

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

JULY 1986

NUMBER 3

ASSOCIATION ADOPTS NEW BYLAWS

By Hal Larsen

At a meeting held on June 1 at the Entler Hotel in Shepherdstown, West Virginia, the Association members present approved the new bylaws prepared by attorney Matthew Watson as a document appropriate for submission with the filing to the Internal Revenue Service for tax-exempt status for the Association.

The new bylaws essentially repeat the purposes and other items adopted in 1984. However, some changes were made by Mr. Watson. They include the following:

 A notice requirement for amending the bylaws to prevent a runaway meeting from taking this action without full deliberation;

• Provision for all members who are candidates for Board of Director positions to run together, with the five highest vote getters winning full terms and the next highest filling shorter unexpired terms.

In other respects, changes made were stylistic rather than substantive. A draft of the new bylaws was reviewed by the Board of Directors on March 16, and some changes were made by the Board at that time. The most significant changes are the following:

 To extend the Association's reach to include the Potomac River Basin with respect to research and education;

• To authorize the Board of Directors to appoint members to fill vacancies on the Board until the next annual membership meeting; In a tie vote for a Board of Director position, to determine the winner by lot;

• To require the President to appoint a nominating committee at least six months before the annual membership meeting;

• To permit the President to direct the Information Officer to take publicity actions without Board approval.

At the Shepherdstown meeting, the members present voted to accept the bylaws as amended by the Board. The only change the members made was to add a provision similar to Article I, Section 3 of the 1984 bylaws, which reads: "to participate as appropriate with private and public agencies to develop regulations for the proper administration of the natural areas of this Basin." The bylaws passed by the membership with this single amendment will be reissued by counsel as the approved document.

These bylaws became the Association's effective legislation on June 1, 1986, when ratified by the members.

A VERY IMPORTANT NOTE

Please look at the label which brought your copy of *ALONG THE TOWPATH*. If it bears a red dot, your membership dues have not been received. If we do not have them in hand within another month, your name will be dropped from the mailing list. Forward your dues *TODAY* to: C&O Canal Association, P O Box 366, Glen Echo, MD 20812-0366.

SOME DARK CLOUDS AHEAD

by William E Davies

The Chesapeake and Ohio Canal Association has had things pretty easy during the last 15 years. Since the canal was made into a national historical park we have seen the canal improved and the park enlarged. We have had easy access to one of the major recreation areas of the east for our enjoyment. In many ways these years were a relief from the preceding 17 years when it was a continuous fight to get the canal declared a national park and at the same time to fight off those who would build dams to flood it out and those who would scrap it so as to serve their own economic enhancement. Unfortunately, the easy going days appear to have come to an end and we are again faced with hard times.

The first cloud to appear on the horizon is the Gramm-Rudman-Hollings Act which has put a severe financial squeeze on the Park Service. In the case of the canal it is even more severe because of the damage from the flood of November 1985. The flood did not damage the canal structures much but it did weaken them and make them vulnerable to future floods. However, we cannot think of damage to the canal as the only effect of the flood because the park consists of the natural and cultural areas adjacent to the canal. The flood left a tremendous amount of debris in the park that has to be removed if the park is to be attractive and safe. This costs money and the stringent control now over funding makes this cleanup heavily dependent on volunteers.

The Gramm-Rudman-Hollings Law further threatens the canal park by reducing funding in 1988 to the point where the Director of the National Park Service, William P. Mott, has indicated that closing of parts or all of some parks will be necessary. This can be interpreted to mean that visitor days will count heavily in such decisions and we could find ourselves with a canal park that is maintained only from Georgetown to Seneca. With that we would be back to where things were in 1940. Whether a park survives will depend on who makes the strongest push for money. Unfortunately the C & O Canal Association is in a weak position to make noise. We have no lobbying arm and we have lost our touch with the media.

The flood has left us with another threat. People who were hurt physically or financially by the flood are looking to some form of relief from future floods. More and more one hears of the idea of flood control dams. The Corps of Engineers are already citing great savings from flood damage because of the Bloomington Dam. We must remember that the Corps for years has had plans for a number of dams on the Potomac carefully worked out and filed away. The time is rapidly approaching when these can be expected to be dusted off again and put forth as a solution to the Potomac's problems. Coupled with the fact that the upper part of the canal could be reduced to a derelict park, the proposal for major dams at or above Seneca again becomes a reality.

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Another cloud on the horizon involves the Western Maryland Railway right of way. This can be either a real thunderhead or a pleasant cirrus one. So far no plan has been put forth for the part already owned by the Park Service nor for the purchase and use of the section between Big Pool and Hancock. Planning costs money and planning requires local input and support. Since money is scarce and local people along the railroad need to be brought into the picture it appears that the Association must face this as a volunteer effort in cooperation with the Park Service. If something is not done soon to utilize the railroad right of way it could become an issue used against support for the park.

A very dark cloud hangs very close to our heads for we are not doing what is needed in the way of volunteerism. Direct volunteer work with the Park Service on the lower part of the canal has gone very well and apparently there will be good response to the call for volunteers in the cleanup effort this summer. However, the regular volunteer effort along the canal above Hancock has practically disappeared. There is a dearth of level walkers and a number of levels are unmanned. The Association has little contact with what is going on in the upper part of the canal and is unable to exert much in the way of public relations. This lack of contact is also reflected in the low membership in that area.

So much for doom and gloom - - What can the Association do ?

1. Renew our bond with the canal and its heritage by evoking the old spirit and a realization that the park is an important historic remnant of a former transportation system worthy of preservation. We must erase from our thinking that it is merely another hiking trail.

2. Renew our bond with the Park Service so that we can act jointly with them on park problems.

3. Establish a lobbying arm so that the voice of the park can cry out for its share of support from the congress, the administration, the National Park Service, and the public. The Association has to do this on its own for, unlike many other parks, there are no large concessionaires involved who can furnish help.

4. Join in cooperation with other groups with conservation, recreation, and history goals similar to ours. Up to 1971 we were hand-in-glove with a number of such groups which aided immensely in finally getting national park status for the canal. Above all we should ally ourselves with the National Trust for Historic Preservation.

5. Members of the Association must form a close relationship with local officials so that an understanding of the value and uniqueness of the canal park can be kept uppermost in the minds of various political subdivision in the Potomac Basin.

6. We should take steps immediately to work with the Park Service and local people along the line of the Western Maryland Railroad to develop a plan for its use as an auxiliary trail.

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C&O Canal Clean-up Camporee

At precisely 10:15 a.m. on June 1st, the U.S. Park Police helicopter came to rest on the lawn in front of the Potomac Fish and Game clubhouse just outside Williamsport. Over 300 Boy and Girl Scouts and some 200 quests delighted in seeing the Secretary of the Interior, Donald P. Hodel step lightly out of the helicopter with his wife Barbara and Jack Fish of the National Capital Region. Secretary Hodel was dressed in denim work clothes and boots, his work gloves stuck in his back pocket. He also wore his red Scouter's jacket. A colorful scene awaited him for on the lawn were orange, green and blue tents and flags from many scout troops in Western Maryland. The scouts had arrived the day before and had done a day's work cleaning up the canal prism. Now it was Mr. Hodel's turn. Hay wagons awaited and took most of the guests and the Secretary down the hill to the reviewing stand near the river. Indian dancers started the festivities to the delight of the Secretary and the scouts. Eagle Scout Dale Fishack gave an impressive invocation and Senior Scout Brenda Dorsch led the Pledge of Allegiance. Next, before an amazed crowd, the Superintendent of the Park sang a loud and lusty Star Spangled Banner which echoed across the river against the West Virginia hills.

Secretary Hodel was presented with a dark green trash bag and immediately went to work with about 200 others cleaning up debris at the downstream end of the towpath just outside the Club boundary. During the cleanup, the Secretary and several scouts slipped away and journeyed all the way to Lock 43 downstream in search of more trash and brought back great loads of the stuff to be hauled away to the nearby landfill. On the way back from Lock 43 a footrace ensued and Secretary Hodel won, hands down, to the delight of the scouts.

Next, country music and lunch, then a visit to the encampment by Secretary Hodel to shake hands with the scouts and scouters who had worked so hard these two days. Later, a dramatic liftoff...Barbara Hodel waved her yellow volunteer hat out the window as the helicopter circled the camp and proceeded downriver. The Cleanup Camporee had officially begun...and in style.

9,000 Boy and Girl scouts have signed up to clean the canal and in two weeks the park has received almost \$100,000 in volunteer labor and there is a lot more to come. Scout troops from areas within a 150-mile radius will continue throughout the Summer until August 31st. By that time is it possible that the entire Canal from Washington to Cumberland will be free from debris and trash and the repair work can begin. We still need Camp Directors to help with the coordinating of each of the five working camps from White's Ferry to Paw Paw. Association members and others have helped with the camp direction but we need more, now. Sign up for a day or a week, you'll love it. The Canal needs all of us. Be an important part of the C&O Canal family, earn your volunteer hat and pin!

Dick Stanton, Superintendent

A CAMPOREE WEEK by Dave Johnson

Camp 10, Whites Ferry, June 2-7. The camp is situated in the open meadow adjacent to the enlarged, resurfaced parking lot. The field, neatly mowed, provides sites for up to six groups, each with campfire ring, picnic tables, and tenting space. Water is pumped from a well into fiberglass tanks that keep it cool even on 90-degree days. There are also facilities for sanitary disposal of cooking and wash water. The Camp Director's "office" is an Army tent ("general purpose, medium"). At 16' x 33', it is more than adequate. J. D. Young and Dan Hostler arrived early Monday to brief me on camp operations and facilities.

Since schools are not yet out, there are no scouts here during the week, and it is very peaceful. However, Richard Crampton and his Monocacy subdistrict maintenance crew are busy every day, clearing and cutting up the fallen trees and driftwood that the volunteers will load on the weekend. These men are working hard seven days a week. They were assisted early in the week by Dick Taylor, a volunteer who stayed over from last weekend. We can look forward to seeing Dick at the Fall hike.

The Park Service has a twenty-passenger bus here, to transport volunteers to remote work sites, and a bulldozer, which is used to clear a dumping site downstream for the logs and debris. Ed Fisher, the district maintenance supervisor, said about 45 volunteers have registered for the weekend. Visitors to camp during the week include Bob and Dorothy Stokley, who came to walk their level; Bud Morgan, adding to his Canal photography; and Minnie Pohlmann.

Only 33 of the expected volunteers show up on Saturday morning--three scout troops and six individuals. As soon as they have staked their claims to campsites, they are off to work on the towpath. Work is in the immediate area of Whites Ferry, collecting and loading the cut logs and trees onto trucks which carry them to the previously prepared dump site, and bagging trash. There is not much of the latter in this area: most of the work is driftwood. Because of the lower-than-expected turnout, plans to send a group up to the Monocacy Aqueduct to clean the picnic area are postponed. After a lunch break, they work until about 2:30.

Saturday morning, Ed Fisher sent the 'dozer down to Edwards Ferry to clear driftwood from the Goose Creek river locks, in conjunction with the Association work trip. After lunch, rode down the towpath with Ed to check on that work. We arrived in time to see Joan Paull, Pat White, Bruce Wood and Bill Speck, as well as Donna Donaldson and her son, Greg; sorry we missed the others. The towpath between the two ferries has become very bumpy and rutted, but otherwise is passable and not badly damaged. Many drift piles in the bed of the Canal have settled and compacted since last winter, which will make them more difficult to clear. We stopped to admire the restoration of the aqueduct at Broad Run, which was completed by Park personnel last year. It withstood the flood very well.

The camporee will continue through the summer at several sites along the Canal. When school is out, volunteers will be working on a daily basis, and all hands are welcome.

(Ed. Note: Dave was Camp Director at Whites Ferry for the week of June 2-7.)

THE CAMPOREE IS IN CRITICAL NEED OF ADULT CAMP DIRECTORS



CONTACT DICK STANTON AT PARK HEADQUARTERS (301) 739-4200 IF YOU CAN HELP.

PRESIDENT'S COLUMN by Hal Larsen

On a Saturday morning, Jane and I join Joan Paull and a few volunteers to work on the towpath. We are sent off along the Canal to remove the tree shoots too big for the mowers as they cut the growth between the path and the water's edge. These volunteers, mostly fast-growing sycamores, are sprouting in the rich, moist bankside. If left to grow, they would soon be giants, enflaming the fall color scheme with their brilliant yellow. But this is not to be, for we diligently fell these optimistic young growths before they have a chance to show what they might do.

Many things happen during the morning. Female ducks with their scurrying little offspring poke furiously in the water looking for food. The drakes cluster nearby in a symposium. Farther along, two grand Canada geese forage at the Canal's edge on the towpath. Seven goslings run about like furry balls around their elders, learning early how to survive. The thump-thump of an approaching jogger sends the adults slowly and serenely into a dignified swim across the Canal with the little ones behind in straight formation, paddling along with a precision only a drill sergeant could truly appreciate. Except number seven -- and I put him last for obvious reasons -- and he is the one who swims along as fast as the others, but off to the side by himself. (There's one in every family.) They swim to the other side where the geese patrol majestically on the water while the fuzzy balls scramble about on the opposite bank in the eternal quest for food.



Two Canada geese swoop low across the Canal, squawking furiously to each other, Their compatriots on the water look up casually; it isn't their problem.

Bluets under the trees range in shades from white to pale blue. Some bluets (as some people) get more sun than others as they take their chances in the sun-dappled Monet setting. There is remarkable variety in nature; some bluets bask lazily in the sun and others struggle to survive in the shade; goslings obediently fall into line, but a free spirit swims off by himself. Perhaps such things illustrate the randomness of life described by Rabbi Kushner.

A gleaming black snake stretches across the towpath in the sun. He is motionless, and an approaching jogger does not disturb him. The jogger edges gingerly and slowly around the beast. We do the same, fearful of the silent menace of the sleeping reptile. He scarcely raises his head as we step slowly by.

A few sliders sit on logs in the sun. The sunlight is radiant, but the breeze is quite cool. Not many turtles want to risk sore necks by coming out. A few find sheltered places and slumber on the logs. The snipping pruners alarm them, and they instinctively slide off into the water.

A woman stops me to ask what I am doing. She does not fully appreciate my assault upon the fledgling trees. Nature should be left alone, she thinks. I explain that these little shoots would become big trees and would eventually undermine the towpath. She accepts my explanation but looks unconvinced.

A morning spent in working (not very hard, mind you) on the Canal, with time out to watch the ever-changing scene, leaves one at noon with a happy, tired feeling. We look forward to lunch with enthusiasm.

Thanks, Joan, for an interesting morning.

VOLUNTEERS

- IN THE
 - PARKS
 - REPORT

by Joan Paull

Riley's Lock House in Seneca, Maryland was again the scene for the March 29 work day. Dave Johnson's crew had begun and completed most of the plan on the previous trip. To put up the remainder of the picket fence was our task for the day. It looked simple enough, but removing the lone "pole" turned out to be a calculated physics problem. "Leverage here, leverage there, no-go underneath, looks as if the timber is stuck on the cement, sit on your end of the post, ready--now everyone at the same time, it's two feet deep!", were just some of the comments heard during the thirty minutes it took to remove the cemented pole. It was a great sense of accomplishment when we finally got it out. Ask Jim or Sally Bryant, their grandson, Dameon, Dave Johnson, Joan Paull, Larry Sachs, or Rangers Donna Donaldson or James Ohlfs to give you a blow-by-blow account.

May found us cutting vegetation between the Canal and the towpath which would cause the mower to jam or not cut at all. (Small pawpaw or maple trees, rose bushes, thick stemmed plants whose names we don't know, and stinging nettle.) Three new "crew" members, Elizabeth (Fantom) Hackley, John McKay, and Dave Scally, joined Sally and Jim Bryant, Jane and Hal Larsen, Joan Paull, and Larry Sachs working somewhere between Lock 5 at Brookmont and Mile 12 near Angler's Inn. We won't say who, but someone had "wet" feet!

The park was so pleased with the efforts between Miles 5 and 12 that we continued upstream between the Great Falls Tavern at Mile 14 and Pennyfield Lock at Mile 19. Sally and Jim Bryant, Buddy Gibson (new "crew" member), Bejay Myers, Joan Paull, Larry Sachs, Bill Speck, and Ed Vernon put in a total of 35 hours lopping and sawing.



When June arrived, the Foundry area in Georgetown became the stage for the Concerts on the Canal. Concerts are held every other Sunday through September 7. So far this year, Jane Larsen and Joan Paull have handled the liaison and crowd control for the park. (See upcoming schedule of dates when volunteers are needed to help.)

The last planned Association work trip was held on June 7 at Edward's Ferry. Gregory Donaldson, Buddy Gibson, Jane and Hal Larsen, Joan Paull, Bill Speck, Pat White and her son, James, Edith Wilkerson (new "crew" member), Bruce Wood, and Ranger Donna Donaldson worked removing debris from the top of Lock 25 and trash from around the Goose Creek River Lock, Lock 25, and between the road and the river for about a quarter of a mile upstream. Tires, bottles, cans, beach chairs, and styrofoam were among the items collected. It was something to watch Charles (Chuck) Averys run that front end loader. He was a real master.

The Association is not sponsoring any work trips for June, July, or August because we want you to volunteer to help with flood damage. There is a job for each of you. Drop in at one of the campsites, or sign up for a weekend or longer. The closest camp to the metro area is at Whites Ferry, near Route 107 and Poolesville, at Mile 35.5

Our first trip in the Fall will probably be on September 6 from 9:00 a.m. to 12 noon.

HAPPY SUMMER!



-7-

FILLING THE VOID by William E Davies

From 1954 through 1971 there were many of us who faced a lot of hikin' and holerin' in order to protect the C & O Canal property from being ravaged by those who would bury it beneath a highway or drown it by water impounded behind dams. We had to be alert to every action throughout the Potomac basin to obtain victory. We were fortunate to be able to recognize the consequences of various actions proposed by governments at all levels as well as the private sector. This was possible through the alertness and cooperation of all members of the C & O Canal Association, the National Park Service, the National Park Association and various canal clubs. I am afraid that alertness has suffered since 1971 and many important opportunities are being missed. Who is to blame? The answer is all of us - the C & O Canal Association, the Advisory Commission, and the National Park Service.

What is lacking is illustrated by the recent announcement that the City of Cumberland through a special committee is working with the Chessie System to obtain the Western Maryland Ry. trackage from Cumberland to Frostburg for use as a scenic tourist railroad. There can be little criticism of this action as far as preserving the railroad for such use but apparently little or no thought has been given to providing a portion of the roadbed as a trail. This is important for the old WM Ry grade in Pennsylvania is administered by the Western Pennsylvania Conservancy for such a purpose and east of Cumberland the roadbed of the former railroad is a part of the C & O Canal park. Failure to provide for use of the roadbed as a trail between Cumberland and the Pennsylvania section is a serious and costly omission. How did this come about? It is simply that no one has put two and two together to realize the multipurpose needs to be recognized. In addition the Committee formed by the City of Cumberland does not contain names that are recognizable as participating in matters pertaining to regional trails or the C & O Canal. This is enough concerning a citation of one of the problems. A similar opportunity to provide more trails in the Potomac area went by default a few years ago when no serious attempt was made to utilize the Conrail (Pa. RR) Bedford - Cumberland Branch when it was abandoned. With subsequent and possible future abandonments this roadbed would have made possible linking the C & O Canal trail with the trails in the Portage Railroad National Historic Park in western Pennsylvania. So much for the examples.

Now for constructive criticism; what should be done: 1. The C & O Canal Association and canal clubs - The members of these organizations must become alert to all that is going on in their area of residence or interest. They must participate in local actions to inform officials of any shortcomings in their plans that affect the overall program of the organizations. Also they should inform the officers of the organization of their actions or of news of what is going on. Newspapers are an excellent source of actions that are being taken and all members have access to their local newspapers which carry pertinent information. The same ideas pertain to level walkers,

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directors, and officers of the C & O Canal Association. Be alert, keep up with the news and analyze it with view as to cause and effect on the goals of the association. Remember, as stated on the association's letterhead, the association's interest extends not only to the canal but to the Potomac River Basin as a whole.

The Advisory Commission - The commission of late appears 2 to have confined its duties to reviewing proposals submitted to it rather than acting as a truly advisory group. The Federal Register that established the overall activities of Advisory Commissions requires that such commissions shall determine the effect of federal actions on historic preservation sites. Since railroad abandonments are federal actions through the ICC, the C & O Canal NHP Advisory Commission should evaluate the effect of all actions that affect the canal and should be prepared to advise the Park Service of such action and recommend steps the Park Service should take. In other words the Commission should return to its approach that was evident in its early years when it not only reviewed Park Service proposals but advised the Park Service on anticipated actions outside of the canal park. Each member of the commission should be current on all activities in the area represented and be able to evaluate the effects on the canal and its vicinity. There should be methods established whereby information can be promptly furnished to the Commission and the Park Service.

3. The National Park Service - The Park Service should encourage both the C & O Canal Association and the Advisory Commission to expand the scope of their actions to furnish the Park Service with advice on problems as soon as they arise. Since the Park Service is in the position to coordinate with other federal, state and local agencies it should take the lead in coordinating and promoting those activities that would benefit the C & O Canal National Historical Park by extending compatible recreation facilities that are complementary to the canal.

Enough said - there is a problem - there are simple solutions; primarily alertness to opportunities, coordination, and response by all concerned. The void is there waiting to be filled so that we will not miss the opportunities of providing regional recreation for future generations.



CROSS OVER THE RIVER

C&O Canal Association members will be pleased to know that the footbridge at Harpers Ferry adjacent to the railroad tracks crossing the Potomac River to Maryland Heights and the Towpath near the Salty Dog Tavern is now a reality. The footbridge is reached from the Harpers Ferry National Historical Park opposite the John Brown Fort. FROM THE MINUTES OF THE ASSOCIATION'S SPECIAL MEMBERSHIP MEETING.....

The Association held a special membership meeting on June 1 at the Entler Hotel in Shepherdstown, West Virginia, primarily to review and take action on the proposed new bylaws. The results of that portion of the meeting are reported on page one. Eleven Board members and nine members were present for this meeting at which the new bylaws were adopted with the amendments noted on page one.

Other matters discussed at the June 1 meeting include:

• Bill Davies stated that the Association should work with Dick Stanton to draw up a plan for the Western Maryland Railroad right-of-way. It was recommended that the right-of-way should be paved for use as a bike trail, which would allow bikers to use the berm side of the Canal rather than the towpath.

• Bill Speck recommended that several thousand dollars of Association funds be used for the C & O Canal Park rather than keeping the funds invested. He suggested that Bill Davies look for a special project on the Canal, perhaps at Paw Paw, where these funds might be used. Bob Greenberg stated that \$3,000 is a drop in the bucket in comparison to the total sum needed, and that we should be cautious about spending our funds. Midge Heimer suggested that the newsletter be used to make known the Canal's needs. (Ed. note: No action appears to have been taken on this issue.)

• Bill Davies reported that it is difficult to find the trash left from the flood because weeds have grown so high. Therefore, another trash pick-up effort probably will be made next year. The Park is debris-laden and filthy.

• Bill Davies reported that he has ridden a bicycle from Oldtown to Georgetown. One can ride a bicycle without trouble, but there are a number of trees threatening to fall on the towpath -- about 1-2 fall each week. No structures have fallen, but many are weakened. Many structures that need repair now could be saved from major damage in the future if the work is done now.

 Hal Larsen announced that he plans to call the next Association meeting in September; he will send notices enumerating the date, place, and agenda.



ASSOCIATION COMMITTEES APPOINTED

President Hal Larsen recently appointed 15 members to serve on three committees -the 1986 Heritage Hike Committee, a Nominating Committee, and a Membership Policy Committee.

The Heritage Hike Committee will plan and organize the Association's annual Fall hike. Its members are Bettyjane Myers (Chair), Ralph Donnelly, John Thomson, Michael Werth, and Edith Wilkerson.

Nominating Committee members, who will prepare a slate of nominees for Officer and Board of Directors positions for presentation at the next annual membership meeting, are: Jim Bryant (Chair), Donna Boies, John Chandler, Victor Conrad, and Adam Foster.

The ad hoc Membership Policy Committee was formed to develop recommendations for Board consideration on the following: • Should membership be increased, or should the Association remain roughly at its present size?

• Are its goals and functions too narrowly focused to make it either feasible or desirable to have more members?

Is the Association's reach broad enough logically to warrant a larger membership?
If the Association membership should be increased, what professional, age, and interest groups should be sought?
Should the membership be essentially Washington-area-based, or should members be sought upstream in the several states bordering on the Potomac River?
How can the Association attract new members?

Members selected for this committee are: Brad Haigh (Chair), Butch Henley, Bob Boies, Tom Hahn, and Bob Greenspun. -- Hal Larsen

NEW

MEMBERS

The C&O Canal Association takes pleasure in welcoming the following members who have joined the Association during the period April - June 1986:

Martha Ashelman, Berkeley Springs, WV Elvira Bagares, Alexandria, VA John M. Bishop, McLean, VA George Camplair, Annandale, VA Maston L Gray, Arlington, VA Frances Haley, Silver Spring, MD Judith A Hecht, Washington, DC Sandra Hemingway, Alexandria, VA June L Henson, Rockville, MD Sally Lee Hunter, Potomac, MD Nancy Johnston, Alexandria, VA Keith D Kridenoff, Baltimore, MD Herschel Kanter, Arlington, VA Tony Lentine, Bethesda, MD Mr/Mrs James W Maynard, Potomac, MD Donna Mecklenburg, Potomac, MD James L McKinley, Falls Church, VA Frederick & Judith Mopsik, Cabin John, MD Douglas Mussen, Keyser, WV Karen A Nast, Reston, VA Doris K Perry, Temple Hills, MD Jonathan P Perry, Baltimore, MD Gerry Shumway, Bethesda, MD Sally K Tompkins, Washington, DC Cynthia Wolloch, Washington, DC Stephania Zuk, Hyattsville, MD

OUR MEMBERS COMMENT

"Please register me as a member of the C & O Canal Association. I am very interested in preserving this great resource."

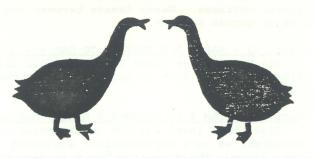
"Am back...and anxious to get back to 'our canal.'"

"The January <u>Along the Towpath</u> brought me much desired information on the flood effects."

"We are happy to retain our membership (since 1964) in the C & O because of the wonderful memories of our active hiking years."

"Thanks for sending me a membership renewal reminder. Wouldn't drop out for the world."

"As one who took part in the original walk with Justice Douglas, William Davies, Olaus Murie, Irston Barnes, Aubrey Graves, George Kennedy of the Washington <u>Star</u>, and Merlo Pusey and Bob Estabrook of the <u>Post</u>, it is a satisfaction to continue my membership in the Association which grew out of that first hike."



ALONG THE TOWPATH is published in January, April, July and October by the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366.

Editor is Nancy Long who welcomes communications from the membership. Address her at 6001 Bryn Mawr Avenue, Glen Echo, MD 20812. 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: William E Davies, 125 W. Greenway Blvd, Falls Church, VA 22046 2d VP & Level Walker Chm: Lyman Stucker. 2811 Farm Rd., Alexandria, VA 22302 Secretary: Marguerite 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.



LEVEL WALKER REPORTS

Sect. 15 -WHITES FERRY TO LOCK 26- Gertrude Mahn and Betty Bushell - April 1986 We were pleasantly surprised at the condition of this section, having visions of wreck and ruin resulting from the November flood. Downed trees, branches, logs and debris had been cleared off the Towpath and pushed to the side. The Park Service and volunteers have done a fabulous clean-up job. Congratulations!

Sect. 21 - BRUNSWICK TO WEVERTON LOCK 31 - Dave Johnson - March 1986

The level escaped the devastation that occurred nearby. Except for the loss of a footbridge, and the aggrevation of some pre-flood conditions, there was little damage. Although Although much of the towpath was submerged during the November flood, it is unobstructed, and neither eroded nor oversilted. Much of the canal prism is as clean as I have seen it in years. Except for a few inconsenquential logjams, it appears that the flood flushed out much of the accumulated debris. The only major maintenance requirements appear to be culvert 91, where the hole in the roof has been enlarged, and culvert 92, which is severely blocked. (Both of these problems existed before November.)

Sect. 22 - WEVERTON TO HARPERS FERRY LOCK 33 - Harry and Jean Raney - April 1986

Towpath is rutted but in good shape. Canal bed full of debris. Lots of trash around summer cottages. Heavy damage between 160 and 61 mile marker. Rocks from old bridge pier washed across towpath.

Sect. 32 - MARSH RUN CULVERT TO DAM 4 - Edith Wilkerson - March 1986

Big Woods Hiker Biker latrine, table trash can and fireplace in place. Much debris from flood on W. Va. side of upper end of Shepherd's Island. No picnic tables or trash cans on Dam 4.

Sect. 33 - DAM 4 TO McMAHON'S HILL - Marjorie Fox and Patricia Schindler - May 1986

Since this level was not on the priority list last year even before the big floos in November, we were apprehensive, wondering if we could make it through. Let me allay all your fears. The path from Dam 4 is very hikeable up to a certain point and then be prepared to turn back. It is not bikeable at all. The Park Service had gone before us and had done an excellent job cutting the obstructing fallen trees. This is one of the most scenic areas of the canal with the West Virginia cliffs on the opposite side of the river and on the berm side the cliffs that are chock full of rare and not so rare spring flowers.

Sect. 37 - FALLING WATERS TO WILLIAMSPORT - Sylvia Geller and Ellen Holway - April 1986 Considerable debris in canal and a few bits of this and that in field between trailers'

former location and towpath. Large old dead tree down beside towpath. MUCH SILT.

Culvert 123 not as badly eroded as I expected--really not much more than it had been--river side worn more, water flow seems OK. Culvert 124 washed out on top of towpath, small erosion; fish weir rocks visible and ripples in water show that it still withstood the flood. Culvert 125, no water flow--does it need clearing?

Sect. 38 - WILLIAMSPORT TO PINESBURG STATION - Melvin Kaplan - February 1986

The flood did little or no damage on the lower part of my level. The towpath from Lock 44 to a short distance above the western end of the Conococheague Aqueduct was in good condition, with the exception of a broken section of the upper shutter on No. 2 window of Lock House 44, the building was in good condition as were the two sheds. The rehabilitation, reconstruction and restoration work the maintenance people did on the Bollman Bridge and the Conococheague Aqueduct came through the flood in perfect condition.

(continued on page 13)

(continued from page 12)

Sect. 44 - FORT FREDERICK TO ERNSTVILLE - Jane and Harold Larsen - April 1986

For this inspection we were hosts to about 110 canalers, as the annual reunion hike walked along our level. It's hard not to be smug and proprietary about this level, as it is so scenic, clean and tranquil. Now everybody knows! There was almost no brush to remove, ditto trash (our plastic bag weighed about 3 ozs. at conclusion of hike). Towpath in fine condition; Big Pool water level high. About 8 fisherman on shore of Big Pool plus two or three boats of fishermen on water. We were aware of no other walkers besides ourselves.

Sect. 50 - LOCK 53 TO DAM 6 - Bill Whalen - May 1986

The Cacapon Junction Hiker/Biker is in fair condition but not open for use. Much debris in this section; however, the towpath itself is clean. Milepost 131 is missing.

Sect. 62 - LOCK 68 TO OLDTOWN - Bruce Wood - March 1986

The lower portion of the section, between Locks 68 and 70, is officially closed due to the flooding in November. However, the towpath was undamaged throughout this section and actual evidence of flooding was minimal until one reached Lock 68.

At Lock 68 the footbridge across the lock is missing - there is a footbridge on the river side of the towpath UPSTREAM of the lock, probably the one from the lock. The South Branch of the Potomac River, down which all of the flood water came, joins the North Branch adjacent to Lock 68 and apparently backed up water upstream of the junction, thus forcing debris and the footbridge upstream. Downstream of Lock 68 there is massive evidence of the flood damage although the towpath itself appears to have been cleared of major debris.

LEVEL

WALKER

NOTES



Our usual summer walks have not been scheduled because of the emphasis on volunteer work trips. The Association and the Park Service appreciate your response. The canal will benifit from your efforts.

We encourage you to participate as much as you can. No one will be expected to do more than your ability.

The current Level Walker reports are particularly helpful in keeping us aware of present conditions.

Our next scheduled walk will be: <u>SATURDAY</u>, <u>SEPTEMBER 13</u>, <u>10:00 A.M.</u> Meet near the railroad station at Point of Rocks. Walk downstream to Monocacy Aqueduct and return. Consider this a tune-up for the HERITAGE walk. See you there!!!

Lyman

by Nancy Long

The C & O Canal National Historical Park Commission held its May 17 meeting at the American Legion headquarters building in Williamsport. The meeting was preceded by a morning tour of the Cushwa Warehouse and the former power plant building adjacent to the warehouse. At the warehouse, Commission members and visitors were briefed on the activities of the Williamsport Preservation Center (described elsewhere in this issue). After lunch at the American Legion, the meeting began at 1:00 pm; discussion and action items follow:

• Williamsport area matters: It was reported that the National Park Service and the Preservation Center would share the Cushwa Warehouse; that the C & O Canal NHP visitor center for Williamsport would be housed in the power plant building; that it is anticipated that the lift bridge would be transferred from Potomac Edison to NPS. The Commission endorsed the development concept plan for Williamsport.

• Flood repair and clean up report: Superintendent Dick Stanton announced that 8,000 Boy and Girl Scouts had signed up as of May 17 for the Canal Camporee to help with post flood clean-up, with a total of 12,000 expected by June. Five working camps will be set up to accommodate Scouts for 92 days of volunteer work in June, July and August. Stanton reported that 250 video tapes showing flood damage to the Canal had been made and distributed throughout the Potomac Valley. He also reported that \$2.6 million had been received for flood-damage repair. In giving further details about the Scout efforts, Stanton noted that volunteer camp directors are needed, that there will be a full-time or part-time NPS staff member at each camp in addition to staff to supervise work projects, that Secretary of the Interior Donald Hodel will attend the Camporee kick-off ceremony at the Potomac Fish and Game Club where dignitaries will pick up "ceremonial trash," that Scouts can sign up for one day to two weeks and will receive volunteer pins and hats.

 McMahon's Mill: Dick Stanton announced that the Park will restore the mill with its own maintenance staff.

• Lock 33 and environs: Parking is still a problem here. There is interest in having a jogging route from Brunswick to Harpers Ferry. It is planned to rebuild the stone wall so that it cannot be scaled. All parking from Sandy Hook to the head of Conway Trail on Maryland Heights will be eliminated; Harpers Ferry NHP will handle closure of this area. The only way to access the Conway Trail will be from Maryland Heights. Parking lot areas are to be specifically delineated. The Commission endorsed this plan, as did the Southern Washington County Citizens Association.

• Petanque at Carderock: It was reported that players of this ball game require a field eight feet wide and 40 feet long, and that NPS will provide this playing field at Carderock by laying a gravel surface. The Commission did not act on this item.

• Georgetown area: The Commission was shown plans for a floating restaurant to be docked near Key Bridge, with parking to be in the area of the dock for approximately five years, then to be moved to K Street where 86 parking spaces will be alloted to the restaurant. The restaurant may be operational in one year. Eventually, there may be 120 parking slots on K Street for the restaurant, boat houses, and other nearby facilities. The Chessie right-of-way may be used for a bike trail if it is acquired by NPS. The waterfront area has been found to contain archaeological material. Stanton noted that major maintenance problems are anticipated with the acquisition of the Georgetown waterfront land into C & O Canal NHP administration; the area will require a major maintenance facility. The Commission voted to give general endorsement to the Plan for the Georgetown Waterfront Park as the development concept plan for this area. At the Lock 3 plaza (Golden Commissary Tract), NPS will place a kiosk to establish its presence on the site. NPS has agreed to accommodate neighboring houses and businesses with vehicular access to the site on a caseby case basis, only if no other alternative access is available and only by permit; NPS wants to erect a locked gate at the 34th Street entrance. It was noted that all adjacent properties here, although most are now residential, may eventually be commercial. The Commission passed the following motion: That the Commssion reiterates the policy that no new access from commercial property through park property be granted with the exception of emergency accesses. A proposal to move the Justice Douglas bust from its present location (continued on page 15)

(continued from page 3)

7. Members of the Association should familiarize themselves with the arguments on the placement of dams and other alterations to the natural river that were developed in the 1950's and 60's and be willing to devote their time and abilities to come up with a balanced plan for the river that preserves the canal and respects the wishes of others in the basin.

8. A professional membership drive should be planned and instituted with considerable emphasis on the uppper part of the canal to increase the Association to at least 1,000 members or more. It should be aimed at all who use the canal from joggers, bike commuters to scientists and others who make studies along it. If it were not for the canal they could not carry on the activities that are so beneficial to themselves.

9. And last but not least, support and participate as a volunteer to accomplish the tasks needed to keep the park intact and in good condition and to fill out the cadre of level walkers. To expand the volunteer effort the Association should cooperate with the Park Service to organize a system similar to that of the National Archives. There could be docents who would devote their time to interpretive walks and tours or aid in manning visitor centers; staff aids to help the Park Service in library and archival tasks as well as performing specific technical tasks related to the canal and the park; outreach personnel who would carry the canal story to interested groups; and maintenance aids who would carry on the very important task of restoring and preserving structures.

29 May 1986

(continued from page 14)

adjacent to the Canal to the Golden Commissary Tract and to name the site the "Douglas Plaza" was presented to the Commission. Nancy Long objected to this proposal, saying that Justice Douglas was one of few people who had been present for a memorial placed in his honor, and that it should remain where he saw it placed; also, that the word "plaza" is not a word to be associated with Justice Douglas. Commission Chair Carrie Johnson appointed a committee to study the matter.

• Outer Beltway: No new developments to report.

Beall legislation: No new developments to report.

• Brookmont Dam and river safety: It was reported that the Little Falls Dam reconstruction has been completed, and that the State of Maryland has adopted a regulation which prohibits boating upstream of the Brookmont and Williamsport Dams.

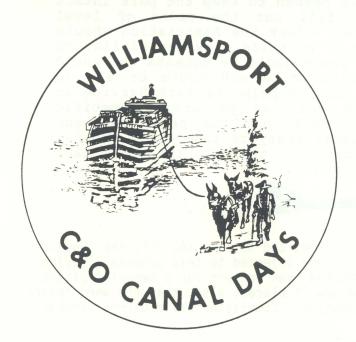
• Chessie right-of-way at Hancock: An offer has been made by the Maryland Railway Historical Society to buy this section of right-of-way at "scrap price." NPS is interested in acquiring this stretch.

• Chessie clean-up: Commission member Ted Troxell reported that he is discussing the matter of cleaning up trash along the berm side of the Canal in the Cumberland area that has been deposited by the railroad.

 Policy on third-party use of land retentions: The Superintendent asked for a Commission committee to develop such a policy.

• Houses at Pennyfield Lock: It was reported that a request has been submitted to NPS for use of these houses under the Historic Leasing Program. An individual wishes to restore them and rent them for private residential use. He proposes to restore the facades, to demolish the rest of the structures and replace with new materials, and to use seven acres of land around the houses as part of the package. He has also asked that NPS close the present Canal access at Pennyfield, move the parking area upstream, and establish a new vehicular and pedestrian access upstream. The Commission approved the concept of the plan, with details to be worked out with the Montgomery County members of the Commission.

TENTH ANNUAL C & O CANAL DAYS At Williamsport, Maryland Intersection of I-81 and I-70



There are lots of things to see and enjoy!

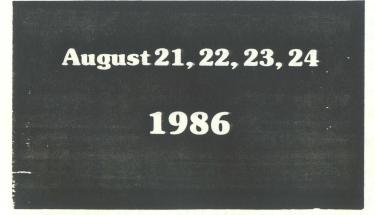
History

The history of the region spans the French and Indian War, the Revolutionary War and the Civil War, C & O Canal, Aqueduct, Fort Frederick, and Antietam Battlefields offer interpretations of these historic periods.

Events Galore

- •C & O Canal Days Beauty Pageant
- •Ox Roast
- Street Dance
- •Goodloe Byron 10,000 Meter Run
- •Over 125 Arts and Crafts Display Exhibitors
- Steam Engine Displays
- •Giant Parade
- •Many Entertainment Performance Groups
- Super Fireworks Display

Four Big Days of Fun and Enjoyment!



ALL EVENTS ARE FREE

For Further Information: Elissa Slayman, Chairperson C & O Canal Days P.O. Box 165 Williamsport, Maryland 21795

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Williamsport Preservation Training Center

The purpose of the Williamsport Preservation Training Center (WPTC) is to provide a cadre of National Park Service employees skilled in the techniques of historic preservation. These trained preservationists are required if the National Park Service is to maintain a high standard in the field of historic preservation. In the past, skills requred to carry out the Service's preservation program have been in very short supply. As a result, many projects are being deferred or are being performed by unskilled personnel with the end results in doubt.



The special requirements of a preservationist have not been effectively dealt with by our colleges, universities, the Apprenticeship Program of the Arts, or by the government. This intake training program is designed to bridge the gap with trained personnel between what now exists and the future needs of the Service to meet its goals.

Candidates for the program come from varied backgrounds, both professional and technical. The majority of the technical personnel come into the program at the journeyman level skill in carpentry, cabinetmaking, masonry, or painting. Most of the professional personnel have a background in architecture.

The technical training program is a very intense comprehensive three-year program. Trainees are exposed to National Park Service philosophy and management policies, with emphasis on the cultural aspects, contracting, procurement, budgeting, construction supervision, etc. The most important training is hands-on type covering all phases of restoration. starting with preparing a historic structures report to organizing and carrying out a complete restoration project.

A Curriculum Review Committee consisting of the Chief, Williamsport Training Center, Chief Historic Architect (WASO), two Regional Historic Architects, and representatives from management and the maintenance profession acts as a steering group to WPTC. They meet semi-annually and its

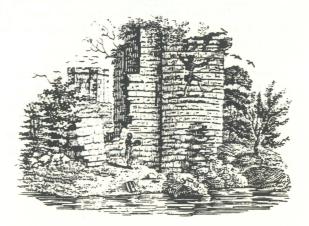


members act as career counselors to the trainees. They review the trainees' IDP's and develop and review programs consistent with the trainees' needs as well as the historic preservation needs of the Service.

The present goal of WPTC is to graduate approximately 50 preservationists to work in the ten regional offices, the Denver Service Center, and in the major historical park areas.

The Williamsport Preservation Training Center is under the Northeast Team of the Denver Service Center and is located in Williamsport, Maryland.

(Ed. Note: The Williamsport Preservation Training Center is housed in the Cushwa Warehouse. The information printed above was provided by Harry Shoup of the Center.)



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BOOK REVIEW

The Walkways Almanac: An annual encyclopedia of walking. 1986, The Walkways Center, Suite 427, 733 15th Street, NW, Washington, DC 20005. 68 pp.

The Walkways Almanac is an exuberant publication which will be especially useful to those who are beginning a regimen of walking or who want to expand their horizons through walking throughout the year and under all types of circumstances. There are practical health tips, suggestions regarding suitable shoes and clothing for all situations, how to start your own walking club, and references to interesting locales, both in the US and abroad, as well as lists of hiking clubs and sources of information about travel companies which can assist in planning walking tours.

The <u>Almanac</u> also has chapters on sport walking, including race walking and orienteering, with names and addresses to contact for further information.

The only thing that has come to mind that perhaps might have been added was a section on walking for the older person and the health benefits to be derived therefrom. Perhaps that will appear in a future Almanac.

The Walkways Almanac is an exciting publication which makes the reader want to get up and go for a walk just as soon as he has finished reading it!

The Walkways Center is a non-profit clearinghouse organization founded to promote walking as enjoyable excercise for all Americans. Membership for a fee of \$17 per year entitles the recipient to the <u>Almanac</u> and eight issues of a newsletter titled WalkWays.

--Ellen N. Holway



CALENDAR OF COMING EVENTS

Sunday,	July 27	Concert on the Canal
Sunday,	August 10	Concert on the Canal
Sunday,	August 24	Concert on the Canal
Sunday,	September 10	Concert on the Canal

- (NOTE: Volunteers for the above programs are needed. Call Joan Paull (301) 384-8584 to offer assistance.)
- Saturday, September 6
- "Somewhere" on the Canal--First Fall Association volunteer work trip. Call Joan Paull, as above.

Thursday - Sunday August 21-24

Monday, September 15

Saturday, September 20

Saturday, October 25

- Saturday, September 13
- Level Walker hike. Meet near the railroad station at Point of Rocks; walk downstream to Monocacy Aqueduct and return.

Williamsport C&O

Canal Days

- Deadline for material to be received for the October issue of Along the Towpath.
- C&O Canal Commission meeting in Harpers Ferry. For location and time, call C&O Canal Headquarters at (301)739-4200.

1986 Heritage Hike Hancock to Lock 54. Complete details and registration in next issue of Along the Towpath. Mark your calendar now to save that date for the hike and banquet.

DIRECTORY

C&O CANAL NHP

TELEPHONE NUMBERS & PERSONNEL

Revised 6/13/86

C&O CANAL NHP	HEADQUARTERS,	Box 4, Sharp	sburg, MD	21782	(301)739-4200
Acting CH Chief Ran Historian Curator	hief of Mainten nger – Dave Mur n – Jack Sander – Lee Struble.	anceDan Ho phy son	stler x 2	x 23 	9 or (301)678-5548 x 222 (301)223-6552), x 230(Archives) x 203 or x223
Area Mana	ager - Dave Murr	general in specific i bhy an Lilly, Edi	formation nformatio ie Roudebu	recording n requests sh, Donna Do	-Great Falls Tavern (301)299-3613 (301-299-3614 onaldson, Sally , Herb Swift

Georgetown Visitors Center, 1055 Thomas Jefferson Street, Washington, DC (Foundry Mall) (202)472-6685

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 Aqueduct) Tel: (301)739-4200, x 237; (301)739-6179; or after hours(301)739-4204

District Ranger - Dwight Stinson Rangers: Robert Roderick, Ed John, John Frye, James Siebert, Roland Hamilton

The Piedmont District begins at Milepost 31 just above Edwards Ferry and ends at Milepost 106 approximately .8 mile below Dam #5.

ALLEGHENY DISTRICT, 180 W. Main Street, Hancock, MD 21750. . . . (301)678-5463

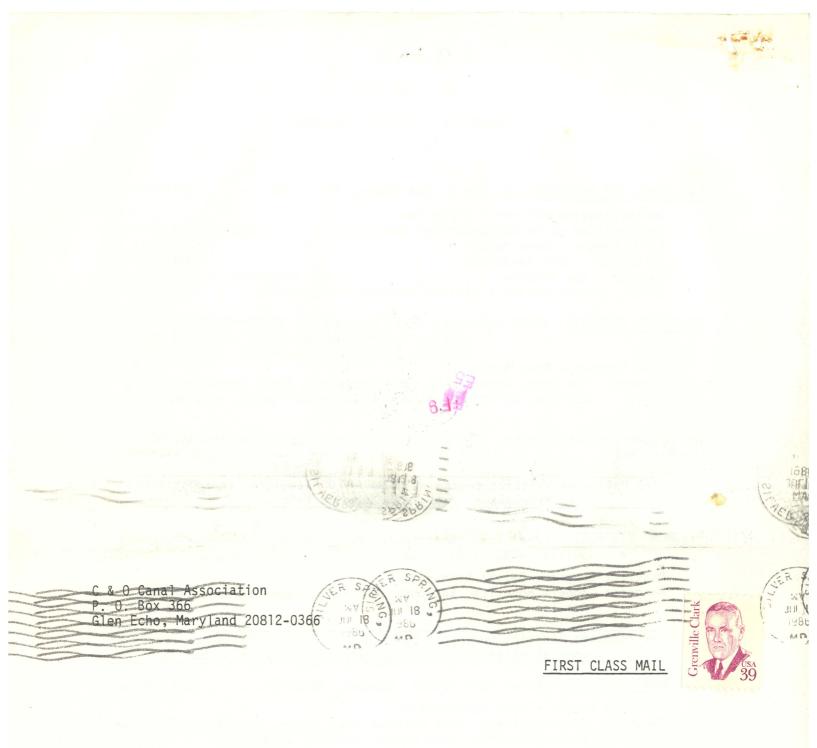
District Ranger - Mike Mastrangelo Rangers: Martin Gallery, Rick Erisman, Paul Apple, Ken Newbraugh, Roger Ross, Rita Knox, John Bailey, William Orndorff

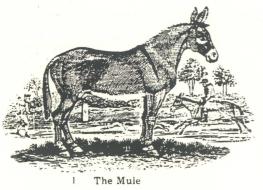
The Allegheny District begins at Milepost 106 (.8 mile below Dam #5) and ends at the Canal terminus, Cumberland, Milepost 184.5.

Abner Cloud House									.(202)472-2679
Georgetown Barge Operation									
Fletcher's Boat House									.(202)244-0461
Canal Clipper, Great Falls Tavern.		•							.(301)299-2026
Western Maryland Station Center						•	•		.(301)722-8226

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John C. Frye Gapland, MD 21736