



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 XX

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NUMBER 2

SHEPHERDSTOWN TO BE SCENE OF EVENTS

FOR ASSOCIATION'S THIRTY-FOURTH ANNUAL JUSTICE DOUGLAS REUNION HIKE ON APRIL 30

Saturday, April 30 is the date set for the Association's 34th Annual Justice Douglas Reunion Hike, to be from Lock 34 (Goodheart's Lock at mile 61.57) to Lock 38 (Shepherdstown Lock at mile 72.8), a distance of 11 miles. The Happy Hour and banquet will be in Shepherdstown, across the Rumsey Bridge in West Virginia.

Following the banquet, the evening's program will feature a slide presentation by Jay Hurley, who spearheaded the "Rumseian Experiment" that unfolded in Shepherdstown in 1987 to national acclaim. It commemorated the 200th anniversary of the first successful demonstration of a boat powered by steam in the United States, twenty years before Fulton's highly publicized test. James Rumsey, colleague and friend of George Washington, joined with Washington in an attempt to make boat travel faster and easier -- Washington by means of his canals and Rumsey with his steam boat that navigated the Potomac at Shepherdstown in 1787. The half-scale replica, which is currently at O'Hurley's Store in Shepherdstown, was built by volunteer members of the Rumseian Society in Mr. Hurley's workshop.

Points of interest along the hike route include Feeder Dam #3 just above Harpers Ferry; Locks 34, 35, 36, 37, and 38; the Dargan Bend recreation area; Antietam Aqueduct at mile 69.36, #4 of 11 aqueducts; Miller's Sawmill at mile 70.78; Packhorse Ford at mile 71.39; and Ferry Hill, now the headquarters of the C & O Canal National Historical Park.

The starting point for the hike will be at Lock 34. Since there is no parking available at Lock 34, hike participants should park in the Ferry Hill parking lot.

Bus transportation will be provided from Ferry Hill to Lock 34 (\$1.00 fee per person).

For those who wish to camp on Friday evening, arrangements have been made for over night camping across from the Ranger Station at Antietam; this is the picnic area, not the campground. There is no water supply here, but the Ranger Station will be open.

The schedule for the day follows:

8:30 a.m. -- First bus will leave Ferry Hill. Those hikers taking the first bus will have time to stroll downstream a half mile for a lovely view of Harpers Ferry and the cliffs of Maryland Heights.

9:30 a.m. -- Second and last bus departs from Ferry Hill.

10:00 a.m. -- Hike begins at Lock 34.

11:30 a.m.-12:30 p.m. -- Lunch at Lock 37 (Mountain Lock). By reservation only, box lunches will be served, consisting of a sandwich, fruit, cookie, and soft drink. (See last page for reservation form.)

4:30 p.m. -- Happy Hour will be at the home of Tom Hahn in Shepherdstown. In case of inclement weather, Happy Hour will be at the Shepherdstown Men's Club. (See map on page 3 for locations.)

6:00 p.m. -- The banquet will be at the Shepherdstown Men's Club, reservations required. (See last page for reservation form.)

-- Emmie Woodward, Carl Linden, Lou Odum

IMPORTANT NOTICE

This is the last issue of Along the Towpath that will be sent to members not in good membership standing for 1988. See page 17 for details.

PRESIDENT'S COLUMN

As I look back upon the annual meeting of March 5, 1988 I cannot help but marvel at what a wonderful institution it is. This conclave brings together dedicated and caring members who are deeply concerned about the C&O Canal National Historical Park and who seek to do their best to preserve and protect it. This devotion is evident in the impassioned argument and resolution presented at these meetings.

At the same time, it is worth noting where the reality lies in decision-making in the Association. Above all, as members should recall, motions made and carried during the annual membership meeting have no validity under the Bylaws. They serve a valuable purpose, however, by expressing the common will.

When the membership approved the Association's Bylaws on June 1, 1986, it placed in force a document under which the policy-making function was accorded solely to the Board of Directors (Article III, para. 2). The members did not reserve to the membership any policy-making rights whatsoever or any authority to amend policy decisions made by the Board. The only substantive functions accorded to the membership by the Bylaws are the exclusive right to elect officers and Board members (Article IV) and the right to amend and ratify the Bylaws (Article VIII). The Board of Directors may also amend the Bylaws, but only the membership can ratify the amendments.

Thus all authority flows from the membership under its right to amend and, exclusively, to ratify the Bylaws. The Board of Directors and all other Association bodies are compelled to function under the Bylaws. At the same time the membership has delegated the exclusive policy-making function to the Board of Directors, whose decisions cannot be rescinded or amended except by the Board.

I offer these remarks to illustrate to the membership how important the Bylaws are, and, more directly, to relate their provisions to the events at this year's annual meeting. While the motions made and carried by the membership have no force under the Bylaws' provisions, they constitute an important advisory statement, which I believe the Board of Directors will take seriously. Despite the invalidity of such motions, I believe the process of debating and voting

on them to be a very valuable one. The occasion offers an opportunity for the members broadly to express their desires as a means of guiding the Board with respect to the policy judgments it must make during the year between annual meetings. The motion to rescind a position taken by the Executive Committee with respect to plans to place a firing range near the Park in Montgomery County is a case in point: Only the Board of Directors has the authority to make such a rescission. Nonetheless, I believe the debate on this question was an important occurrence since it brought to the Board's attention the membership's specific concerns on this question. Mr. Stanton's contribution to the debate was very valuable and most welcome, as it always is. He passionately defends his position, and he may be expected eloquently to urge others to support him. I know the membership values the Superintendent's lively and interesting presentations and looks forward to them with great anticipation. They always add color and drama to any proceedings, as was certainly the case at our recent meeting. As a thorough and wide-ranging debate, the exchange on this particular question will loom large for the Board members when they sit down at their next meeting to consider it.

As you will realize, only the Board of Directors can make policy decisions. You have delegated this high responsibility to these twenty-one men and women. I believe they all know how grave this responsibility is and will always diligently and responsibly address the questions placed before them. In enacting the 1986 Bylaws, you placed your trust in this body, and I expect its members to be equal to the challenge.

I hope these remarks will be useful to the membership. I probably should have made them before. The members do not necessarily refer to the Bylaws very often. Indeed, new members do not have copies. For this reason, I have asked the editor to publish the Bylaws in the newsletter as soon as possible. In addition, the Bylaws will be sent to each new member as he/she joins the Association.

--Hal Larsen

THE ASSOCIATION WELCOMES NEW MEMBERS

Catherine C Abbot, Bethesda, MD
 Michael J Boone, Greenbelt, MD
 Larry J Brock, Cumberland, MD
 Thomas A Chittenden, Boyds, MD
 Colleen S Conway, McLean, VA
 J T Crane, Jr, Shepherdstown, WV
 Edward L & Laura H Davis, Washington, DC
 D Michelle Duncan, Gaithersburg, MD
 Ken C & Letty Lou Eade, Shepherdstown, WV
 The Eldridge Family, Boyds, MD
 Ron Erdmann, Arlington, VA
 The Fairbanks Family, Bethesda, MD
 Kirk Fox, Potomac, MD
 Everett & Gladys Fuller, Bethesda, MD
 Ronnie Gist, Cabin John, MD
 Mary Gravalos, Washington, DC
 Stephen R Greiner, New Orleans, LA
 Graham & Joanne Harrison, Potomac, MD
 Irene Holtzman, Potomac, MD
 Judith A Hughes, Alexandria, VA
 Michael Johns, Reston, VA
 Beverly & Lloyd Kuhn, Arlington, VA
 Harold Learned, Reston, VA
 Harry LeVine, Jr, Rockville, MD
 Elisabeth D. Mohler, Rockville, MD
 Steve Moulton, Galena, OH
 Carl F Norden, Washington, DC
 Thomas J Patton, Falls Church, VA
 Paul E Reichardt, Bethesda, MD
 The James Schaller Family, Bethesda, MD
 Mark & Marion Schlefer, Washington, DC
 Richard H Stock, Washington, DC
 Pearl Van Natta, Hagerstown, MD
 Philip N Whittaker, Potomac, MD
 Carol Wray, McLean, VA
 Harold Wright, North Bethesda, MD
 Mr/Mrs DeWitt Wyatt, Clarksburg, WV



ASSOCIATION TO HOST RECEPTION FOR NEW MEMBERS

On May 13 from 3:30 into the evening, the Association will host a special reception for new members at Great Falls, Maryland.

Come as early as you can and enjoy meeting other new members, old-timers, not-so-old timers, and Canal Superintendent Dick Stanton and staff; ride the Canal barge; and luxuriate as you enjoy Canal Boat Bean Soup and "Towpath Hash." (Ed. note: Is "Towpath Hash" a concoction of bank-run gravel, shale, and blue-stone served in a styrofoam remnant? Just kidding, Ken!)

Special events for the afternoon and evening include a mule-drawn barge trip with interpretation at 6:30 p.m.; light supper, featuring the aforementioned delicacies; and talks and slide presentations by members of the Association.

New members are asked to wear their badges to which a special ribbon will be affixed on arrival at the reception. "New members" refers to anyone who has joined the Association during 1987 and 1988. Note that any and all Association members may attend this event; and all should wear their badges.

For further information, and to make reservations, call Kris Murphy at 1-703-521-6134 (Arlington).

-- Ken Rollins



SHEPHERDSTOWN

Map by Emmie Woodward

1. TOM HAHN'S HOUSE
2. MEN'S CLUB
3. O'HURLEY'S GENERAL STORE + BOAT



INCUMBENT OFFICERS LARSEN AND SPECK RE-ELECTED AT ANNUAL MEETING

Association elections held at the Annual Meeting in Williamsport on March 5 resulted in the re-election of Harold Larsen as president and William Speck as treasurer. New officers elected were William Davies, first vice president; Alan Hedin, secretary; and Joseph (Buddy) Gibson, information officer.

Of the 16 members running for five seats on the Board of Directors, the following were elected for three-year terms: Donna Boies, Washington, D. C.; Ralph Donnelly, Hancock, Maryland; Sandra Hemingway, Alexandria, Virginia; David Johnson, Bethesda, Maryland; and Lyman Stucker, Alexandria, Virginia.

Before the votes were cast, Anne Korff, running for information officer, and Sue Ann Sullivan, running for Board of Directors, withdrew their names from consideration.

The Board of Directors is now comprised of the following, in addition to those listed above: Wilhelmina (Mimi) Eller, Arlington, Virginia; Karen Gray, Washington, D. C.; Robert Greenberg, Bethesda, Maryland; Susan (Butch) Henley, Haymarket, Virginia; Anne Murphy Korff, Kensington, Maryland; Earl McFarland, Bethesda, Maryland; Bettyjane Myers, Silver Spring, Maryland; Kenneth Rollins, Ladysmith, Virginia; Edith Wilkerson, Arlington, Virginia; and Emmie Woodward, Shepherdstown, West Virginia.

MEMBERSHIP REJECTS ASSOCIATION POSITION ON FIRING RANGE

At the Annual Meeting, the membership disagreed with the position taken by the Executive Committee concerning the location of the Montgomery County police firing range.

The Executive Committee had voted not to oppose the site favored by Montgomery County, namely WSSC Site 38 situated approximately one mile from the Canal between Edwards Ferry and Whites Ferry. The National Park Service registered vigorous opposition to this site based on unacceptable noise levels produced during tests. Association monitors along the towpath did not find noise levels to be intrusive.

When asked if the Executive Committee had considered the zone category for this section of the Canal as established in the General Plan, the response was that they had not. It was pointed out that the section between Whites Ferry and Edwards

Ferry lies in a Zone D, defined as a short-term remote zone, and described as follows: "These sections can retain a remoteness which produces a low density use. Through proper management, the park visitor can be assured of finding solitude in a natural setting. The objective here is to provide those who desire it with an undisturbed day in a natural setting."

It was stated from the floor that gunfire noise at any level does not lend itself to "an undisturbed day in a natural setting."

The following motion was passed: That the C & O Canal Association reverse its position on the firing range, and instead support the position of the National Park Service.

The testimony presented for NPS at the February 23 hearing by Superintendent Richard Stanton appears on pages 8 and 9. The Association's statement appears below.

Association President, Harold A Larsen, sent the following letter to Russell E Hamill, Jr, Hearing Examiner in the office of the Montgomery County Executive in Rockville.

This letter is submitted for inclusion in the record of the public hearing held on February 23, 1988 in Rockville on the proposed placement of the Montgomery County police outdoor firing range on WSSC Site No. 38. It is supplemental to my letter of January 11, 1988 addressed to you on the same subject.

On the basis of the evidence and testimony presented thus far, the Association does not object to the choice of WSSC Site No. 38 as the site for the firing range. The Association believes, however, that owing to the concerns expressed by the National Park Service and residents living near Site 38 further noise testing should be carried out before the record is closed on March 8, 1988.

The Association's non-objection to the Site 38 choice is conditional upon sufficient berming substantially to mitigate noise levels. We are encouraged by the county's expectation of constructing berming to reduce noise levels by approximately 10 dbas, as stated by Mr Robert J Berkey in his testimony at the public hearing on February 23, 1988.

GOOD WEATHER, HIGH SPIRITS PREVAIL AT ANNUAL MEETING

It was crisp, clear, and sunny in Williamsport on March 5, a perfect day for the kick-off of Annual Meeting events, starting with a tour of the Town led by Mel Kaplan.

Association members and friends assembled at the Cushwa Warehouse along the Canal near the Williamsport aqueduct, and proceeded to the Bollman Bridge, Doubleday Hill high above the Canal and River, Lock 44 and its lockhouse, then through the streets of Williamsport to the Town Hall for a tour of the second-floor museum.

Dispersing for lunch, the group chose outdoor picnics or local eateries. Seen munching at Jeanne's Restaurant were Brad Haigh, Midge Heimer, Marty

Cummings, Ken Rollins, Sue Ann Sullivan, Carl Linden, Nancy Long, Walter Wells, Elizabeth Scott, Ellen Holway, Joe Perez, and Susan Griffin. At 1:00 p.m., everyone gathered at the Williamsport Fire Hall for a meet-the candidates coffee, an opportunity to converse with candidates running for board and officer positions.

The Annual Meeting was brought to order at 2:00 p.m. by President Hal Larsen. The business meeting is covered elsewhere in this issue.

Happy Hour began at the close of the meeting -- a time for greeting old friends and making new ones. Former Williamsport Mayor and Mrs. Walter Teach were among the more than 100 members and guests; Walter Meseck was down from Ft. Lee, New Jersey, and Murray McConnel up from Midlothian, Virginia. Emmie and John Woodward came over from Shepherdstown, Victor Conrad from Hagerstown, Bill and Gerry Davies from Falls Church, Howard and Helen Rosen from Bethesda, Ralph and Adele Donnelly from Hancock, Minny Pohlmann from Frederick, Lyman and Wilma Stucker from Alexandria, Rita Hirrlinger from Burke, and Bob and Donna Boies from Washington. From the C & O Canal NHP staff came Superintendent Dick Stanton and Sarah Stanton, Linda Toms, Peg Morris, Sam May, Lee Struble, and Mike Mastrangelo.

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Association members and friends gather at Doubleday Hill during tour of Williamsport led by Mel Kaplan. (Photo by Al Stanley)



MEMBERS ENJOY HAPPY HOUR AT WILLIAMSPORT FIRE HALL

Margot Foster, Edith Wilkerson, and Joan Paull (left to right) in a convivial mood.

Bill Speck (center) makes a point as Murray McConnel (left) and John Woodward (right) listen.

(Photos by Al Stanley)

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Following a savory buffet dinner, a barber shop quartet brought an end to a day of pleasure and camaraderie with melodious renditions of familiar tunes. Congratulations are due to the Annual Meeting Committee for a well-planned event, and grateful thanks to the C & O Canal superintendent and staff for their participation and help.

MEMBERSHIP COMMITTEE
Annual Report to the Membership
March 5, 1988

One of the greatest accomplishments made by the Membership Committee to date is the creation of a telephone number for the C&O Canal Association! The number is (301)977-5619, in Gaithersburg. This number is at the work place of member Buddy Gibson and is answered by a machine by which a tape can announce Association events and take messages.

The second highlight is that a Spring New Member event is planned to be held at the Tavern at Great Falls, Maryland, probably in May and including a reception and a barge ride for new members. Details of this are to be worked out with Kris Murphy and Ken Rollins spearheading the plans.

The committee has proposed an organizational membership category that has been approved by the Board.

The Committee is also looking into the design of a new Association logo, perhaps based upon the Canal Company's logo with modern canal uses depicted. This logo would be used on pins, car window decals, T-shirts, new member ribbons (identifying first-time participants), and board member ribbons (so new members can know whom to ask questions of).

A letter welcoming new members and another encouraging non-renewing members of the past few years have been approved for signature by the President and distribution to the appropriate persons. We have obtained a list of school groups who have used the barges and will contact them about the Association, with the possibility of arranging speakers and shows to be presented. Assistance in the training of Barge personnel about the Canal has been offered and accepted by NPS. We may also assist with seasonal interpretive programs along the Canal.

Finally, possible publications have been discussed, with one new one, a guide to day walks covering the entire canal, being a possibility as well as republishing out-of-print works.

The Committee members are: Mimi Eller, Chairman, John Chandler, Ellen Holway, Kris Murphy, Ken Rollins, Carvel Wright, Al Stanley and Bruce Wood.

--Bruce Wood

STANTON ADDRESSES ANNUAL MEETING

"I am going to fight for the Canal and the River for the rest of my life, and I want to do it with you." So ended the remarks of C & O Canal NHP Superintendent Richard L. Stanton at the Association's Annual Meeting in Williamsport on March 5.

Stanton announced that \$1,000,000 is available for Canal rehabilitation, including repair of the boardwalk and brick walls at the Paw Paw Tunnel, removal of hazardous trees, major repair to the waste weir at Great Falls, dismantling of the wall at the Mule Bridge at 34th Street in Georgetown (walls to be replaced in the fall), and other projects. Some funds will be used for a Canal rewatering study; major expenditure will be for towpath repair.

He suggested that the Level Walker organization be restructured, and said that LW reports citing accumulation of trash, poor towpath conditions, and deteriorating Canal structures are not helpful since the Park staff is aware of those problems before the LW reports are received. He said further that LW reports would be very helpful if they contained information about proposed legislation affecting the Park, and proposed development projects outside Park boundaries that could affect the Park.

The superintendent should always be an honorary member of the Association, he said, because this gesture "sends the message that the Association wants to establish and maintain close communication with the superintendent and the Park."

STATEMENT OF THE NATIONAL PARK SERVICE - FEBRUARY 23, 1988
ON THE PROPOSED FIRING RANGE, WSSC 38

My name is Richard Stanton. I am Superintendent of the C&O Canal National Historical Park which runs from Georgetown to Cumberland, Maryland. My address is Box 4, Sharpsburg, Maryland 21782. The park deeply appreciates this opportunity to comment on the County's proposal to construct a firing range at the so-called WSSC-38 site near the intersection of River Road and Elmer School Road in Montgomery County, Maryland.

The Park is not unmindful of the fact that the County has, for an extended period of time, attempted to find a suitable site for a firing range facility. We are concerned, however, that this proposal may have a significant impact on the C&O Canal from Broad Run at Milepost 31.9 to Whites Ferry (Milepost 35.5) a distance of about $3\frac{1}{2}$ miles.

Having heard that the county may select Site 38 as the final location for this facility, the Park, on January 17, 1988, sought to establish its own sound intrusion baseline. We used Park law enforcement officials and the services of a certified noise level meter operator from the Maryland Natural Resources police to conduct this test.

The weather was cloudy, temperatures in the low 40's, wind W-NW at 5-10 miles per hour. It is to be noted that W-NW is not the prevailing wind. The prevailing wind is southerly. The test consisted of the following:

1. Firing three volleys of three shots each from a standard policy 12-gauge shotgun for a total of nine shots.
2. Two rangers firing a standard 38-caliber revolver, each ranger firing one shot simultaneously, with a 5-second interval until six volleys and 12 shots were fired.
3. Two rangers firing a standard 38-caliber revolver six shots rapid fire, total 12 shots.

Noise measurements were recorded at three separate locations along the towpath. Measurements were taken by a certified officer using a gen rad 1981 B precision sound level meter. The following readings were obtained.

1. Edwards Ferry at bridge background noise, 42 dBA. There was no reading. Rangers on the scene were unable to hear firing of weapons at this location.
2. On the towpath at Broad Run Branch.
Background: 39 dBA
Shotgun: 49.7 dBA
Revolver, single fire: 40.0 dBA
Revolver, rapid fire: 35.2 dBA
3. Turtle Run Hiker/Biker.
Background: 37 dBA
Shotgun: 64 dBA
Revolver, single fire: 53.2 dBA
Revolver, rapid fire: 63.4 dBA

In view of the excessive noise impact measured at Broad Run Branch on the towpath and the Turtle Run Hiker/Biker on the towpath, the proposed location of the firing range at WSSC Site #38 is clearly unacceptable to the park and would be unacceptable to the visiting public.

The above are so-called PURE READINGS.

In view of our concern, I next directed a letter to the Honorable Russell E. Hamill, Hearing Examiner, Office of the County Executive. In this letter we stated that readings 2 and 3, which we have just discussed, were unacceptable to the Park and the public using the Canal.

On February 12, the County agreed to hold the first test involving the nearby C&O Canal towpath.

The test was made on February 17, and the County has published an environmental report dated February 17, 1988, discussing the results.

There is a discrepancy in the conclusions of both sets of tests. Our own study (done on a day when the ground was frozen, with cloud cover) indicates that lower LEQ readings do occur here and that higher decibel readings can be expected under different conditions than were encountered on February 17, the second test.

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Noise level readings, by their very nature, differ on different days. Thus, the difference in the decibel ratings are understandable. The fact that we obtained a decibel rating of 49.7 by shotgun (with a background noise of 39.0 dBA) and a dBA of 64.0 by shotgun (with a background of 37.0 dBA) concerns us greatly.

Two different methods of testing were used. The National Park Service test was a pure test which produced excessive noise on the day of testing (January 17). The County, on the other hand, used a method in which the LEQ (background noise) was based on an average. The County's test, therefore, is difficult to reconcile with ours, but in the end, sound is sound and the listener does not need to be schooled in the finer points of noise measurement. Again, the noise heard in our January 17 test and recorded by our noise meter operator was excessive and again, we respectfully submit that the noise was unacceptable.

Differences between background noise and fired shots are likely to be greater when tested at night. It is our understanding that all law enforcement officers must qualify at night as well as during the day. Lighting is sure to be yet another serious intrusion. Clouds, frozen ground, leaves on trees, humidity, etc., all affect how far sound travels. Therefore, at different times of the day the LEQ (background noise) will be at different levels, and the volume of sound will also change.

As you are aware, the C&O Canal is a priceless public treasure being the only intact 19th century canal in America. The canal, its lands and towpath bring joy and inspiration to over seven million visitors per year, most of whom come from the D.C. and Montgomery County areas. To wipe out the canal for a distance of almost four miles is unthinkable. The impact to wildlife would be devastating. It is also to be noted that strong firing sounds during the test on January 17 were heard at Whites Ferry above Turtle Run, although not measured.

Again, we realize that the County has a difficult problem to solve within a growing metropolitan area but it is also important that the County help us protect the canal and assure that it is not damaged by devastating noise intrusion which, after construction of the facility, would be virtually irreversible.

In addition, we bring to your attention that the General Plan for the C&O Canal, to which Montgomery County was a signatory, provides that the area from Broad Run to White's Ferry be designated as "Zone D - Short Term Remote Zone." Zone D provides: "Due to limited access, these sections can retain a remoteness which produces a low density use. Through proper management, the park visitor can be assured of finding solitude in a natural setting." The General Plan for the C&O Canal took 5 years in preparation. It was prepared under the direction of the Secretary of the Interior's C&O Canal Advisory Commission, established by the legislation which authorized the Park. Continuous meetings were held in 4 counties along the Canal and the District of Columbia. 1,500 people attended these meetings. Numerous meetings were held with elected officials up and down the canal. Again, the Montgomery County Council participated in briefing sessions and, along with other jurisdictions, endorsed this plan. I submit the plan for the record herewith and direct your attention to pages 81-84 "Consultation and Coordination."

In conclusion, the National Park Service feels that consideration of WSSC Site 38 should not be given simply on the basis of the County's one-day test. This matter is too important. It is our desire, therefore, that the National Park Service, with the cooperation and participation of Montgomery County, participate in no less than 3 additional tests at selected points on the towpath between Broad Run and Whites Ferry until March 8 to allow for varying weather conditions and that the record be kept open during this period. The park then could better evaluate the impact of noise from the proposed WSSC 38 site.

The many thousands of park visitors to the canal would not deem this an unreasonable request.

--Richard L. Stanton

LEGISLATION PROPOSED TO FUND GREAT FALLS BRIDGES

A bill (HB-853) to provide \$200,000 for rebuilding the bridges at Great Falls has been passed by the Maryland Senate Committee on Budget and Taxation. The bill reportedly contains language indicating that the National Park Service will provide funding for the remainder of the total cost of the bridges, although NPS has made no commitment of funds for this purpose. Montgomery County Council member William Hanna is a strong supporter of this legislation.

Since the bridges were destroyed during the Hurricane Agnes flood in 1972, there has been considerable debate concerning their replacement. NPS cites increased danger for drownings and the necessity for a substantial increase in personnel if the bridges are rebuilt.

PROGRAM COMMITTEE PLANS EXCITING EVENTS

- APRIL 30 34th William O. Douglas Reunion Hike. (See page 1)
- MAY 13 Reception for new Association members. (See page 3)
- MAY 14-15 C&O Canal Association Days at Great Falls, MD. Volunteers are needed to staff an exhibit, to show slides, answer questions and hand out brochures. Equipment to be provided. Contact Mimi Eller 1-703-521-4255 (Arlington).
- MAY 21 Level Walker Hike, Ferry Hill to Killiansburg Cave. Contact Al Stanley, 1-301-439-4679 (Silver Spring).
- MAY 28-29 Join the Virginia Canals & Navigation Society to canoe the skirting canals of the Rappahannock River west of Fredericksburg, VA. Canoeing on one or both days will depend on interest. Some canoes are available within the membership; others, if needed may be rented; therefore, costs will vary. Ken Rollins will be coordinator for the Association and his Ladysmith headquarters is available for those who may need a place to stay overnight during the weekend. Contact Ken at 1-804-448-2934 (Ladysmith) or 1-703-663-2679 (boat at Dahlgren).
- JUNE 11-12 Overnight bicycle trip covering first third of the towpath. (See item on page 11, and July 9-10 and August 13-14 entries.)
- JUNE 16 Preliminary orientation session for April 1989 William O. Douglas 35th Anniversary Hike from Cumberland to Washington (see also August 6 and November 6 entries). Anyone who would like to participate in some or all of the two-week hike and related social activities should be at the Glen Echo Town Hall at 7:30 PM to find out what it is all about and exchange ideas. "Old-timers" will be on hand, possibly with slides and movies of previous end-to-end hikes. Contact Hal Larsen at 1-703-356-1809 (McLean).
- JUNE 25 Level Walker Hike, Paw Paw to Lock 61. Contact Al Stanley, 1-301-439-4679 (Silver Spring).
- JULY 9-10 Second one-third segment of bicycle towpath tour. (See June 11-12 and August 13-14 entries.)
- JULY 30 Level Walker Hike in Falling Waters area. Contact Al Stanley, 1-301-439-4679 (Silver Spring).
- AUGUST 6 Second orientation session for 1989 35th Anniversary Hike at Williamsport, MD Library at 3 PM, especially for up-stream members who would be unable to come to Glen Echo, though all participants are encouraged to attend. The Library is on the south side of Potomac Street (US 11), about three blocks east of the downtown intersection of US 11 and MD 68. If you arrive via I-70, take the I-81 South exit which leads to US 11. Look for the Library on your left. Parking is available in the City Park behind the Library and the entrance to the meeting room is on the lower level facing the Park. Contact Hal Larsen, 1-703-356-1809 (McLean) for further information.
- AUGUST 13-14 Third (and last) segment of bicycle tour. (See June 11-12 and July 9-10 entries.) A special patch will be awarded those who complete the three segments.
- AUGUST 20-21 Canoe the Paw Paw Bends of the Potomac River, jointly with the Mason-Dixon Canoe Cruisers, stopping overnight in the Green Ridge State Forest area or Devil's Alley Hiker-Biker. Some canoes are available; others may have to be rented. Carl Linden, 1-301-229-2398 (Bethesda), will be the Association leader. Each day's run should be leisurely, with plenty of time for a comfortable camp in this area considered by many their favorite part of the Potomac basin.
- AUGUST 20-21 We are invited to have an exhibit at the Cumberland C&O Canal Festival at the replica Canal Boat near North Branch. Volunteers are needed. Contact Mimi Eller 1-703-521-4255 (Arlington) if you can help.
- AUGUST 27 Level Walker Hike in the Williamsport area. (See following entry.) Contact Al Stanley, 1-301-439-4679 (Silver Spring).

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- AUGUST 27-28 Williamsport C&O Canal Days celebrate the city's relationship to the Canal with a parade, exhibits, arts and crafts, food, music and other entertainment. The National Park Service will have special programs in the Canal area. Program information can be obtained from P O Box 165, Att; Elissa Slayman, Williamsport, MD 21795.
- The C&O Canal Association will have an exhibit with photos, slides and brochures. If you have materials suitable for exhibit or would like to volunteer some time, call Mimi Eller, 1-703-527-4255 (Arlington).
- SEPTEMBER 10 Hancock, MD, Celebrates both the Canal and the annual apple harvest with a parade and various exhibits. The NPS Visitor Center will have exhibits. The Association will participate with a "show and tell" for which volunteers are needed. Contact Mimi Eller at 1-703-521-4255 (Arlington).
- SEPTEMBER 24 Level Walker Hike - location to be announced. Contact Al Stanley, 1-301-439-4679 (Silver Spring).
- OCTOBER 7 Reception for new members and others at Great Falls (MD) Tavern, similar to May 13 event, if warranted by membership growth. Contact Ken Rollins, 1-804-448-2934 (Ladysmith) or 1-804-448-2934 (boat at Dahlgren).
- OCTOBER 8-9 Another opportunity to "show and tell" and recruit members at Berkeley Springs, WV, Apple Butter Festival. Volunteers should call Mimi Eller at 1-703-521-4255 (Arlington).
- OCTOBER 22 Annual Heritage Hike to be held either at Stickpile/Little Orleans area or in the Seneca area to help the Park Service recognize the 50th anniversary of the transfer of the Canal property to the Government. Details in the summer newsletter.
- NOVEMBER 6 Further planning meeting for April 1989 through hike at 3 PM, Glen Echo Town Hall (see entries for June 16 and August 6).
- NOVEMBER 19 Level Walker Hike - location to be announced. Contact Al Stanley, 1-301-439-4679 (Silver Spring).

A THRU-BIKE IN 1988

Reflecting my interest linked with fragility to prepare (or substitute) for the 35th Reunion Thru-Hike contemplated for '89, I desire to cycle the 1985-mile towpath again this year, and agreed with Ken Rollins (Programs Committee chairman) to help organize cycle trips this summer. Cindy Eppley promises to help.

The conception: bike end-to-end in three steps -- Washington to Harpers Ferry, there to Hancock, and thence to Cumberland (or the reverse; downstream seems downhill and easier), two days each, camping out the nights at Marble Quarry, Jordan Junction, and Paw Paw or wherever dusk finds us.

The big problem will be transportation for riders, bicycles, and gear, to step starts and destinations, since Amtrak baggage takes no bikes. The solution may be non-thru-biking driver-carriers, who could camp with us and may cycle back to meet us from daily destinations. Gear could be carried, or "trucked" to or nearcamp sites. No particular equipment is necessary: 15 speeds to 20 inchers; but off-road and large-tyred vehicles preferred; 27" x 1 1/8" or 90lb sew-
ons less desired.

Hazards: rocks and roots torture a--es (I wore through a new pair of pants in two days) and make arms ache, burst tires (I've been lucky so far), twigs in wheels pitch riders, clay clogs wheels. Pleasures: a less pedestrian pace of 7 1/2 mph, four cycling hours a day, lots of time to stop and stare, evening campfires, challenge to make yourself comfortable by the river, mutual support in trouble, capability to get into towns to Hancock's Bakery Restaurant; Jeanne's in Williamsport; Bavarian Inn.

Proposed for first weekends in June, July, and August. Interested? Notify undersigned, and indicate any help on transportation.

Bill Speck (301) 229-8140
5123 Westridge Road
Bethesda, Maryland 20816



This letter was addressed to Harold A. Larsen, President, C&O Canal Association on March 16, 1988, by William Donald Schaefer, Governor of the State of Maryland, concerning the Cumberland Airport Access Road.

I thank you for your recent letter concerning the proposal by elected officials from Allegany County and the Cumberland area for a parkway along a short segment of the C&O Canal.

I am very familiar with this proposal as a result of a field visit to the site several months ago. In fact, before my visit I was quite skeptical about the proposal, knowing how vital the C&O Canal is to Maryland's heritage. I could not personally support any project that would have an adverse effect on the preservation of the canal.

However, what convinced me that this project may have some merit is that the one-mile segment in which the proposed parkway would be adjacent to the canal involves a stretch of the canal that has long been obliterated as a result of a flood-control project completed many years ago. We have looked at this issue very carefully and have concluded that there is no possibility of restoring the canal to its original condition. To do so would require removal of the flood control project, which of course is inconceivable, as well as re-locating a major railroad and highway, and impacting a major part of that area of Cumberland.

The one-mile segment today is frankly an eye sore. What makes it worse is that this is perhaps the most important one-mile segment since it is the western terminus of the canal.

The City of Cumberland and Allegany County officials are proposing to restore this area in such a manner as to recapture the flavor of the original canal as much as possible. This would be done under the total guidance and control of the National Park Service.

It is clear that this project cannot go forward without the full support of the National Park Service, as well as the C&O Canal Advisory Committee and the C&O Canal Association. Accordingly, I would like to extend an invitation to you and to representatives of your organization to visit the key State and local officials who have been investigating the concept of a C&O Canal restoration in conjunction with a parkway.

If you are interested in such a briefing please contact Mr. Mark Wasserman, of my staff, at 974-5024. Mr. Wasserman can then arrange a meeting at the mutual convenience of all of the parties. One possibility would be to have a briefing in Cumberland in conjunction with a site visit.

We appreciate your interest and concern. You may be assured that the goal of preserving the C&O Canal is one which we take very seriously and which cannot be compromised.

TAYLOR LEGISLATION WOULD PROTECT POTOMAC BLUFFS AND BANKS

Maryland legislator Casper Taylor, Jr, Allegany County, has introduced a bill in the Maryland House of Delegates proposing to add approximately 1,370 acres of land between Paw Paw and Little Orleans to the present 630 acres designated as Potomac Bends Wildlands. The areas to be added are bluffs and banks of the Potomac River in the Green Ridge State Forest area which abut the C&O Canal in several locations.

These acres have scenic, geologic and scientific value. Geologically, the rare Devonian shale barrens are found in only four states. Ecologically and botanically, it is the habitat of several rare plants and butterflies, among them two plants being considered for federal protection.

The new acreage consists of five parcels of land in an area roughly between miles 147 and 156 on the Canal. There are scenic overlooks, the shale barrens, floodplain forest and upland dry forest, seasonal streams and year round streams, Mandy Brown Island in the Potomac (30 acres near Kessler RR tunnel), and a 400-foot slope at Tunnel Hill in Paw Paw. A hearing was to take place on March 17; if enacted the bill would be effective on July 1, 1988.

Interested Maryland residents may want to contact their legislators on this legislation.

LETTER TO THE EDITOR



Dear Editor:

As a member of the C&O Canal Association and an individual who has enjoyed the peace and quiet provided on the Canal towpath since early childhood, I have been very interested in the proposed C&O Canal parkway. The article that appeared in your recent publication, CANAL ONCE AGAIN THREATENED BY PROPOSED HIGHWAY, was apparently written by an individual who was not fully informed as to what may happen with the construction of the parkway in Cumberland. One major point which is most concern is that there will be a highway obliterating the Canal. The proposal is to run a section of highway approximately two tenths of a mile over the area just before the terminus of the Canal which was filled in during the flood control construction in Cumberland during the early 1950's. As part of the proposed parkway a large park will be built at the terminus. Camping, parking space, and a recreational area are planned for the flatlands. In addition, there will be pedestrian walkways at approximately the same location as the present towpath.

I feel that the proposed parkway would be an enhancement to the terminus of the Canal at Cumberland. I find the parkway proposal to be very exciting, and a worthwhile way of preserving the natural tranquility of the Canal area. The proposal would also significantly expand the social environment of the Canal in the Cumberland area.

If you have any questions, please feel free to contact me.

Larry J. Brock, President
Brock Steel Company, Cumberland, MD

Association President, Harold A Larsen, sent a letter to the listed government officials stating the position of the C&O Canal Association's Board of Directors concerning the Cumberland Parkway project. The letter and its recipients are as follows:

The City of Cumberland, Maryland, has proposed to build a South Cumberland/Airport Access Road that would in part occupy Federal land within the Chesapeake and Ohio Canal National Historical Park. The Association recognizes that street access between South Cumberland and the central business area of the city is extremely limited and needs to be expanded. We believe, however, that construction of a parkway between the railroad and the river within the boundaries of the C&O Canal National Historical Park would seriously compromise the historic canal terminus and the value of that portion of the towpath both for present use and future interpretation. In addition, we believe the land available between the railroad and the flood control embankment below Milepost 184 is too narrow safely to contain a roadway and the towpath. Furthermore, we are concerned that such an encroachment on the park in Cumberland would establish a precedence for additional pressures by other localities to build roads on park property.

Accordingly, the Association urges that the Department of the Interior should not grant permission to Maryland to build a parkway on National Park Service property. We believe the State of Maryland should consider such viable alternatives as viaduct construction to solve this very real local transport problem.

Harold A Larsen

Recipients: Senator Barbara Mikulski; Senator Paul Sarbanes; Congresswoman Beverly Byron; Congresswoman Constance A Morella; William P Horn, Asst. Secretary for Fish, and Wildlife and Parks, Department of the Interior; William Penn Mott, Jr., Director, National Park Service; Donald P Hodel, Secretary of the Interior; William Donald Schaefer, Governor of the State of Maryland; Hal Kassoff, Maryland State Highway Administration.

NOTES FROM THE MINUTES OF THE FEBRUARY 7, 1988, BOARD OF DIRECTORS MEETING.....

Nineteen officers and board members were present for this meeting, held at the Glen Echo Town Hall. Some discussion and action items follow:

• **Treasurer's Report** -- The net income for 1987 was \$944.56 which compares favorably to the 1986 net loss of \$609.14. (Interest on savings accounts is not included in these figures.) There were 350 paid memberships in 1986 and 407 in 1987. (These figures do not include life or honorary members.) The Association is now in a position to spend a limited amount for capital items such as cataloging, preserving, and preparing for display the Douglas papers. The expenses for the 1986 newsletter amounted to \$2500 and for 1987, \$2272.05. It is estimated that the newsletter now costs about \$5 per member per year. The pros and cons of using bulk mail for the newsletter were discussed; the editor expressed concern about timely delivery of the newsletter as well as its condition on arrival when sent by bulk mail. Motion: That the treasurer be authorized to secure a bulk mail permit for the C & O Canal Association and that Nancy Long be authorized to obtain either volunteer or paid additional assistance needed to sort newsletters by zip code. Motion passed: 11 for, 3 against, 3 abstentions.

• **Environmental Committee Report** --

1. **Cumberland Airport Access Road:** Dave Johnson, committee chair, reported as follows (in part): "When a state or local government project with bona fide public necessity is involved, our role as a citizen's organization is complex. A responsible position must compare the overall public benefit to the impact of the project on the park. We should look at alternatives, and the effect of the project on them as well. The community needs an alternate access route to south Cumberland. There is currently only the Virginia Avenue underpass, which has two narrow lanes. Airport access will promote economic growth and attract business to the area." (Ed. note: This is a presumed effect, not a guaranteed result.) "Federal funds may be available for the airport road. Virginia Avenue could be widened. Some planned improvements in the spring will not include widening the lanes. Another underpass could be built on another street, however the fewest railroad tracks are in this area. A viaduct could be built. All other options would be more expensive than a Canal parkway." Studies are in a preliminary stage. The project would proceed only if the National Park Service and the Department of the Interior were to endorse it. When asked if he could foresee circumstances under which the project could proceed, an associate director of the National Capital Region, NPS, said he could see none, and could see no benefit to the Canal from the project. Section 4F of the Department of Transportation Act of 1966 protects national park property from construction on non-park roads without NPS concurrence. The committee recommended that the C & O Canal Association should adopt a position that: a. Recognizes that current street access between south Cumberland and the central business area of the city is extremely limited, and needs to be expanded; b. Construction of a parkway between the railroad and river, in the C & O Canal NHP, would seriously compromise the historic Canal terminus and the value of that portion of the towpath both for present use and future interpretation; c. The land available between the railroad and the flood control embankment below milepost 184 is too narrow to safely contain a roadway and the towpath; Therefore: d. The Department of the Interior should not grant permission to Maryland to build a parkway on NPS property; e. The State of Maryland should consider construction of a viaduct connecting Industrial Boulevard with south Cumberland west of Virginia Avenue; f. Since we probably will have little influence in Allegany County, the Association should concentrate its efforts in this matter by corresponding at the national and state level to: Senators Sarbanes and Mikulski; Congresswomen Morella and Byron; Secretary of the Interior Hodel; Assistant Secretary for Fish, Wildlife and Parks Horn; Director of the National Park Service Mott; Maryland Governor Schaefer; and State Highway Administrator Kassoff. Motion: That the C & O Canal Association oppose construction of the south Cumberland Airport Access Road and adopt the recommendations made by the Environmental Committee. Passed: 18 for, 1 against, 1 abstention. Motion: That at the March 5 Annual Meeting, a paper be circulated inviting members to write to the officials mentioned in Dave Johnson's report. This paper should include suggested points to be made in the letters and enough xerox copies should be available for all those present. Motion passed unanimously.

2. **Montgomery County Firing Range:** The proposed location is WSSC Site 38 at Elmer School and River Roads, opposite the NIH animal farm, and approximately one mile from the Canal between Edward Ferry and Whites Ferry. The environmental issue concerns the amount of noise

(continued on page 15)

(continued from page 14)

intrusion that would adversely impact the park. Motion: That the C & O Canal Association participate in the February 12 monitoring of the noise tests on the Canal. Passed unanimously. Motion: That Hal Larsen call a meeting of the Executive Committee between February 12 and 23 (Hearing date) to decide on a position based on the results of the noise tests and that volunteers who were present at the noise tests attend the hearing on February 23 to present the position of the C & O Canal Association. Passed unanimously.

• Membership Committee Report -- Mimi Eller, committee chair, reported that there are 414 current paid members. The committee expects to recommend that a junior membership in the Association be established. The Association will purchase an answering machine that will be used on a telephone in the office of Association member Buddy Gibson. The Association's telephone number will be 1-301-977-5619. Price ranges for a number of items to sell will be obtained. The committee felt it was appropriate to develop a new logo, very much like the current one, but updated and modernized. Barbara Yeaman will be asked to design a new logo. It was noted that the Towpath Guides, compiled and edited by Tom Hahn, are out of print; it was suggested that the Association publish a variation of the Guides -- a guide describing how to cover the towpath in 30 one-day hikes. The Membership Committee has set a goal of 500 members for 1988. Joan Paull stated that we should determine the impact of 500 members before attempting to increase membership beyond that number.

• Program Committee Report -- See list of planned activities elsewhere in this issue. Ken Rollins, committee chair, said that all of these programs depend on our ability to staff them with volunteers.

• Bylaws Admendment Proposal -- It was noted that there have been difficulties in finding members to carry out the work-intensive positions of Level Walker chair and information officer. Motion: That a committee be established to develop an amendment to the Bylaws to provide for the removal of an officer to be ready for presentation at the Annual Meeting. Passed unanimously.

• Board Meeting Schedule -- It was suggested that dates for board meetings be set in advance for the year. Motion: That there be established set dates for C & O Canal Association board meetings. Passed unanimously. (See dates for board meetings elsewhere in this issue.)

• California Desert Protection Act -- The president received a letter requesting the Association's support for proposed legislation to establish the California Desert Protection Act. The Act would establish a large federal park in California to preserve desert areas. It was noted that it might help the Association cause to support similar organizations around the country. Motion: That Hal Larsen write an endorsement of the California Desert Protection League to support the Desert Protection Act. Passed: 15 for, 1 against, 3 abstentions.

• American Trails Network -- The American Trails Network is soliciting membership by the Association in their organization, dedicated to connecting all trails in the country. Its purpose is to promote and develop American public awareness and better understanding of trails and to establish an arterial network of trails. The cost of membership is \$50. Motion: That the C & O Canal Association join the American Trails Network for one year and re-assess our membership after the first year. Passed unanimously.

• Level Walker Report -- Michele Carsrud reported that she has been working since December to get the LW program in good shape. Levels have been assigned to ten new people. She has sent a report to NPS.

BOARD MEETINGS SCHEDULED

President Hal Larsen, at the request of the Board, has established the following schedule for six Board meetings annually, each slated to start at 1 PM:

First Sunday in February
First Sunday in April
Last Sunday in June

First Sunday in August
Last Sunday in September
First Sunday in December

Business requiring decision-making at the policy level between Board meetings will be conducted by the Executive Committee.

B E T W I X T A N D B E T W E E N

In the last two issues of "Along the Towpath", I wrote about the present conditions of the 60 miles of Chesapeake and Ohio Canal National Historical Park between Washington, DC and Harpers Ferry, WV and the 60 miles between Hancock and Cumberland, MD. Now is time to finish this series with a discussion of the middle 60 miles between Harpers Ferry, WV and Hancock, MD.

This section is as pleasant as the other two throughout most of its area. While it is not as remote as the Paw Paw Bends or rewatered as the first 23 miles, it offers variety and beauty that appeals to many. One aspect of the beauty of this section I discovered by accident is that of the students of Shepherd College jogging on the towpath near the College - students of both sexes enhance the beauty of this area with their colorful jogging gear and well-tuned bodies.

Yes, there gems and blackeyes in these 60 miles, just as in each of the other sections. The gem is the four miles upstream from Lock 38 at Shepherdstown, even if the students are not jogging, - the river is peaceful and attractive, there is relatively little population, and the cliffs are interesting. The blackeye is the two miles immediately below Charles Mill (miles 86-88) - the towpath in this area was among the last to be acquired by NPS, having been donated to the Park just recently, and is on the list of future projects requiring funding. In fact, in one spot one must hug a boulder for a few feet to continue the walk - on rocks that submerge with the slightest river rise. There are warning signs at Dam 4, Charles Mill and Falling Waters to avoid this area in high water, but most people come to hike the canal, not walk roads and try to walk it anyway. In fact, when I did it there were large and hazardous ice flows that had washed up onto the path. I have recommended to Dick that it be closed during such ice conditions.

Another drawback to many of these middle miles, and common to some other areas as well, is the omnipresent drone of highway noise in many areas, especially between Fort Frederick and Hancock where I-70 is only yards away.

Why did I make this series of walks? Because I was so discouraged by news of canal and towpath conditions following the November 1985 flood that I got onto the towpath very little in 1986. I felt it was time to see if things have improved and if our Canal is again the charming place it was three years ago - my conclusion is: Yes, it is again a lovely place to walk and relax. Bicycling is not as easy as three years ago, but all other activities, including skiing, which I did to cover one section, are able to be enjoyed as much as ever.

Go Hike!!!

Bruce W. Wood

C & O CANAL ASSOCIATION MEMBERSHIP

The C & O Canal Association membership year corresponds with the calendar year, a fact that many Association members may not be aware of. Therefore, with the exception of those NEW members who joined after September 1, 1987, all members should remit membership dues to the Association at Box 366, Glen Echo, Maryland 20812-0366, if they have not already done so. Members who do not renew will not receive the next newsletter. See membership form on last page.

COOPERATIVE CANAL CLEANUP SCHEDULED

The Potomac Appalachian Trail Club (PATC) and the C & O Canal Association are cooperating in the cleanup of the Canal and environs from Weverton (mile 58.01) to Harpers Ferry (mile 60.71).

This undertaking is scheduled for April 23 from 9:00 a.m. to 3:30 or 4:00 p.m. Those participating should wear long sleeves, long pants, work gloves, and sturdy shoes. Parking will be available at Weverton where volunteers will sign in with the Park Service. Those planning to remain for more than half a day should bring their own lunches. Many volunteers are needed to spruce up this area, and will enjoy meeting the PATC crew.

The regular May VIP worktrip is scheduled for Riley's Lock at Seneca, from 9:00 a.m. to 12 noon, Saturday, May 28. Call Donna Donaldson at 1-202-653-5845 (Washington), or Joan Paull at 1-301-384-8584 (Silver Spring).



Association members Jim Lawrence, Sue Ann Sullivan, Al Stanley, and Jane Larsen (left to right) pause during hike on January 16 from Ft. Frederick to McCoys Ferry.

(Photo courtesy of Al Stanley)

VOLUNTEERS WORK ON C&O CANAL CO. RECORDS

The volunteer effort at the National Archives on the C&O Canal Company records has rounded out its second year. The detailed inventory and indexing has been completed for the series covering correspondence received by the president and directors of the company from 1828 to 1889. This is one of the largest series in the collection, consisting of about 35,000 pieces of correspondence. The inventory identifies each piece of correspondence as to the date, the originator, the recipient and the subject. These data will be placed on computer disks for printing and preparation of an index, along with the inventory a list of boats, owners, and captains; lists of all names, their addresses, and relation to the canal of all persons cited in correspondence; data for preparation of a gazetteer of the canal; and a catalogue of letterheads contained in the series.

At least three years of work remains on the collection. In the coming year the series on correspondence received by engineers, commissioner's correspondence, and the file on waybills will be done. The latter will round out the list of boats, owners, and captains. It is anticipated that considerable rechecking will be done to correct spellings and further identify index subjects as data are placed on the computer.

During the past year historic data on floods as well as maps identifying all structural features on the canal have been furnished the Park Service. These data have been culled from the records in the National Archives.

The project needs more volunteers. Those persons with a historic interest in the canal and who are willing to devote two days per week to the work would be welcomed.

--William E Davies

Irston Robert Barnes

Clinton R. Gutermuth

Only a few of those who participated in the original Douglas hike in 1954 still remain with us. Bill Douglas, Sigurd Olson, Olaus Murie, Aubrey Graves and others who contributed so much to saving the canal and making it possible to be enjoyed by millions today have passed on. Recently two other stalwarts died.

Irston Barnes died on January 19, 1988 at his home in Groton, Connecticut. He was 83 years old. Irston was a graduate of Yale University in 1928 where he received his doctors degree. He served as assistant professor of economics at Yale until 1941. During World War II and until 1960 he held positions with the U. S. Justice Department, the Civil Aeronautics Board, and the Federal Trade Commission. It was during the latter part of this period that he was deeply involved in obtaining national park status for the C & O Canal. He was on the original Douglas hike. At that time he was an officer in the Audubon Naturalist Society of the Central Atlantic States (now the Audubon Naturalist Society). He was president of the organization from 1947 to 1961 and served as chairman of the board until 1968. From 1951 to 1976 he wrote a weekly column, "The Naturalist", for the Washington Post. It was during the crucial period from 1954 to 1971 that Irston placed his full support behind the canal park and through his writings and his executive position in the Audubon Naturalist Society was able to get support for the necessary legislation. From 1960 to 1963 Irston returned to academic life as a professor of political economy at the graduate school of Columbia University. On leaving Columbia he worked as a consultant until his retirement in 1981.

Irston was soft spoken, amiable and an interesting companion to all who worked with him. We owe him a lot for his support in obtaining park status for the canal. Without Irston and others of the original group of hikers there would be no park today; only another noisy, crowded auto parkway would remain.

Clinton R. Gutermuth, who died December 20, 1987 at the age of 87, was another conservationist who contributed to obtaining park status for the canal. "Pink" as he was known, was associated with the Wild Life Management Institute. He joined that organization in 1945 and was its vice president from 1946 to 1971 when he retired. Although Pink was not on the original Douglas hike, he came along on many of the reunion hikes. He, along with Ira Gabrielson, president of the Wildlife Management Institute, gave the canal their support and were instrumental in blocking the Corps of Engineers plans for 16 dams on the Potomac, several of which would have buried much of the canal beneath deep water. They were also influential in bringing several bills into the Congress to give national park status to the canal.

--William E Davies

The article below appeared in the January 26, 1988 issue of the *Meriden Record-Journal*, Meriden, Connecticut, and is reprinted with the permission of Editor Emeritus Warren Gardner.

Death recalls a long and good walk

By Warren F. Gardner
Editor emeritus

Irston R. Barnes, who died Jan. 19 at age 83, was a man of many parts. I met him first in 1954 on a train with about 20 other men bound from Washington to Cumberland, Md. At that time I did not know any of the men; 10 days later I knew all of them as we walked and talked together on the 185-mile hike along the abandoned towpath of the historic Chesapeake & Ohio Canal from Cumberland back to Washington. What brought us together was a common interest in conservation and a desire to prevent the destruction of the towpath by a proposed superhighway. As it turned out, thanks in large part to our long walk which attracted nationwide attention, the highway scheme was dropped and the towpath and parts of the canal itself have since been restored as part of the National Parks system.

Leading the hikers on that first walk was U. S. Supreme Court Justice William O. Douglas, long an ardent outdoorsman and conservationist, whose challenge to the editors of the Washington Post prompted the hike in the first place. An editorial I had written in *The Record* denouncing the scheme to destroy the towpath in favor of a highway brought me an invitation from Justice Douglas to take part in the hike.

Among the hikers

Among the hikers were Merlo Pusey, chief editorial writer for the Washington Post and author of a Pulitzer Prize winning biography, and Robert Estabrook, editorial page editor of the Post, who later bought the Lakeville Journal in Lakeville, Conn., turning it into one of the outstanding weekly newspapers in New England. Aboard the train, Justice Douglas, wearing an old jacket, dungarees, and a well-worn sombrero, moved up and down the aisle, greeting old friends and making new ones. He introduced me to Irston Barnes, who was as surprised as I was to find that we lived in adjoining towns, he in Wallingford, I in Meriden. Dr. Barnes, Yale Class of 1926, took his Ph.D. degree from Yale and taught economics at Yale for a number of years before taking a position as a government economist in Washington. For years he wrote a widely read nature column for the Washington Post.

Hiking with Dr. Barnes was an experience. He carried binoculars at the ready as he walked, and he spoke knowledgeably about nature and especially about birds, which were his specialty.

Birding companions

One of Dr. Barnes's birding companions in Connecticut was James B. McBride, of 73 Metacommet Drive, himself an ornithologist. Speaking sorrowfully of the death last week of Dr. Barnes, McBride said:

"He was one of the very best bird people in the country. He and Roger Tory Peterson used to go birding together. They learned from each other. Most of Dr. Barnes's bird studies were done in the United States, including Alaska, where he did a survey of bald eagles which was published by the National Audubon Society a number of years ago."

McBride became acquainted with Dr. Barnes when he attended a class on bird identification Barnes gave at Lyman Hall High School.

"Although he was always a very private per-



Irston R. Barnes, Ph.D., of Wallingford, left, Warren F. Gardner, editor of the *Meriden Record*, and U.S. Supreme Court Justice William O. Douglas, right, pause for some picture taking on the towpath of the Chesapeake & Ohio Canal in Maryland during their 185-mile hike in 1954.

son, we took to each other right away. He was very patient and helpful. He had been studying birds all his life, beginning in boyhood. Around his ancestral home, the Harriet Bartholomew farm on Whirlwind Hill Road in Wallingford, he had 40 or 50 nesting boxes which attracted birds of a number of species including tree swallows, house wrens, and, in 1987, a pair of kestrels. I took care of the nesting boxes for him after he moved to New Haven," McBride said.

A good companion

Dr. Barnes was a good hiking companion on the towpath. He could keep pace with Justice Douglas. The Justice was the first man to hit the trail in the morning, and the first man to hit the sack at night. He would slip unobtrusively away from the campfire and be settled in his sleeping bag early.

On one occasion Dr. Barnes turned his binoculars on a bird he spotted.

"There's a Brewer's blackbird, a Western species rarely seen in the East. He must be here in your honor, Bill," he said, turning to the Justice, whose home was in Yakima, Wash.

During the years when he was on the faculty of the Yale Law School, Douglas hiked Meriden's

Hanging Hills and Mount Lamentation, as we walked, he spoke of his experiences in Meriden and the friends he made here, among them Senator Francis T. Maloney and his family, Dr. Michael B. Conroy, Dominick McNulty, and Frank Kraemer. Justice Douglas and Dr. Barnes had known each other for years, first in New Haven, later in Washington, where their mutual interests in conservation and wild life brought them together.

Best and brightest

Dr. Barnes's death leaves a vacant spot in the lives of all who knew him. He was, to be sure, a very private person, quintessentially a New Englander, a descendant of William Bradford, one of the Mayflower Pilgrims who became the first governor of the Plymouth Colony. Dr. Barnes was spare of frame and spare of speech, an economist respected by his associates. Nature study was his second career, and he made it a lifelong occupation. His close and accurate observations of birds were recognized by professional ornithologists. Despite his reserved nature, he was always eager to listen, to learn, to teach, and to share the rich resources of his mind with congenial spirits whose lives he enriched. He was one of the best and the brightest.

Excerpted from the February 1988 Potomac Basin Reporter of the Interstate Commission on the Potomac River Basin are the following items in the report of the 1987 Chairman of the ICPRB, Robert Clagett, the Maryland Commissioner.

- In the upper basin, members of the ICPRB staff and Commissioners participated with staff from the C&O Canal National Historical Park for Potomac River Expedition '87 in May and June. The group traveled down the Potomac from Cumberland, Md., to Washington, D.C. by canoe for 12 days, camping in the park at night. The expedition gave the ICPRB a chance to assess the water quality and recreational resources of the upper river, as well as to become more aware of the work of the park service in preserving both the park and river that run side by side for over 180 miles. The Commission's findings and recommendations were noted in the Potomac River Expedition '87 report.
- Further work with the park service took place with the installation of an automated river flow alert system for the park. ICPRB worked closely with the park service to place automatically reporting flow gauges at various spots in the park that can warn officials of rapid changes in river levels. Currently real-time data can be received at three park service facilities. Plans call for the system to aid in warning park officials of river conditions that could endanger park visitors. These conditions often occur during periods of low flow when the river could rise rapidly but not threaten flood damage. The system is being looked on as a possible prototype for other parks around the nation.
- Production of a work plan for a status and trend analysis report of toxic pollutants in the Potomac basin. The types and levels of toxic substances in water is a growing concern regionally and nationally.
- Continuing work with the Maryland Department of the Environment on water quality monitoring of the Monocacy River watershed, a Potomac tributary that runs near Frederick, Md. The work involves data collection and calibration of a computer model that assesses the pollutant loads generated by differing land uses. Plans call for the model to be used to assess the effectiveness of various pollution control strategies.
- Continuing work on a conceptual sediment transport model that may be used to gain understanding in how sediment travels and is stored in river systems.
- Discussing acid mine abatement strategies with the Maryland Department of Mines.

The 1987-88 Commissioners are as follows:

FEDERAL - Theodore P. Perros, Hugh C. Newton, Mareen D. Waterman
DISTRICT OF COLUMBIA - Rockwood H. Foster; alternate, Anne D. Snodgrass
Mamadou Watt; alternate, James H. Hannaham
Carol B. Thompson; alternate, Lacy Streeter
MARYLAND - Hon. William D. Schaefer; alternate, James W. Peck
Robert Y. Clagett; alternate, Minny Pohlmann
George H. Shoemaker; alternate, Norton Dodge
VIRGINIA - James J. Corbalis, Jr.; alternate, S. Lake Cowart, Jr.
Richard N. Burton; alternate, Velma M. Smith
Hon. Warren G. Stambaugh; alternate, Hon. Dorothy S. McDiarmid
WEST VIRGINIA - Phyllis M. Cole; alternate, C. Vincent Townsend
Douglas S. Rockwell; alternate, Walter Tetrick
David K. Heydinger; alternate, Robert P. Wheeler
PENNSYLVANIA - Walter A. Lyon, Hon. Michael E. Bortner, Paul O. Swartz

"Potomac Postings" in the January 1988 ICPRB Potomac Basin Reporter includes information on oil search sites which we report here in abridged form.

Can you imagine the Bay and the Potomac River as a gigantic oil well?

A survey resulting from explorations by a consulting firm holds sufficient promise that Exxon and Texaco oil corporations intend to conduct seismic tests in the Potomac from the Quantico area south for 30 miles and for 30 miles in the bay between the Patuxent River and the Bay Bridge.

The tests, which are not harmful and do not require government permits, are to be made by bouncing radio waves from a boat off rock formations below the bay.

Maryland legislators are appraising state laws governing oil and gas exploration and drilling with an eye to having suitable regulations in place should oil be found.

MEETINGS OF THE POTOMAC RIVER BASIN CONSORTIUM SCHEDULED

The Consortium met at Stratford Hall, Virginia, April 10-11, 1987 and at Western Maryland College, Westminster, MD, October 16-17, 1987. Bruce Wood and William E Davies attended the first meeting and Davies the second meeting as representatives of the C&O Canal Association. The theme of the meeting at Stratford Hall was the contribution of early settlers to the development of the Potomac Basin. The second meeting concerned agricultural and other "non-development" land preservation in the Potomac Basin. No business was transacted that affected the C&O Canal Association.

Two meetings will be held in 1988. The first will be at Harpers Ferry, West Virginia, April 22-23, and will focus on black history and probably visits will be made to the canal. The meeting of October 21-23 will be at St. Marys, Maryland and will pertain to history of the lower Potomac.

William E Davies is the C&O Canal Association representative; Bruce Wood is the alternate.

RAILROAD LIFT BRIDGE C&O Canal National Historical Park Williamsport, Maryland

The lift bridge and its control station, located along the C&O Canal National Historical Park in Williamsport, Maryland was completed in 1923 for the purpose of extending a Western Maryland Railroad spur line over the canal into the Potomac Edison steam generating plant adjacent to the Potomac River. Although the construction of the bridge was initiated during World War I, completion was delayed until 1923 because of a series of other priorities. With the canal ceasing operations shortly after the completion of the bridge, it is reported the bridge functioned only one time as a lift bridge. For some forty years the bridge was traversed by steam locomotives hauling coal trains into the power station plant.

A preservation study of this structure was done in 1978 by Keast & Hood Co., structural engineering consultants to John Milner Associates of West Chester, Pennsylvania. This evaluation was prepared to consider the lift bridge from the view of being adapted as an alternate heavy vehicular route in order to preserve the Bollman Bridge. At that time, the bridge was found to be in basically good condition and structurally sound with the exception of the upper lift truss paint and track timber ties. The existing paint (most likely the first and only application) on the upper left truss lattice assembly was worn thin with rusting underway throughout the lattice truss. The paint condition of the "in-position" main span did not appear to be as critical.

--Dick Stanton

P.O.W.E.R. LOBBIES

Flowing Free, a publication of Save Our Streams, Winter 1988, #3, reports a powerful lobbying effort involving 250 members of Maryland P.O.W.E.R. (People Organized to Win Environmental Rights) for the establishment of comprehensive recycling in Maryland, a permanent reauthorization of the Phosphate Detergent Ban, and a bill to prohibit oil drilling in Chesapeake Bay. The successful lobbying effort was preceded by nine regional workshops and on Citizen lobby Day, keynote addresses by two prominent environmentalists who discussed health and environmental problems resulting from continued utilization of solid waste landfills and incinerators.

Subsequent to these efforts was attendance at committee hearings where further testimony regarding recycling occurred. Additional information about this effort may be secured from Deborah Ward, 2324 N Charles St, Baltimore, MD 21218, phone 1-301-243-1157.

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

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

Superintendent - Richard L. Stanton. x200
Assistant Superintendent - James D. Young. x202

Administrative Officer - Margaret Morris. x204
Acting Chief of Maintenance - Dan Hostler. x239 or (301)678-5548
Acting Chief Ranger - Mike Mastrangelo. x222
Curator - Lee Struble. x231(cottage), x230(archives)
Chief, Interpretation & Visitor Services - Gordon Gay. x219

PALISADES DISTRICT, 11710 MacArthur Blvd, Potomac, MD 20854 Great Falls Tavern
general information recording. (301)299-2026
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.

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

Acting District Ranger - Martin Gallery
Rangers: 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. (202)472-4376
Fletcher's Boat House. (202)244-0461
Canal Clipper, Great Falls Tavern. (301)299-2026
Western Maryland Station Center. (301)722-8226

WANTED

Housing for C&O Canal Seasonal Employees

Each year the National Park Service hires 15-20 seasonal employees to work on the Canal boats at Great Falls and in Georgetown, and to work in the Visitor Safety Program at Great Falls, MD. Many of our seasonal employees come from out of state and their search for affordable housing is a constant program. Most are not familiar with the area; some do not have cars and must rely on public transportation; some have never lived in an urban area before; and all are on a very limited budget. If you have a room to rent or know of someone who does, from April through October, please let us know. We would like to make available to our seasonal employees a list of potential housing opportunities. If you can help, please call the Park at 299-3613. THANK YOU!

B-CC MASTER PLAN UNDERGOES REVISION

The Maryland-National Capital Park and Planning Commission (M-NCPPC), Montgomery County Planning Department, is currently undertaking revision of the Bethesda-Chevy Chase Master Plan, adopted in 1970.

Along the Canal, the planning area extends from the Washington, D. C.-Montgomery County line to the beltway, and includes the Potomac palisades.

Further information, including a document entitled "Issues Report," may be obtained by contacting the M-NCPPC, Montgomery County Planning Department, 8787 Georgia Avenue, Silver Spring, Maryland 20910-3760.

MARYLAND MAGAZINE HIGHLIGHTS C & O CANAL

The lead article in the Spring 1988 issue of Maryland magazine is a photographic essay entitled "C & O Canal -- A Towpath Tour," with photography by Michael Ventura.

The photography is lavishly beautiful, and features natural and historic scenes as well as people-oriented activity scenes. There is also a map of the Canal park from end-to-end, and a note about the C & O Canal Association -- its purposes, membership benefits, and where to write for information.

Maryland magazine is published quarterly by the Maryland Department of Economic and Employment Development. Yearly subscription price is \$8.50. Write to Maryland magazine, P. O. Box 447, Bladensburg, Maryland 20710 if you would like to subscribe.

TRUST FUND LEGISLATION INTRODUCED

The April 1988 issue of the National Parks and Conservation Association publication Americans Outdoors reports that bills have been introduced in the House and Senate to establish the American Heritage Trust as a successor to the Land and Water Conservation Fund. The bills propose to carry out the principle recommendations of the President's Commission on Americans Outdoors to create an endowed, self-sustaining fund that would provide a minimum of \$1 billion annually for federal, state and local land acquisition, and state and local facility development and rehabilitation.

The Land and Water Conservation Fund, due to expire in 1989, was reauthorized for 25 years. For LWCT, Congress appropriated \$20 million for the states, and \$150 million for federal agencies. A shortfall of \$900 million between the authorized amount and what is actually spent is the key reason a trust fund is being sought by conservationists.

A limited number of the April issue of Americans Outdoors is available on request. It would be helpful to send a self-addressed, stamped envelope with your request to Kathy Sferra, NCPA, 1015 31st St, NW, Washington, DC 20007. The newsletter contains further information on the two bills HR 4127 and S 2199, and a floor statement by Rep. Morris Udall delivered at the time of the introduction of the bill into the House.

NCPA urges work toward passage of this bill which can serve as a resource against the flagrant pace of development faced by nearly every community.

A calendar delineating Association events is not provided with this issue of Along the Towpath because another listing would be repetitious of items already printed elsewhere in this issue.

Because this is the first issue of Along the Towpath for which bulk mailing is being used, the editors would like to know when and in what condition members receive their newsletters. If you wish to report such information, please call Nancy Long at 1-(301) 229-1369, or write her at the address given below; or call Ellen Holway at 1-(301) 229-4257, or write to her c/o the Association, Box 366, Glen Echo, Maryland 20812-0366.

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. 1988-89 Association officers are:

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

First Vice President: William E Davies, 125 Greenway Blvd. West, Falls Church, VA 22046

2d VP & Level Walker Chairman: Albert Stanley, 9935 Cottrell Terrace, Silver Spring, MD 20903

Secretary: Alan E Hedin, 47 Shaw Avenue, Silver Spring, MD 20904

Treasurer: William H Speck, 5123 Westridge Road, Bethesda, MD 20816

Information Officer: Joseph W. (Buddy) Gibson IV, P O Box 716, Washington Grove, MD 20880

Board of Directors: *Terms expire in 1991:* Donna Boies, Ralph Donnelly, Sandra Hemingway; *David Johnson, Lyman Stucker; Terms expire in 1990:* Wilhelmina (Mimi) Eller, Susan "Butch" Henley, Earl McFarland, Jr., Kenneth S. Rollins, Edith C. Wilkerson; *Terms expire in 1989:* Karen M. Gray, Robert Greenberg, Anne Murphy Korff, Bettyjane F. Myers, Emmie Woodward.

Association dues - One Calendar year: \$10; Family, \$15; Patron, \$20. Membership includes subscription to ALONG THE TOWPATH.

Association members and friends pose with bags of trash gleaned from a recent Canal cleanup effort.

(Photo courtesy of Al Stanley)

A special note of appreciation is extended to Al Stanley for processing the photographs for use in this issue.



Membership categories: _____ Individual \$10
 _____ Family \$15
 _____ Patron \$20

Membership includes a subscription to the quarterly Along The Towpath.
New members are entitled to a badge.

ADDRESS _____
street city
state zip code

Make check payable to the C & O Canal Association, and mail to the C & O Canal Association, P. O. Box 366, Glen Echo, Maryland 20812-0366.



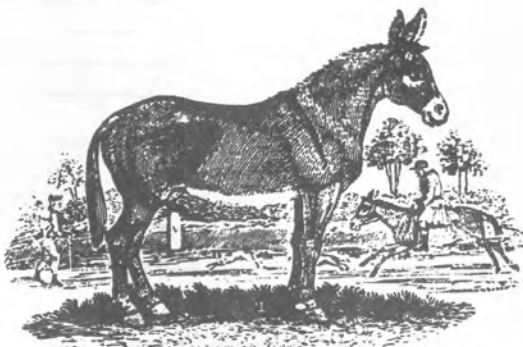
_____	places for bus @ \$1 each	\$ _____
_____	Roast beef sandwich(es)/lunch @ \$4 each	_____
_____	child's size @ \$2.50 each.	_____
_____	Tuna salad sandwich(es)/lunch @ \$4 each	_____
_____	child's size @ \$2.50 each.	_____
_____	places for Banquet @ \$11 each	_____

Mail reservations to Emmie Woodward, Rt. 1, Box 118, Shepherdstown WV 25443. Phone (304) 876-2762. Reservations will not be acknowledged; a list of reservations will be maintained at the door.

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

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