

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 XIX

OCTOBER 1987

NUMBER 4

OCTOBER'S HERITAGE HIKE.....BRUNSWICK TO NOLANDS FERRY

by Ken Rollins

The annual Heritage Hike is planned for Saturday, October 24, at 10:30 AM from Lock 30 at Brunswick to Noland's Ferry, a distance of approximately 10 miles. Personality adjustment period and dinner will be at the Beallsville Volunteer Fire Department on Route 109, just north of Route 28, followed by a presentation by Messrs. Joe Ayers and David Brown on their recent riverboat expedition down the Potomac (see Along the Towpath, July 1987, and National Geographic Magazine, June 1987).

For those who may be frustrated by short hikes, an additional 3+ miles is available beginning at 9 AM at Lock 31 (Weverton). Adequate parking is available at Lock 31, the Brunswick rail commuter area, the Brunswick campground, and Noland's Ferry. Shuttle arrangements will be made, and you may indicate your requirements or willingness to help on the reservation form at the end of this newsletter.

To reach Noland's Ferry from the east, turn west on MD Route 28, at the intersection of MD Route 85, to the corner just beyond Tuscarora Postoffice which is on the left. Go straight ahead, rather than follow Route 28. Noland's Ferry is about a mile ahead, beyond the railroad underpass. From Point of Rocks, follow Route 28 east about 4 miles and turn right just before the sharp corner at Tuscarora Postoffice. The corner is no more than half a mile past New Design Road.

In Brunswick, Lock 30 is reached by turning south on Maple Avenue (toward the river) in the center of Brunswick, across railroad tracks to the Lock area. (For more detail on reaching Brunswick, see the January 1987 Along the Towpath, page 1.)

We suggest arriving at Lock 30 by 10 AM to view the improvements in that area, of which the City of Brunswick is justly proud. We anticipate that City representatives will be on hand to see us off.

Lunch will be "do your own thing."

Target time for dinner is 6:30 PM, for which reservations at \$15 will be necessary. The Ladies' Auxiliary of the Upper Montgomery Volunteer Fire Department are serving baked chicken breast with stuffing or rice, salad, two vegetables, and a homemade dessert. Weather permitting, the "association-style" happy hour will be in the outdoor pavilion (otherwise indoors) at the Fire Department, beginning when the first happy persons arrive.

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HERITAGE HIKE DINNER RESERVATIONS ARE DUE OCTOBER 16th

COMPLETE THE FORM ON THE LAST PAGE

N O W

PRESIDENT'S COLUMN

by
Hal Larsen

Sitting on an Atlantic beach, staring out across the undulating sea toward what I know is the Portuguese coast far beyond, I can't help but marvel at the great variety in natural wonders in this land. From sand and sea, bathed in seemingly endless sunshine, it is a quantum leap to the woods and mountains we know so well from our C&O Canal environment, and a greater one again to the high western mountains, the deserts, the remarkable canyons, and the glacial Pacific north. We are in this country blessed with enormously varied natural wealth. It is often encompassed and preserved in our national parks to ensure its integrity for Americans to enjoy now and in the future.



As I am reminded sitting here, the National Park Service is our custodian, and wherever and whatever the park is--a wildlife refuge, wetlands, beach, mountain woodland, natural phenomena such as geysers or petrified forests, historic mansions or lighthouses--you will see the familiar park ranger in uniform. As I am further reminded, these talented people, who are naturalists, scientists, historians, or experts in preservation, shoulder an enormous responsibility in protecting these national treasures. This is an obligation to the American people in return for the trust placed in them, implicit in their decision to don the park ranger's uniform.

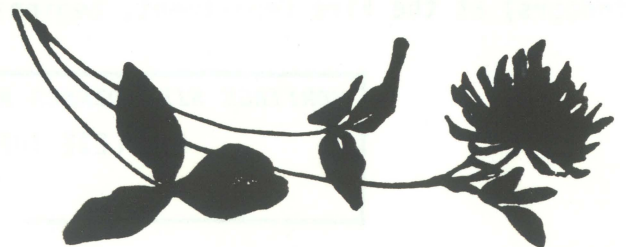
Our obligation, as specified in our Bylaws, brings us into partnership with the NPS to achieve a common goal, to protect and enhance just one among the many parks administered by the service. Is someone playing a similar role to help protect Assateague Island, Yellowstone Park, or a lonely lighthouse on a Florida key? I would like to think so. From our perspective, I see this as an important responsibility that we have to the American people, as their watchdog over the Canal.

Whatever we achieve can best be done in close harmony and cooperation with the NPS. I look upon the relation as a true partnership based on friendship and mutual respect between a government agency and a citizens' advocacy group, working together for a common endeavor transcending parochialism to be a task of national import.

And this posture is just what I might have expected from such people as we have in the Association. Whoever said we were parochial? This year the Board of Directors has taken actions to reach out to support worthwhile endeavors related to environmental protection and to prevent encroachment on historic monuments. Thus at the Board's instructions we have supported efforts to establish the Capital Crescent Trail and the Potomac Heritage Trail. In addition, we have strongly supported citizens' groups in their fight to prevent unsightly television towers from being visual offenses to historic sites.

It is appropriate for the Association to reach out to help those who seek to preserve the environment, to establish trails where highways might otherwise go, or to stem commercial intrusions upon historic or designated natural areas. We should lend our voice to such efforts and use our influence to win support for them. In naming an Organization Liaison Officer to represent the Association in relations with other organizations with goals with which we can identify, we have taken an important step to expand the Association's advocacy role.

Through our partnership with the NPS and our cooperation with other organizations we have an opportunity to help to further natural and historic preservation, not only to protect the C&O Canal but all national monuments in which we as citizens have a stake. This new role enunciated by the Board for the Association seems eminently appropriate to me as I sit here wondering who is protecting the beach.



THE ASSOCIATION WELCOMES NEW MEMBERS

Jack & Moira Davidson, Bethesda, MD
Louis DeMouy, Chevy Chase, MD
Wayne Dennis, Alexandria, VA
Cynthia & Bill Gales, Highland, MD
Carl A Modecki, Arlington, VA
Lawrence Page, Bradenton, FL
John Pojman, Austin, TX
David & Billie Strickland, Emporia, VA
Joseph Swope, Boonsboro, MD



PERMANENT MEMBERSHIP COMMITTEE RECOMMENDATIONS PASSED BY BOARD OF DIRECTORS

(Ed. Note: The following recommendations, reported at the September 20 meeting of the Association's Board of Directors, were adopted by the Board with one amendment, as noted.)

The purpose of increasing the membership of the C & O Canal Association is to contribute more effectively to the protection of the C & O Canal National Historical Park.

Proposed Policies:

- * New memberships received during September, October, November and December of each year will be valid through the end of the following year;
- * All members will be sent a personal letter inviting renewal of their membership by the end of January; and
- * A list of current membership (names only) will be published in the April newsletter together with a membership form.

Proposed Programs:

- * Selective mailings to related interest groups;
- * Contact past members by letter soliciting re-association;
- * Interpretive hikes in conjunction with the C & O Canal NHP staff;
- * Present members actively recruit new members;
- * Utilize Dick Stanton's Boy and Girl Scout lists for immediate recruitment effort;
- * Initiate programs to interest and attract new and present members.

Recommendations:

- * Establish a Permanent Program Committee to run special events, (amendment: including Annual Hikes);
- * Establish a Spring New Member Event to welcome and recruit new members; and
- * Initiate immediately a recruitment effort by Board members.

Goals:

- Short Term -- To increase Association membership to 500 by the end of 1988.
- Long Term -- To be developed as experience and events suggest.



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Please direct your reservations to the C&O Canal Association, P O Box 366, Glen Echo, MD 20812-0366, so that they will be received before October 16. In lieu of mailing reservations, a checklist of dinner reservations will be used at the door. Earl McFarland has agreed to coordinate reservations and to furnish additional information if needed. His number is (301)229-2171. Jim Bryant will be shuttle coordinator. Friends coming from the Washington area may arrange their own shuttles by leaving cars at Noland's Ferry on the way to Brunswick. Those who wish to shuttle from the Brunswick area in the morning should arrive at least 45 minutes early. Any others can be shuttled in the afternoon after the hike.

It's a long way from May to August
by Bruce W. Wood

It's 121 miles, to be exact! Between May and August 1987 I walked the towpath round trip between Tide Lock and Harpers Ferry. This is part of my personal desire to see the entire towpath and its condition almost two years after the flood of November 1985.

My reaction is that overall it is in excellent condition for walking between the above points. Yes, there are a few mud holes and washouts, but walking conditions generally are excellent. A gently sloped washout goes to the prism level about a mile above Seneca and there is some side erosion above Catoctin Creek.

How many of you believe the Brunswick section of the towpath is the least desirable part of the reported area to walk? If you do, you are wrong. Brunswick and the National Park Service have done much to clean up the towpath and its environs. Yes, cars still drive along the towpath between the lock and the campground, and a few a bit further to some rental trailers, but the towpath itself is well packed, smooth, and clean. If one is out early enough, one can avoid most traffic. Nearly all of the summer cottages have been removed, especially those that were least sightly. The campground is well-maintained with a full-time caretaker in summer. The area immediately around Lock 30 has been blocked off to cars and is being landscaped.

Okay, if Brunswick isn't as bad as our memories of it, what is the black eye of the Tide Lock to Harpers Ferry section? It is Georgetown - and not because of the weekend mobs that inhabit the area just north of the Park. It is the least desirable, in my opinion, between 31st Street and the Mule Bridge entirely due to poor NPS maintenance. The towpath in that area always has been narrow and not in the best of shape. However, now it is narrower, has overgrown weeds along the walls, and is algae-covered mud in many spots, even though rain had not fallen for days before my walk through that area. Trash on that Saturday morning was light. I was pleased to see the owners of the deck along the towpath at 31st Street out discussing landscaping in that area. As much as I disapprove paving the towpath, I think bricking it to the Mule Bridge might stabilize it, cause some local pride to maintain it and make the NPS job of maintaining it a bit easier by keeping out the encroaching erosion and vegetation. The areas that have been bricked are clean and neat.

I was disappointed to see trees growing in the Alexandria Aqueduct that so many of us spent back-breaking hours de-treing a few years ago - hopefully the September volunteer trip will recover what has been lost and perhaps NPS or the Association can establish a system to keep current with the growth.

Although I did no camping, all of the hiker-bikers I passed were in excellent condition, with the grass growing nicely and the tables, outhouses, and pumps in good and working order - maybe the summer off did a lot of good!

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You will note the above comments deal only with walking the towpath,. I did no bicycling on the towpath this summer because previous experience since the 1985 flood has shown that, while it appears good to the foot, it is corduroy to the bicycle. I did see and talk with some bicyclists who complained about the soft nature of the material being laid by NPS in an effort to resurface the towpath - hopefully that has solidified and is solid when dry and not slippery (as it was when fresh and wet) when wet. There appears to be little or no river run gravel or shale in the new surface material.

Canoeing? It's possible between Violette's Lock and Georgetown, though siltation in the prism has reduced water depths to only several inches in many places, especially above Great Falls, thus not allowing a full paddle stroke.

Horseback riding? Again, possible above Swains Lock, but not recommended on the new surface as that is very sensitive to damage.

I plan to continue upstream, perhaps in time to give you a report on another several miles in the next newsletter. Happy Hiking!



WATCHING THE RIVER FLOW

Flow of the Potomac River near Washington, D.C., averaged about 3.4 billion gallons per day (bgd) in July, about 32 percent above the long-term average for the month, according to the U. S. Geological Survey. Flows were 14 percent lower than the previous month.

July 3 saw the high daily flow for the month of 12 bgd. The daily low flow was on July 31, at 1.4 bgd.

Municipal diversions averaged about 463 million gallons per day, a little above last July's rate. Sediment delivered from the river into the estuary near Chain Bridge was about 13,640 tons for the month.

Freshwater inflow to Chesapeake Bay averaged five percent above the long-term July average.

(Reprinted from the Potomac Basin Reporter)

FROM THE ENVIRONMENTAL MATTERS COMMITTEE.....

by Dave Johnson

The following items were included in the report of the Environmental Matters Committee to the Board of Directors at its meeting on September 20:

1. DICKERSON SOLID WASTE RESOURCE RECOVERY FACILITY. On July 7, the Montgomery County Council voted 4 to 3 to build the proposed mass-burn facility on PEPCO property near Dickerson, close to the C & O Canal. The county still faces complex licensing procedures at the state level and probable additional challenges on the issue of toxic materials in the ash and atmospheric emissions. Thus it is likely that it will be some time before construction will begin, and at least five year before the facility will be operational. The council announced that it plans to establish a citizen-based Dickerson oversight committee to work with the county staff to develop the project in a way to minimize community impact.

2. OUTER BELTWAY - BYPASS. The governors of Maryland and Virginia have agreed to sponsor a joint study on the so-called "outer beltway." A consultant will study the options for a new highway to divert traffic around the Washington metropolitan area and off the Capital Beltway. The proposed highway is not a beltway in the sense of I-495, but rather would be one or two bypass routes around the metro area. The study report, which is expected some time in 1989, may endorse either or both of the options.

Virginia has proposed a western route through Prince William and Loudoun counties, which would cross the Potomac and the Canal near White's Ferry and continue to I-270 and I-70 (and possibly on to I-83 and I-95 north of Baltimore). Maryland officials have supported an eastern bypass, running south from Baltimore through Anne Arundel, Prince Georges, and Charles counties, and crossing the river and joining I-95 in Prince William County. State and Montgomery County officials have indicated that they oppose a western bypass because of its impact on the rural character of the up-county area, and most importantly to us, on the fragile environment of the river and the C & O Canal.

3. CSX RIGHT-OF-WAY -- CRESCENT TRAIL. A number of people and organizations, including the Department of the Interior and Rep. Constance Morella, requested the ICC to hold a public hearing on the environmental impact of the B & O Georgetown branch abandonment. In August, the ICC rejected the request. This month the Montgomery County task force will receive its consultant's Phase I study evaluating the transitway versus recreational options for the right-of-way. In coming month, the ICC will issue its final environmental impact statement. If ICC permits abandonment, the county and the National Park Service can buy the land under the "Rails to Trails" Act or under the 180-day public use condition that may be imposed by the ICC, but in either case they would have to agree with CSX on the cost. The county and CSX are far apart on price, as are the Interior Department and the company on the part of the line within the C & O Canal National Historical Park. The NPS is conducting its own appraisal of the property this fall, and hopes to conclude an exchange with CSX next spring.

4. BRUNSWICK RIVERFRONT. Work has been started on Phase I of the Brunswick riverfront revitalization project. The canal prism has been cleared and graded from the automobile crossing above the lock to a point several hundred yards below. The area on the berm side of the lock and under the highway bridge has also been graded, and closed to parking by the placement of large boulders along the edge of the road. Clearing the undergrowth and elevating the mature trees between the towpath and the river is underway, although (as of the end of August) much cutting remained to be done to open the planned river vistas.

This project is a planned three-year joint undertaking by the NPS and the Town of Brunswick. It focuses on target areas identified by segments of the towpath. Target area 1 is the immediate Brunswick-Lock 30 area. The plan calls for a major amount of park landscaping to be done there, with picnic tables and grills. Target area 2, extending about one-half mile upstream, and downstream to the campground, will receive a reduced level of underbrush and tree removal during the second year. Target area 3, extending to Lander and to Weverton, would have selective removal of trees and debris.

VOLUNTEERS IN THE PARKS Activities and Comments

Al Stanley, Acting Volunteer Coordinator, reports for Joan Paull who is recuperating from knee surgery.

The September worktrip found eight stout souls at the Alexandria Aqueduct on the 12th, a rainy morning which led into a sunny day. The project involved removing foliage which covered the aqueduct. Those present were Rachel L. Stewart, Cindy and Greg Donaldson, Bill Speck, Dave Johnson, Jim B. Rickett, Al Stanley and Ranger Donna Donaldson.

Greg Donaldson ran the gasoline weed-eater and everybody else worked with the other tools the Park had provided.

The October worktrip will be held on the 31st at Edwards Ferry. It will involve overhead trimming for which there is a dire need. The Park will provide the necessary overhead equipment. Side trimming will also be done. We will go down the canal, and a Park truck will follow us. It would be wise to bring a bag lunch. We also may set up a car pool. Contact Al Stanley about this at 439-4769.

The November worktrip on the 21st will be a continuation of the October activity continuing down the canal.

The December worktrip, on the 12th, will further the clearing of the Canal below Edwards Ferry.

A January worktrip may be needed to finish this work.

See you on the 31st of October!

Joan Paull sent us the following notes:
June 27 found Bunny and Dave Johnson, Joan Paull, Bill Speck and Donna Donaldson removing morning glory from the Alexandria aqueduct fending. A beginning was made on the top of the aqueduct to get ready for the followup in the fall.

Cheers to our Foundry concert helpers! This summer concerts were covered by Karen Gray, Sylvia Heflin, Jane Larsen, Joan Paull and Dave Scally. Donna Donaldson, ranger in charge of Georgetown, really appreciated all their help.

Betty Bushell has the following comments on the VIP program

. . . In connection with the VIP report by Joan Paull, I'd like to mention that from January 1 to July 31, Helen Johnston, Betty Henson and I have clocked in more than 200 hours on our "Sights and Sounds" nature walks held 4 times a month at the Great Falls Tavern area, with an average of 9 "guests" on each walk.

Then there are other volunteers such as Bud Morgan and others so I think we do pretty well in spite of recent statements about lack of volunteerism. Certainly we compete favorably with PATC which can hardly get 10 people on a work trip in spite of its large membership.

Am tickled to see that the Heritage Hike will not be held on the last Saturday of October so that at least Betty Henson and I may be able to hike. (Our Sights and Sounds walks are first and last Saturday of each month and often we cannot go on Level Walker/other hikes because of the conflict).



NOTES FROM THE SEPTEMBER 20 C & O CANAL ASSOCIATION BOARD OF DIRECTORS MEETING.....

President Hal Larsen presided at the September 20 Board of Directors meeting held in the Glen Echo Town Hall. Board members and officers present were: Anne Murphy Korff, Mimi Eller, William Speck, Ken Rollins, Margot Foster, Carl Linden, David Johnson, Emmie Woodward, Sue Ann Sullivan, Edith Wilkerson, and Bettyjane Myers. Others present were: Superintendent Dick Stanton, Al Stanley, Arthur Korff, Adam Foster, and Nancy Long. Some discussion and action items follow:

- Level Walker Report: Chair Michelle Carsrud was not present. Hal Larsen said, to his knowledge, no Level Walker hikes have been scheduled and no reports distributed.
- Treasurer's Report: Bill Speck reported that thus far in the calendar year 1987, membership dues have accounted for \$4,285.00 from 356 members. The Association's total income was \$6,379.31. As of September 18, the checking account balance was \$5,215.43, and the savings account balance was \$3,435.49.
- Committee Reports:
 - Heritage Hike Committee, Ken Rollins, Chair -- The hike will be on October 24 from Brunswick to Noland's Ferry. See page one for details.
 - Douglas Archives Committee, Emmie Woodward, Chair -- The question was raised whether materials in the Douglas collection should be arranged chronologically or by subject matter. It was tentatively agreed that the arrangement should be by subject matter with a chronological cross-reference. It was noted that the materials were given to the Association by Mrs. Douglas with the proviso that the items in the collection be made available to the public. The need to copy documents for use by the public was established.
 - Environmental Matters Committee, Dave Johnson, Chair -- See report elsewhere in this issue. Hal Larsen added that the Red Hill TV Tower proposal had been overturned, but that a second proposal for the tower is now the subject of a court action brought by Citizens Against the Tower--CAT. It was also reported that Montgomery County officials are still interested in a site near Dickerson for use as a practice firing range. Dick Stanton said that public hearings will be scheduled soon on the proposal for an airport road in the Candock section of Cumberland; one alternative route would use part of the towpath.
 - Membership Committee, Mimi Eller, Chair -- See report elsewhere in this issue. It was noted that the Permanent Program Committee recommended by the Membership Committee would not supplant the activities of the Level Walkers, but would work in cooperation with the Level Walker chair. The motion to accept the committee's recommendations was passed as amended. (Recommendation: To establish a Permanent Program Committee to run special events. Amendment: Add "including Annual Hikes" after "events.")
- Status of C & O Canal National Historical Park Commission appointments: Hal Larsen said he had received no information concerning Commission appointments, except that the Governor of West Virginia had written to say that he was sending a letter to the Secretary of the Interior recommending Tom Hahn for membership on the Commission for West Virginia.
- Name change for Maryland side of George Washington Memorial Parkway: Congresswoman Constance Morella has introduced legislation to rename this section of the GWMP the Clara Barton Memorial Parkway.
- Acting Volunteer Coordinator: Joan Paull, Volunteer Coordinator for the Palisades District, has been incapacitated by an operation to her knee. Al Stanley has agreed to be acting Volunteer Coordinator.
- Dick Stanton honored with national award for Canal Camporee: See article elsewhere in this issue.
- Two motions to increase the cost of the Heritage Hike dinner, so that the Association could help defray costs for guests, were defeated. It was felt that the basic dinner price, \$15.00 per person, was already sufficiently high in comparison to other Association dinner prices.

STANTON RECEIVES NATIONAL AWARD FOR CANAL CAMPOREE

Richard L. Stanton, Superintendent of the C & O Canal National Historical Park, received first place recognition in the Take Pride in America 1986 national award program for conceiving and directing the Canal Camporee in a successful effort to clean up the canal following the disastrous November 1985 flood. Stanton was selected by the Director of the National Park Service, William Penn Mott, from among five NPS nominees who were judged by an independent panel.

The award, an embellished certificate signed by Secretary of the Interior Donald Hodel, was presented by Secretary Hodel. Award recipients were later invited to the Rose Garden at the White House where they were personally congratulated by President Ronald Reagan.

Although Dick admits to being proud of the award, he is quick to remind us that the credit belongs to the 8,700 volunteers who worked so hard to successfully clean up the canal after the flood.

MARYLAND'S PROGRAM OPEN SPACE UNDER REVIEW

Program Open Space is an 18-year-old Maryland program by which parkland is acquired through a 1.5 percent tax on transfers of real estate.

The program is being reviewed by the state legislature with an eye toward cutting costs of home purchases by individuals.

This modest tax has been used to acquire 90,000 acres of land for state parks, forest, and natural areas; 23,000 acres of county parks; and the preservation of 50,000 acres of agricultural land.

The Maryland program, recognized as a national model, accounts for only a small portion of overall closing costs to homebuyers. Yet, chances are that people who have made much use of state or county parks have benefited from this important program.

Beginning in 1988, owner-occupied homebuyers will be eligible for an exemption of the tax on the first \$20,000 of the purchase. The program will be contributing to easing costs already.

If you feel that open space acquisition is important, please write the subcommittee chairman to explain your feelings: Donald C. Donaldson, Chairman, Real Property Closing Cost Subcommittee, 201 House Office Building., Annapolis, MD 21401-1991; telephone 858-3076.

POTOMAC RIVER BASIN CONSORTIUM

Bruce Wood reports that the meeting date for the Potomac River Basin Consortium is Saturday, October 17, and Sunday, October 18 at Western Maryland College, Carroll County (Westminster). Bob Hartman is putting together a program with an interesting agricultural theme. The rich farmland of Carroll County was part of the Bread Basket of the Revolution which was in the Great Valley on both sides of the Potomac. The fall foliage should be beautiful at that time.

For further information, please contact Bruce Wood, (202)383-2875 during working hours.



(Excerpted from the Potomac Basin Reporter)



SAVE OUR STREAMS

ERODING SOILS ON CONSTRUCTION SITES

In August, 59 Save Our Streams volunteers participated in a statewide inventory of measures to control erosion on 162 construction sites throughout Maryland. The survey revealed that the typical site consists of 75% bare, exposed soil. This finding indicates that sufficient mud is washing from most sites to cause significant pollution in nearby waters.

Enough mud--averaging 100 tons per acre--can wash from a construction site to damage three miles of waterway for a decade to a century. Since 1970, State and local laws have required builders to use measures to retain mud on the construction site. For each dollar spent keeping mud out of public waterways, a minimum of \$86 in damages is avoided.

Two approaches are used to prevent mud pollution: sediment trapping measures and erosion control. Sediment trapping measures, such as straw bales, desilting ponds, and silt fence, are designed to capture eroded soil before it leaves the construction site. Trapping devices, which are usually located along the downslope edge of exposed soils, can capture a third to one-half of the eroded soil. The remaining half to two-thirds travels offsite to pollute some nearby waterway.

Erosion control practices, such as mulching (covering exposed soil with straw or stone) or grass seedings, can reduce soil erosion by 90% or more. Together sediment trapping and erosion control practices can slash offsite mud pollution by 95% or better. Until mud pollution is reduced by a minimum of 90%, significant damage can be done to aquatic ecosystems and human uses of waterways.

Save Our Streams volunteers have been monitoring the quality of mud pollution control since 1970. Initially, only 10% to 25% of all builders properly employed sediment trapping measures. The public support generated by these inventories combined with aggressive efforts on the part of government enforcement agencies have raised the use of sediment trapping measures to better than 50%.

Despite the successes in encouraging builders to make greater use of sediment trapping devices, relatively little erosion control has been practiced on construction sites. A 1984 modification to Maryland's sediment control regulations mandated far greater use of erosion control practices.

The August 1987 survey was conducted to determine just how extensively mulching, seeding, and other erosion control measures were being used. Generally, the typical construction site has sediment trapping devices in-place, but all may not be functioning properly. But of greater importance is the extent to which erosion control is practiced. The typical site is 75% bare, exposed soil. The other quarter is mostly building foundations, stoned parking lots and streets, with some straw mulch, grass, and weeds.

The significance of this finding is disturbing. At best, the control measures on the average site are not sufficient to prevent mud pollution. At worst, efforts to restore the Chesapeake Bay through pollution control applied to other sources are being compromised by the excessive quantities of mud washing from building sites.

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(continued from page 10)

Many of the Save Our Streams volunteers who participated in the August survey have embarked on a campaign to encourage builders to make greater use of erosion control on the inventoried sites. The results of this effort will be announced in late December.

The survey was actually a test of a larger effort to be undertaken in the not-too-distant future. The Bay Fund of the Chesapeake Bay Trust has awarded a \$25,000 grant to Save Our Streams. The purpose of the grant is to conduct a campaign to help builders to appreciate the value of erosion control.

The purpose of this test was to gauge the effectiveness of the campaign. This scaled-down version generated information which Save Our Streams will use to insure that maximum benefit is derived from the Bay Fund grant. Save Our Streams has also embarked on an effort to raise another \$25,000 to match the Bay Fund grant. If successful, the combined funds will greatly increase the benefits of the campaign.

For further information on the erosion control campaign call 1-301-761-0146 or write to Save Our Streams, 263 Scotts Manor Drive, Glen Burnie, MD 21061

(From a press release issued by Save Our Streams)

PICTURE THE TAVERN IN FALL

As fall sunshine streams through golden trees, casting shadows across the towpath along the C&O Canal at Great Falls, the scene is pretty as a picture. In fact, a print of that exact scene of the Tavern at the height of autumn beauty is now available at the park.

This season's newest offering by the C&O Canal Museum Bookstore is a limited edition print in glowing color by area pastel artist, Barbara Hails. *The Tavern* (measuring 13.25" x 17.5") depicts the strollers enjoying the canal at Great Falls in full sunshine on a balmy early autumn day.

It is available for \$40.00 at the bookstore, or by mail from The Tavern Print, P O Box 471, Olney MD 20832 with \$5.00 added for packing and shipping.

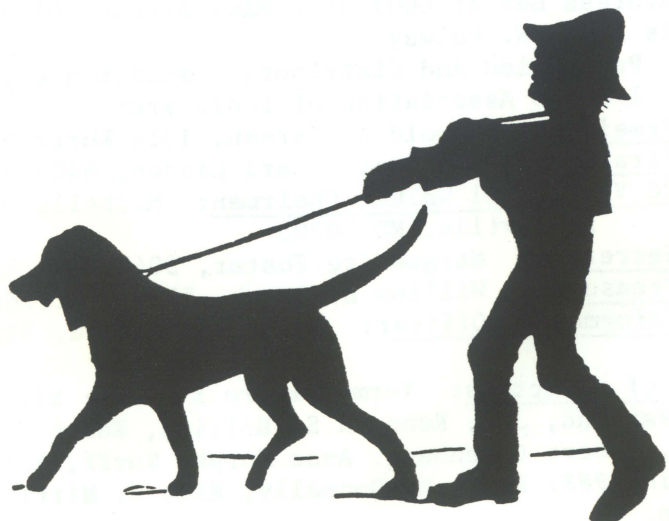
C&O Canal Museum Bookstore hours are 9 AM to 4:30 PM on Saturday and Sunday, year round.

For further information please phone C&O Canal Museum Bookstore (Sally Griffin) 1-301-443-0024.

THEY'RE

ON THEIR WAY

TO THE HERITAGE HIKE!



1987

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Saturday, October 24 - Annual C & O Canal Association Heritage Hike, Brunswick to Noland's Ferry. See page 1.

Wednesday, October 28 - Sights & Sounds nature walk, 10 AM. Call (301) 443-0024 for location and information.

Saturday, October 31 - Work Trip, Edwards Ferry. See VIP Activities page 7. Sights & Sounds nature walk. See above.

Wednesday, November 4 - Sights & Sounds nature walk. See above.

Saturday, November 7 - Sights & Sounds nature walk. See above.

Saturday, November 21 - Work Trip, south of Edwards Ferry. See VIP Activities page 7.

Wednesday, November 25 - Sights & Sounds nature walk. See above.

Saturday, November 28 - Sights & Sounds nature walk. See above.

Wednesday, December 2 - Sights & Sounds nature walk. See above.

Saturday, December 5 - Sights & Sounds nature walk. See above.

Thursday, December 10 - Deadline for material for January 1988 issue of Along the Towpath.

Saturday, December 12 - Work Trip, south of Edwards Ferry. See VIP Activities page 7.

Saturday, December 26 - Sights & Sounds nature walk. See above.

Wednesday, December 30 - Sights and Sounds nature walk. See above.

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.

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

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C&O CANAL NHP
TELEPHONE NUMBERS & PERSONNEL
Revised September 1987

C&O CANAL NHP HEADQUARTERS, Box 4, Sharpsburg, MD 21782 (301)739-4200

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PALISADES DISTRICT, 11710 MacArthur Blvd, Potomac, MD 20854 Great Falls Tavern
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specific information requests. (301)443-0024

District Manager - Linda Toms. (301)443-0024
Rangers: Tom Nash, Edie Roudebush, Donna Donaldson, Sally Griffin, Chris Lea,
Rudy Carrasco, Nancy Campanella
Administrative Technician - John R. Frye. (301)443-0024

GEORGETOWN VISITORS CENTER, 1055 Thomas Jefferson Street, Washington, D.C.
(Foundry Mall). (202)653-5844

The Palisades District begins at Milepost 0 (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) 7396179; or after hours (301) 739-4204

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

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

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Acting District Ranger - Martin Gallery
Rangers: Rick Erisman, Paul Apple, Ken Newbraugh, Roger Ross, Rita Knox, John
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The Allegheny District begins at Milepost 106 (.8 mile below Dam 5
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HE'S ready for the Heritage Hike. Are you?



RESERVATION FOR 1987 HERITAGE HIKE DINNER

NAME _____ will need

_____ dinner reservations @ \$15.00 each, check enclosed.

_____ I will need shuttle assistance: from Brunswick _____
from Lock 31 _____

_____ I can provide shuttle assistance for _____ persons.

(Providers please make "SHUTTLE" sign for windshield)

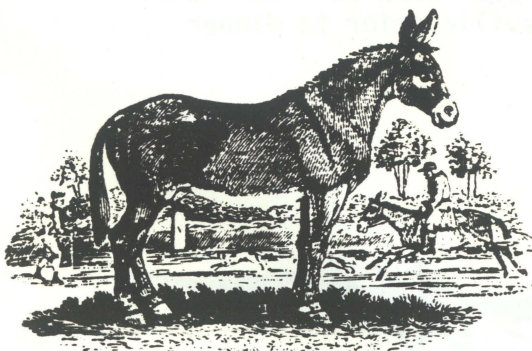
Reservations are due NO LATER THAN OCTOBER 16. Make checks payable to C&O Canal Association and mail with this form to the Association at Box 366, Glen Echo, MD 20812-0366. Reservations will not be acknowledged; your name will be listed and checked at the door of the Fire Department at Barnesville prior to dinner.



C & O Canal Association
P. O. Box 366
Glen Echo, Maryland 20812-0366



FIRST CLASS MAIL



1 The Mule

John C. Frye
Gapland, MD 21736

