board meeting.

• Mimi Eller reported that NPS plans to remove the layers of silt from the Paw Paw Campground, and to tow the cabin back to its foundation. The cabin may be ready for use

again by October 1986.

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 $\underline{\text{Editor}}$ is Nancy Long who welcomes communications from the membership. Address her at the Association address above. Associate Editor is Ellen N. Holway.

Production and distribution assistance is provided by Susan "Butch" Henley. 1986-87 Association officers are:

President: Harold Larsen, 1314 Kurtz Road, McLean, VA 22101

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

VA 22046

2d VP & Level Walker Chm: Lyman Stucker, 2811 Farm Rd., Alexandria, VA 22302 Secretary: Margot Foster, 3047 West Lane Keys, NW, Washington, DC 20007 Treasurer: William Speck, 5123 Westridge Road, Bethesda, MD 20816 Information Officer: Katherine Seward, 5103 Acacia Avenue, Bethesda, MD 20814

Association Dues - One calendar year: \$10; Family \$15; Patron \$20; membership includes subscription to ALONG THE TOWPATH.

ASSOCIATION'S ANNUAL MEETING HELD IN HARPERS FERRY

The 1986 annual meeting of the C & O Canal Association was held at the Cliffside Inn in Harpers Ferry on February 22. Following the meeting, members and guests enjoyed a convivial happy hour at the Cliffside as snow fell, steadily blanketing the surrounding hillsides and frosting trees to create a world of silent beauty. Later, at the Harpers Ferry United Methodist Church, dinner (roast turkey, sauerkraut, green beans, beets, mashed potatoes and gravy, and blueberry cobler with whipped cream) was served, and slides of her hike across the United States were shown and narrated by Butch Henley. Hal Larsen accepted Association presidency with an extemporaneous speech in which he outlined his goals for the organization, and explained his concept of the office of president.

Items from the minutes of the annual meeting follow:

Bruce Wood reviewed his tenure as president and thanked members for their support (his

remarks appear elsewhere in this issue).

• Superintendent Dick Stanton and six members of the park staff narrated slides showing the devastation wrought by the November flood. They reported that thousands of trees had been uprooted and washed downstream to form huge timber pile-ups along the canal and river bank; large sections of the towpath and many parking areas are covered with layers of mud; there are over 30 breaks in the canal; 20 footbridges were lost; it is estimated to take from three to five years to repair the damage; all hiker-bikers and camp grounds are closed for the 1986 season; damage is more extensive that that caused by Hurricane Agnes in 1972.

• Dick Stanton thanked the 47 Association volunteers who pitched in to help after the flood had crested. He said that \$620 was raised as a result of the notice in the January issue of Along the Towpath, and that this amount and any future donations by Association members will be set aside for a special project. (The notice appears again elsewhere in

this issue.)

• Dick Stanton also announced that he has organized a flood clean-up program that will bring Boy Scouts to the park in July and August to remove flood debris. Each Scout troop will come self-contained, and the U.S. Army will support it with water supplies and other services. Other volunteers are needed to provide administrative support (see volunteer

sign-up sheet elsewhere in this issue).

• Carrie Johnson, Chairman of the C & O Canal National Historical Park Commission, thanked Nancy Long for putting Commission news in the newsletter; she said it has increased feedback to the Commission and kept Association members aware of the issues. She urged all those present to bring the plight of the canal to the attention of the public and of public officials.

• The following officers and board members were elected unanimously: President - Hal Larsen; First Vice President - Bill Davies; Second Vice President and Level Walker Chairman - Lyman Stucker; Treasurer - William Speck; Secretary - Margot Foster; Information Officer - Katherine (Kay) Seward; Board Members - Karen Gray, Robert Greenberg, Mildred (Midge) Heimer, Anne Korff, Bettyjane Myers, Ken Rollins, and Emmie Woodward.

It was announced that 5,000 membership brochures had been printed, and are available

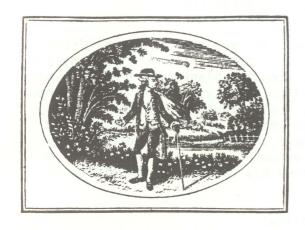
for distribution.

- Lyman Stucker reported that there were six Level-Walker-sponsored hikes during the year with an average attendance of 25. Many Level Walkers participated in clean-up after the flood, and many sent excellent photographs of the flood and flood damage. The number of Level Walkers remains constant at about 75.
- Paw Paw Cabin -- Dick Stanton reported that the Paw Paw campground is under about two feet of silt, and that the cabin cannot be used this year. Bruce Wood noted that the cabin is about 1,000 feet from its foundation.

Karen Gray reported that the Archival Committee plans to xerox the Douglas papers and

to place the originals in acid-free boxes to preserve them from deterioration.

• Brad Haigh proposed the following resolution: That a committee be established to identify what the Association can do to effectively and expeditiously bring the canal back to its pre-flood status. The following motion was passed unanimously: That there be established



LEVEL

WALKER

NOTES

FROM

LYMAN STUCKER

Our January walk was a success in spite of damp weather. The hospitality of Donna Donaldson at Great Falls and of Harry and Peggy Lawson in their beautiful home contributed greatly to another enjoyable day.

We appreciate the post-flood reports sent in by Level Walkers. If you have not checked your section recently, please do so soon as possible as the Park Service and the Association needs the picture of conditions as you see them.

We are all anxious for restoration work to continue on the towpath and the Level Walkers will share in that effort.

We will not schedule the usual May and June walks but will "join up" with the volunteer group on work trips (near Washington) on May 3 and June 7 from 9 AM to 12 Noon. Individuals are assigned jobs within their capabilities and participants enjoy a fun day with their friends. Call Joan Paull (301-384-8584) or Lyman Stucker (703-549-3527) for location and other particulars.

Future walks will be announced in the next Newsletter.

One of our veteran Level Walkers, Phil Stone, has resigned as a Walker. The Association has benefited from his knowledge and dedication.



RILEY'S LOCKHOUSE VOLUNTEER PROJECT

March 15th brought spring weather, ten volunteers and two Park Rangers to Riley's Lock for another highly successful C&O Canal Association project. Riley's Lock, at the mouth of Seneca Creek, is an area of high use in the Park. It is popular for hiking, fishing, and birdwatching, and is the site of an excellent and long-standing living history program by the Girl Scouts. Therefore, both visitor safety and historic accuracy are important concerns.

Three separate tasks were undertaken during the morning. First, the bottom portion of the steps leading from the road to the lockhouse yard was graded and stabilized to correct erosion and silting from the flood and other winter damage. Second, a flagstone path was laid from the front door of the house to the footbridge over

the lock. Finally, a portion of the unsightly chain-link fence along the edge of the lock was removed and replaced by a wooden picket fence, to enhance the historic appearance of the lock area. Approximately forty-eight feet of new fence were installed, with plans to replace the remaining chain-link at an early date.

Participating in this project were Jim and Sally Bryant, Mimi Eller, Dave Johnson, Larry Sacks, Bill Speck, Ed Vernon, Bill VanLowe, Cynthia Wolloch, Bruce Wood, and Rangers Donna Donaldson and Jeff Ohlfs.

Additional Association volunteer efforts are scheduled for May and June. All members are encouraged to join in the fun and share the satisfaction of helping to put something back into the Park by participating in these projects. Volunteer Coordinator Joan Paull (301-384-8584) can be contacted for dates and details.

--Dave Johnson

LEVEL WALKER REPORTS

Sect. 7 - Great Falls to Swain's Lock - Arthur and Anne Korff - January 1986

Break in towpath not fully repaired. Cool Spring Culvert still needs work as washout did tremendous damage. Towpath in bad condition due to flooding and washouts could use grading and layer of gravel.

Sect.8 - Swains Lock to Pennyfield Lock - Al Stanley - January 1986

First time on level since the flood. Some washout around lock and buildings. Coming in sight of Pennyfield Lock some ruts and washouting. Road on bermside has a large gouge in it. Towpath not as bad as I expected but bad enough. People not paying any attention to warning signs. Towpath is walkable in this area with caution.

Sect. 11 - Tenfoot Island to Sycamore Landing - Rita Hirrlinger - February 1986

Access bridge down. Trees fallen into canal. Picnic tables and fireplaces need repair at Horse Pen Hiker/Biker. Many large trees across towpath.

Sect. 16 - Lock 26 to Monocacy Aqueduct - C. H. Breedlove - January 1986

The towpath on our level was in remarkably good shape considering the flooding in the fall of 1985. There was some erosion between mile 41 and mile 42 from the towpath into the bed of the canal and the towpath at the power plant was very muddy, but PEPCO was working on it, as well as repairing their fence. There was the usual debris from the flooding between the river and the towpath (barrels, plastic bottles, etc.) but the towpath itself was unusually clear of trash. It seems to us that it would be a good idea for the Park Service to put trash barrels at every milepost.

Sect. 17 - Monocacy Aqueduct to Nolands Ferry - Terry and Bob Ledley - November 1985

The day of the flood, we attempted to observe the area and were stopped by flood waters on the road approaching the aqueduct. Attempting to get to Nolands Ferry found that the Monocacy River bridge on Route 28 was under water.

On Jan. 1, 1986 we walked the whole section and found that a great clean up effort had been done. A great number of trees had been cut and removed from the towpath and it was clean and passable all the way.

(The Ledleys sent some excellent pictures of conditions on this section. Thank you Terry and Bob.)

Sect. 20 - Catoctin Aqueduct to Brunswick Lock 30 - Donna Boies - January 1986

The mile between MP 56 and the Brunswick vehicular entry (presumably MP 55 although we did not spot the milepost itself) did not seem to have been touched by the November floods. The section below Brunswick that is also used as a road had many surface ruts, bumps, and depressions but appeared perfectly stable otherwise.

Two large trees that had been growing on the canal side of the towpath had gone down across the canal: one just above and one just below MP 52; the resulting gaps may contribute to erosion at those points. There was evidence of repair and resurfacing of the towpath in several spots.

In general, then, the towpath we covered was in remarkably good condition. It did not seem to have been seriously damaged, and the damage that did occur had been attended to.

Sect. 35 & 36 - Formans Ferry to Falling Waters - Bill Evans - December 1985

The towpath, all things considered, is not in too bad shape. In places it is muddy or mushy. In some locations a cover over shale (?) has been removed. Debris (sticks, tree branches) is scattered all around. The culverts, especially that at mile 92, appears ok and water is running through that one at a fast flow. Lock 43 appears unchanged. The Lock gates (as before) appear unchanged. The Lockhouse shows a mud line about a foot below the windows-top.

Sect. 43 - McCoys Ferry to Fort Frederick - Karen Gray - February 1986

Summary: Being some distance from the river this level was little affected by the flood except at the McCoy's ferry site. Nevertheless, the effects of the large amount of precipitation this winter were apparent in the quantity of water in the prism of the canal and the rutted condition of the towpath.

(continued from page 9)

a committee to determine what the Association can do to help restore the canal.

• It was moved and unanimously approved that the Association send letters to the six sub-district foremen expressing appreciation for all the hours of love and hard work they

have put into the canal since the flood.

• Bill Davies cautioned members to be alert to plans for the new outer beltway; the right of way is to be laid out between Edwards Ferry and Monocacy. He also reported on a meeting with PEPCO officials concerning the proposed expansion of the Dickerson Power Plant; Bill Davies and Hal Larsen represented the Association at the meeting (Bill's report appears below.)

C & O Canal and PEPCO

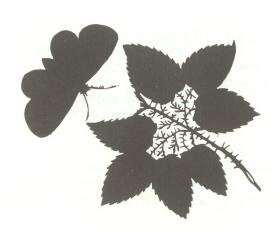
by Bill Davies

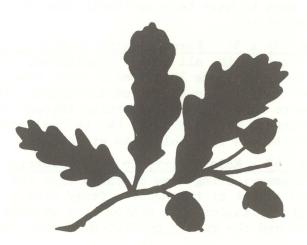
About a decade ago, the C & O Canal Association was in opposition to developments at the Potomac Electric Power Company's Dickerson Power Plant. Just recently, PEPCO announced plans for additional facilities at the plant, but this time things are different. Instead of opposition, there will be cooperation between the Association and PEPCO to see that PEPCO builds its facilities in accord with protection of the canal park.

The new plant will be a gasification facility that will use coal to produce gas that, in turn, will be burned to drive turbines. The plant will cover about 300 acres, which is a small part of the PEPCO tract at Dickerson, and will be in part a skeleton structure similar to an oil refinery. It will be located south and east of the present plant, and will not be visible from the canal or from most of the neighboring area. It will be built in four stages, with the first unit under construction from 1990 to 1994. The highest structure will be flare stacks 200 feet high. During construction, there will be no encroachment on the canal, and conservation practices will be of an order higher than those required by state and federal laws.

Waste from the plant will consist of sulphur and slag. These will be stored and sold commercially. Flyash will be small in quantity and disposed of as is presently done at the Dickerson Plant. Noise levels will be low and there will be small amounts of fumes from the operation. The plant will be used for peak loads and when fully completed will generate 400 megawatts of power. A proto-type of the plant is now operating in Texas.

A committee from the C & O Canal Association will be working with PEPCO throughout the planning and construction stages to iron out any problems that may arise.





NOTES FROM THE FEBRUARY 8, 1986 ADVISORY COMMISSION MEETING

by Bruce Wood

The C & O Canal National Historical Park Commission held its February 8 meeting at the Mather Center in Harpers Ferry. Dick Stanton, C & O Canal NHP Superintendent, introduced the park's chief of maintenance and the six sub-district maintenance foremen who narrated a slide showing of flood damage between Mile 2 and Mile 168 on the canal. This show vividly demonstrates the magnitude of the damage incurred by the November 1985 flood which swept the Potomac Valley from Oldtown to Washington.

Following the flood report, the Superintendent explained plans for a Scout Jamboree to be held at eight camping sites along the canal during the months of June and July 1986. This Jamboree is expected to provide volunteer scout labor equivalent to up to two million dollars of paid labor with the work emphasizing the clearing of debris along the towpath and canal bed. Various companies have been contacted to donate food and supplies to the Jamboree and more will be contacted as the date nears. Few other volunteer projects can be anticipated to be sponsored between mid-February and early August, due to the management and staff time required to organize effectively this significant effort. Volunteers are welcomed to assist in the planning and executing of the Jamboree -- contact Park Headquarters if you have skills that could be used in this effort.

Only about 50 miles of the 184.5 mile towpath are open to the public at this time, most of those miles being between Georgetown and Seneca and between Oldtown and Cumberland. The prospect for officially opening significantly more of the towpath in the near future is bleak, as funding is not readily available.

The Chessie System sent two representatives to the meeting to discuss the abandonment of the Georgetown Branch and transfer of lands in the Cumberland area. The Chessie has committed itself not to develop that portion of the Georgetown Branch within or adjacent to the C & O Canal NHP as long as progress is demonstrated in reaching agreement on the transfer of title to the National Park Service. The lands in the Cumberland area include about 15 acres that are occupied by the railroad which had been proposed to be traded for the site of the John Brown Fort in Harpers Ferry NHP. That agreement was never completed and it is again desired to complete it. The Commission agreed to the arrangement providing that trash along the canal bank be removed.

A hearing will be held in a Senate sub-committee on the bill to honor Senator J. Glenn Beall, Sr., by dedicating a portion of the Cumberland terminus to his memory.

Construction of the rubble dam at Little Falls is proceeding and is expected to be completed before the next canoe season. On this topic, most of the river safety signs erected over the past two years were heavily damaged or destroyed by the November flood.

A report was given by Bill Davies on the proposed outer beltway which could be within two to three miles of the canal from the Monocacy River to a Potomac River crossing below Edwards Ferry. The right-of-way has not yet been finally determined, but this is Bill's best estimate. He noted concern for development along this route which could adversely impact the park.

A discussion of a request made at the November meeting to establish formal courts for a game called Petanque in the Carderock area was held, and the decision was made that the Superintendent should reject requests for improvements along the canal that are not encompassed by the General Plan.

(continued on page 14)

(continued from page 13)

A presentation was made regarding National Park Service proposed legislation to expand entrance and user fees at more national parks at higher rates than now exist. These would be shared by the individual park, the National Park Service, and General Revenues. The portion retained by the park or NPS would not be deducted from future appropriations, according to the language in a bill the Department of the Interior is requesting to be introduced and an agreement Interior hopes to work out with the Office of Management Budget. This proposal came about before the Gramm-Rudman-Hollings law, and is even more important in light of an anticipated reduction in NPS funding of approximately \$50 million in FY 1986. The user fees specified by Interior would cover this reduction and allow for continued staffing at current levels.

The C & O Canal NHP is among the parks in which it is anticipated that collection of an entrance or user fee would not be cost-effective, though fees could be implemented at selected high-use areas such as Great Falls and at drive-in campgrounds at the discretion of the Superintendent if the legislation passes. NPS is anticipating an annual park or regional permit that would allow unlimited use of fee facilities in a given park or region.

The next Commission meeting will be held on May 17 in Washington County.



FROM THE ASSOCIATION'S MAIL BOX....

A recent postal card to the Association contained the following message:

"Dear Sirs.

The Institute of Scientific Information of the USSR Academy of Sciences publishes series of the Abstracts Journal dealing with the major fields of science and technology. We receive more than 25,000 journals published in 130 countries of the world. We are trying to supply our readers with maximum information about the latest achievements in science and technology. Therefore we kindly ask you to send us free of charge a specimen copy of Along the Towpath direct to: The Institute of Scientific Information, Moscow, A-219, USSR.

Your journal will be studied carefully with the view of reviewing it in our Abstracts Journal. This will give your poblication (sic) widespread publicity.

Thank you in advance,
The Institute of Scientific
Information
The USSR Academy of Sciences"

ANNOUNCEMENTS

From Bruce Wood: Good News! The Family Restaurant in Paw Paw, West Virginia, is back in operation already! The restaurant was flooded and its interior furnishings destroyed in the November 1985 flood. It has been redecorated and fixed up with the same menu and prices as before the flood. Your patronage of this fine effort is recommended.

From Nancy Long: Daylight Saving Time goes into effect at 2:00 a.m. on Sunday, April 27. Remember, Spring Ahead (do not Fall Behind).

From Joan Paull: Volunteer activities have been somewhat curtailed due to inclement winter weather. See the "Calendar of Coming Events" on page 3 for upcoming volunteer activity dates.



-15-DIRECTORY

C&O CANAL NHP

TELEPHONE NUMBERS & PERSONNEL

Revised 3/26/86

C&O CANAL NHP HEADQUARTERS, Box 4, Sharpsburg, MD 21782 (301)739-	4200
Administrative Officer - Linda Toms	5548 222 6552 ves)
PALISADES DISTRICT, 11710 MacArthur Blvd, Potomac, MD 20854Great Falls Togeneral information recording (301)299-1 specific information requests (301-299-1 District Ranger - Mike Brown	3613
Rangers: Gary Pieruccioni, Tom Nash, Helen Lilly, Edie Roudebush, Donaldson, Sally Griffin, Brian Adams, Chris Lea, Chris Kinneary, Jeff Ohlfs, Herb Swift	nna
Georgetown Visitors Center, 1055 Thomas Jefferson Street, Washington, DC (Foundry Mall) (202)472-668	}5
The Palisades District begins at Milepost O (Tidelock) and continues to Milepost 31 just above Edwards Ferry.	
PIEDMONT DISTRICT, Canal Road, Sharpsburg, MD 21782 (near Antietam Aqueduc Tel: (301)739-4200, x 237; (301)739-6179; or after hours(301)739-6179; or after hours(
The Piedmont District begins at Milepost 31 just above Edwards Ferry ends at Milepost 106 approximately .8 mile below Dam #5.	and
ALLEGHENY DISTRICT, 180 W. Main Street, Hancock, MD 21750 (301)678-5	5463
District Ranger - Mike Mastrangelo Rangers: Martin Gallery, Rick Erisman, Paul Apple, Ken Newbraugh, Rog Ross, Rita Knox, John Bailey, William Orndorff	ger
The Allegheny District begins at Milepost 106 (.8 mile below Dam #5) a ends at the Canal terminus, Cumberland, Milepost 184.5.	and
Abner Cloud House.	376 161

C AND O CANAL ASSOCIATION

Three-year Budget: 1986, 1987, 1988

	Item	1985 Actual	1986 Budget	1987 Budget	1988 Budget
I.	GENERAL OPERATIONS				
	Income				
	Dues Interest	\$3,277	\$3,500	\$3,750 350	\$4,000
	Total income · · · · ·	3,576	3,800	4,100	4,400
	Expenses				
	Newsletter Postage Printing & other Subtotal	536 1,374 1,910	550 1,450 2,000	600 1,600 2,200	650 1,750 2,400
	Paw Paw cabin Repair & maintenance Less fees Subtotal	498 -110 388	1,000 <u>-400</u> 600	400 -400 0	400 -400 0
	Routine administration Contributions NP3 intern Insurance Douglas papers Brochures Name tags	291 155 1,000 540 0	300 515 0 540 500 500 600	400 550 0 540 0 0	500 600 0 540 0 0
	Total expenses	4,284	5,555	3,690	4,040
	Net gain (loss)	(708)	(1,755)	410	360
II.	SPECIAL ACTIVITIES				
	Annual meeting				
	Income Expenses Net	485 404 81	500 500 0	500 500 0	500 500 0
	Douglas hike				
	Income Expenses Net	829 876 (47)	850 850 0	900	950 950 0

Continued

C AND O CANAL ASSOCIATION
Three-year Budget: 1986, 1987, 1988

Item	1985 Actual	1986 Budget	1987 Budget	1988 Budget
II. SPECIAL ACTIVITIES (Continue	ed)			
Heritage walk				
Income Expenses Net	620 726 (106)	700 700 0	750 750 0	800 800 0
Patches, T-shirts				
Income Expenses Net	485 436 49	300 0 300	200	200 200 0
Net gain (loss)	. (23)	300	200	0
III. CAPITAL EXPENDITURE				
Incorporation costs	0	1,400	0	0
IV. ACCUMULATED OPERATING RESULT	rs			
Balance, beginning of year	ar 8,834	8,102	5,247	5,857
General operation Special activities Capital expenditure	(708) 23) 0	(1,755) 300 (1,400)	410 200 0	360 0 0
Balance, end of year .	8,102	5,247	5,857	6,217

Prepared February 1986

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK

February 22, 1986

Clean-up Camporee C&O Canal National Historical Park Box 4, Sharpsburg, Maryland 21782

I would like to receive the Volunteer Package covering the Clean-up Camporee on the C&O Canal which takes place in June and July, 1986.

NAME:	(Print)		
ADDRES	S:	STATE:	ZIP:
PHONE:	(Res.)	(Bus.)	
	Area Code	Area (Code
SKILLS	· La ser setamane se	030 000 000 000 000	

Note: Volunteers for the Clean-up Camporee will be required above Brunswick and probably more in the Páw Paw to Hancock area during the weekends and during the week, as well. The following are but a few of the anticipated tasks needed to support the Boy and Girl Scout Clean-up Camporee:

Transportation of Volunteers (private car)
Registration of Camporee participants
Liaison and contact with Scout families
Typing/Word Processor
Participating in the clean-up work
Messenger activities
Park interpretation
Liaison with Canal Association
Directing traffic
Trash can pickup

Dick Stanton Sunt 301 739-4200





FROM DICK STANTON

The C&O Canal NHP is soliciting funds for repairs of extensive damage to the Canal caused by the November 1985 flood.

Donations are tax deductible, and all donations, large and small, are gratefully accepted.

Checks should be made payable to the National Park Service, and should include the notation "FOR FLOOD REPAIR."

Send checks to the C&O Canal National Historical Park, P. O. Box 4, Sharps-burg, MD 21782.

C & O Canal Association

MEMBERSHIP APPLICATION

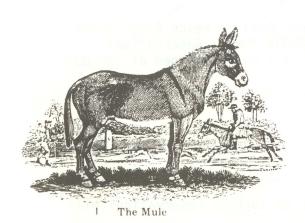
calendar year 1986. My dues are for renewal membership I wish to be enrolled in the membership category indicated be	new membership, and
Membership categories:Individual\$10MembershFamily\$15to the qPatron\$20New membersh	ip includes a subscription uarterly, "Along the Towpat ers are entitled to a badge
NAME	
ADDRESS	
STATE	ZIP
My free C & O Canal Association badge should bear this name:_	
My second badge (if Family or Patron member):	
Please send me cloth patches at \$1.50 each. Total amo	unt enclosed: \$
Make check payable to the C & O Canal Association, and mail Association, P.O. Box 66, Glen Echo, Maryland 20812-0066.	to the C & O Canal
RESERVATION FORM FOR ANNUAL HIKE DINNER THELD AT THE HOLIDAY INN, HAGERSTOWN	
Please reservedinners at \$10.50 per dinner. Total enclose	sed
Make checks payable to the C&O Canal Association; mail to by April 16, 1986, to P O Box 66, Glen Echo, MD 20812-0066. will not be acknowledged; a list of reservations will be ma	Reservations
Enter name and address if different from that printed on this form.	the reverse side of
NAME	
ADDRESS	1
NOTE: The dinner will be limited to 100 persons; no further	er reservations will

be taken after that number has been reached.

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



FIRST CLASS MAIL



John C. Frye Gapland, MD 21736