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 JULY 1988 NUMBER 3

INTERIOR SECRETARY APPOINTS C & O CANAL NATIONAL HISTORICAL PARK COMMISSION

Secretary of the Interior Donald P. Hodel has appointed 19 members to the C & O Canal National Historical Park Commission to serve until January 8, 1991. New members received letters of appointment in late May after a year's hiatus during which there was no Commission. They will serve terms of approximately two years and seven months.

The first meeting of the Commission is tentatively set for Saturday, September 10, at 1:00 p.m. at the Mather Center in Harpers Ferry, West Virginia. A field trip along the Canal in the Harpers Ferry area is scheduled to begin at 10:00 a.m. All Commission meetings are open to the public, and provide a forum for public information and comment.

The new chairman of the Commission is Sheila Rabb Weidenfeld of Washington, D. C., formerly a member of the President's Advisory Council on Historic Preservation, a member of the U. S. Holocaust Memorial Council, the D. C. Preservation League, and a new member of the C & O Canal Association. She has also been a trustee of the Wolftrap Foundation, and is currently president of D. C. Productions, Ltd. With Canal Superintendent Richard L. Stanton, she has thus far inspected the Park on the towpath from Georgetown to Harpers Ferry. She is reportedly concerned about the absence of a convenient barge ticket booth at Lock 3, the lack of towpath continuity at Widewater, and the continuing deterioration of the Heurich house at Pennyfield.

In addition to Chairman Weidenfeld, the other two at-large members of the Commission are Dorothy Grotos of Arlington, Virginia, and Samuel S. D. Marsh of Bethesda, Maryland.

Other Commission members and their jurisdictions follow. State of Maryland: Keith A. Kirk, Hancock, and James F. Scarpelli, Sr., Cumberland; Commonwealth of Virginia: Elise B. Heinz, Arlington, and Charles P. Poland, Jr., Chantilly; State of West Virginia: Thomas F. Hahn, Shepherdstown, and Ralph Albertazzie, Martinsburg; District of Columbia: Rockwood H. Foster and Barry Passett; Montgomery County: Jo Reynolds, Potomac, and Nancy Long, Glen Echo; Frederick County: Minny Pohlmann, Dickerson, and James H. Gilford, Frederick City; Washington County: Edward K. Miller, Hagerstown, and Sue Ann Sullivan, Williamsport; Allegany County: Josephine L. Beynon, Cumberland, and Robert L. Ebert, Cumberland. Eight members of the new Commission are members of the C & O Canal Association.

Established in January 1971 with the enactment of the Chesapeake and Ohio Canal Development Act (Public Law 91-664) that created the C & O Canal National Historical Park, the Commission is designated as advisory and charged with the responsibility to meet and consult with the Secretary of the Interior or his designee on "general policies and specific matters related to the administration and development of the park." The Act intends that Commission members be appointed to reflect jurisdictional as well as national interests, as illustrated above.

The original Act stipulated that the Advisory Commission exist for ten years; an amendment extended the Commission's life for another ten years to January 8, 1991. Unless another amendment is passed, there will be no Advisory Commission after January 8, 1991.

PRESIDENT'S COLUMN
by
Hal Larsen

The South Cumberland-Airport Road (SCAR) has been widely discussed for several months, with greatly varying views as to its merits. At issue is whether Cumberland should build a two-lane parkway on the C&O Canal National Historical Park along the section obliterated by a Corps of Engineers flood-control project. Here the canal, as you know, cannot be seen. Visitors must imagine how it was. All one sees today is a broad, grassy expanse along the river as one approaches downtown Cumberland. The city, which is seeking to enhance its community in various ways, envisages a parkway with a simulated canal alongside to draw visitors' attention to the former waterway. This development is part of Cumberland Mayor George Wyckoff's wide-ranging improvement plan that would attract tourists and other visitors.

Already other worthy projects are underway: the old railroad station has been converted to an attractive museum; a scenic railway between Cumberland and Frostburg is being developed; and plans are underway for displays in a railroad roundhouse. These follow the establishment of a downtown business mall.

Anyone interested in preserving the canal and the Potomac Basin cannot help applauding Mayor Wyckoff's efforts to enhance this important riparian town. Such developments anywhere along the canal benefit the park, and we note Brunswick's great success in sprucing up the riverfront area. The more such improvements are made, the better the whole environment will be for the C&O Canal National Historical Park.

With respect to SCAR, however, the Association has taken a position opposed to this project. The Board of Directors came out against the parkway because it would infringe on the important canal terminus area and would set an unwelcome precedent for other river communities. The Board suggested a viaduct as an alternative to provide access to south Cumberland and the airport from Industrial Boulevard over the railroad tracks. The viaduct would replace the present narrow underpass there. The Board instructed me to make its position known to federal and Maryland authorities and Maryland congressional representatives.

Since then the Department of the Interior and the National Park Service have said they would not support the SCAR project. On the other hand, Maryland Governor Schaefer favors it, and the State Highway Administration has drawn up plans for the road.

Some people in the Association believe the parkway has merit, and indeed it does. By all odds it would be a logical and desirable solution to a transportation problem, and improved airport access would certainly make this facility more attractive for future scheduled service. If it were not for the park, I doubt if anyone could have found a reason to oppose it.

The Association, however, believes nothing may encroach on the park. This long, narrow space is a national landmark, listed for its entire length in the National Register of Historic Places, and its importance transcends the region and the state. The park as a national monument belongs to the American people, and we who live in this region and state hold it in trust for the nation. In taking its position on this question, the Association has acknowledged this responsibility, and we believe it falls as well on state and municipal jurisdictions. This road may be an exclusive Cumberland matter, but the park belongs to the nation. Thus the city has this responsibility to the nation and must subordinate its interests to the greater purpose.

Because there are good alternative solutions to the SCAR plan, Cumberland's transportation problem will probably be solved to the city's satisfaction. I believe the Association should support such alternative solutions.

LARSEN ANNOUNCES COMMITTEE APPOINTMENTS

Association president Hal Larsen has appointed chairs and members to the Nominations Committee, Permanent Budget Committee, and an ad hoc committee to formulate an amendment to the Bylaws. The following members have agreed to serve on these committees: Nominating Committee: Karen Gray, chair; Carol Carpenter, Michele Carsrud, Brad Haigh and Rita Hirrlinger. Permanent Budget Committee: William Speck, chair; Judith Hecht and David Johnson. Ad hoc Bylaws Committee: Ralph Donnelly, chair; Gordon Lang, David Scally, Elizabeth Scott, and Thaxter Swan.

THE ASSOCIATION WELCOMES NEW MEMBERS

Alfred J Bahr, Woodbridge, VA
Betty & Norman Bolz, Bethesda, MD
BSA Troop 724, Waldorf, MD
Mardie Cummins, Brookmont, MD
Thomas Delaney, Linthicum Heights, MD
Cindy & Gregory Donaldson, Rockville, MD
Jeffrey A Eickenhorst, Woodbridge, VA
Al Ertel, Rockville, MD
Edward M & Katherine B Featherstone, Arlington, VA
James H Finucane, Bethesda, MD
Elizabeth Finlayson, Wheaton, MD
Eli & Lucy Flam, Washington, DC
Charles Flynn, Meadville, PA
Barbara S Gaillard, Washington, DC
Ken Gartman, Rockville, MD
Andris Gertson, Laurel, MD
Ken & Nancy Gordon, Arlington, VA
Mary Griffin/Bob Giannasi, Bethesda, MD
John W & Kiku Hanes, Alexandria, VA
Shelley & Jack Henderson, Arlington, VA
Dr. Christine Henney, Brookmont, MD
Nolan T Jones, Seattle, WA
Reneé Jones, Washington, DC
Donna J Krupa, Arlington, VA
Florence Lederman, Bethesda, MD
Ruth Logue, Washington, DC
Joan C Lovett, Holderness, NH
Shelley S Mastran, Great Falls, VA
Thomas W Miles, Washington, DC
Bud Miller, Springfield, VA
Garland G Miller, Gaithersburg, MD
James E Modlin, Silver Spring, MD
Francesca Morse, Washington, DC
Dave Moulton, Williamsport, MD
James M Moyer, Vienna, VA
Robert C & Jane D Perry, Woodbridge, VA
Susan Prominsky, Arlington, VA
T Reid, Washington, DC
Gregory A Roepke, Baltimore, MD
C V S Roosevelt, Washington, DC
Renate E Sabulsky, Silver Spring, MD
Rose Sachs, Washington, DC
Anne Saeman, Arlington, VA
Jim & Mary Samuelson, Gaithersburg, MD
Jan Schoonmaker, Washington, DC
Tom & Trude Slater, Shepherdstown, WV
Tom Snell, Columbia, MD
June T Stocklinski, Front Royal, VA
Mr/Mrs Andrew E Taylor, Bethesda, MD
Joseph Thomas, Arlington, VA
Sheila Rabb Weidenfeld, Washington, DC
Asher Louis Wheeler, Washington, DC
Michael & Lynn White, McLean, VA
Mr/Mrs Henry K Willard II, Shepherdstown, WV
J E Woodhouse, Frederick MD
Dixie Duncan Wooten, Arlington, VA
Mr/Mrs James Yeager, Springfield, VA

BARGE TRIP HIGHLIGHTS NEW-MEMBER RECEPTION

Approximately 50 Association members--new and seasoned--took a trip back in time on the evening of May 13 when they boarded the Canal barge at Great Falls for a short journey into the 19th century.

Putting aside the pressures of the 20th century to enjoy a peaceful respite, they left the dock to lock-through Lock 20 into the serene and sun-sparkled waters of the C & O Canal. Two placid mules of slow and steady pace provided smooth passage as Canal visitors smiled and waved from the towpath, and families of mallard ducks and Canada geese--complete with downy ducklings and goslings--furnished a momentary marine escort before slipping and back-sliding up the berm. Treated to a host of stories and vintage ballads, passengers marveled at the versatility of the crew, who managed the progress of the barge through the lock and beyond, tended the mules, and doubled as interpreters of Canal history and lore through tale and song accompanied by stringed instruments.

In the lazy light of sunset, passengers and crew ate heartily of homemade chili adorned with onions, cheddar, and sour cream, and accompanied by warm cornbread. Apple crunch appeared when it was time for dessert.

Before boarding the barge, members had time to chat and become acquainted, and view Canal films and slides at the Tavern. The Association expresses its appreciation to those members who organized and carried out this event, and to Superintendent Stanton and the Canal staff for providing the barge trip and assistance with other arrangements that made the evening's program possible.

NOTES FROM THE ENVIRONMENTAL COMMITTEE

- - - - - Dave Johnson

1. South Cumberland Access Road: On May 31 a group from the Association met with Maryland state officials in Annapolis to discuss the proposed South Cumberland access road, which the city and Allegany County want to build along the towpath on park land in the area of the historic canal terminus.

Delegate Casper Taylor of Allegany County, a strong advocate of the road, spoke of the economic, visual and cultural enhancement the proposed project would generate. State Highway Administrator Hal Kassoff indicated that, from a purely transportation standpoint, there are superior alternatives to the proposed route. However, the state, county and city look at this as an opportunity, through a joint project, to enhance an area that has been neglected for a long time, while at the same time solving the problem of access to the south Cumberland area. President Hal Larsen explained the Association's position in opposing the proposal. The Association's position is that a roadway between the railroad and the levee would create a safety problem and would seriously compromise the value of the terminus for present use and future interpretation.

State representatives present, in addition to Mr. Kassoff and Delegate Taylor, were Mr. Neil Pedersen, Director of Planning and Preliminary Engineering for the State Highway Administration, and members of Gov. Schaefer's staff. Other association members attending were Vice President Al Stanley and environmental committee members John Chandler, Bill Failor, and Dave Johnson.

2. Great Falls Bridges: The Maryland legislature and the Montgomery County council have initiated another attempt to restore the Olmstead Island bridges and trails that were wiped out by tropical storm Agnes in 1972. Between them, they have appropriated $300,000, contingent on the federal government and private donors providing the remainder of the funds required. In the past, the National Park Service has noted that the major drawback to reopening the island, from which there is an outstanding view of the falls, is not the capital investment involved, but the continuing operating problems that would be created. These include the additional staffing requirements for rangers or park police that would be necessary to ensure visitor safety on the rocks and along the greatly extended shoreline (which would double the present river exposure), and the physical and environmental burden on the park that would result from the increased visitor load to the already overused area.

3. Georgetown Branch Abandonment: Following the abandonment order issued by the Interstate Commerce Commission on March 28, progress on acquisition of the B & O Georgetown Branch right-of-way by the National Park Service and Montgomery County was sidetracked by the unexpected bid from Laurel Sand and Gravel to buy the line and to continue to operate it as a railroad. Under the priorities established by the ICC, continued transportation use takes precedence over other public uses of abandoned trackage. CSX has rejected LS&G's offer, indicating that the value of the property is about ten times the amount bid. The ICC may set a price, which would be binding on the seller, but which the bidder has the option to accept or drop out. The 180-day period during which CSX must negotiate exclusively with public agencies, therefore, is on hold pending resolution of the LS&G bid.

On February 22, Association President Harold Larsen wrote a letter to the Honorable Donald P. Hodel, Secretary of the Department of the Interior, presenting the view of the C & O Canal Association opposing the construction of the South Cumberland/Airport Access Road. An identical letter went to William Penn Mott, Jr., Director of the National Park Service. President Larsen's letter and the Interior Department response from Susan Recce, Deputy Assistant Secretary for Fish, Wildlife and Parks, follow.

Dear Secretary Hodel (and Mr. Mott), February 22, 1988

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.

Sincerely,
/s/ Harold A Larsen, President

May 3, 1988

Dear Mr. Larsen:

This is in response to your letters of February 22 to Secretary Hodel, Director Mott of the National Park Service and me, urging the Department of the Interior not to support permission to construct a parkway on land administered by the National Park Service on the upper last mile of the C&O Canal within the limits of the city of Cumberland, Maryland.

We have always been appreciative of the hard work and dedication of the Chesapeake and Ohio Canal Association over the years and its successful efforts to establish a C&O Canal Park from Cumberland to Washington, D.C. The act under which the C&O Canal park was authorized did not contemplate turning lands over to adjoining communities to provide for local public work projects, including roads. To the contrary, the act was passed to preserve and interpret the historic and scenic features of the C&O Canal over its total length and to develop the potential of the canal for public recreation.

Working with the legislatively authorized Chesapeake and Ohio Canal National Historical Park Commission, the National Park Service produced a General Management Plan for the park, setting out its future management direction. This public-involvement process took 5 years to accomplish and 60 conservation organizations, 41 local, State, and Federal governmental entities, and a significant number of individuals participated in the planning for the park. At no time was it contemplated that any portion of the park be used for local road purposes.

There have been three major public meetings sponsored by the city, setting out the proposals you have discussed in your letter. The Superintendent of the park was appointed to a City Planning Committee, and has participated in two of its meetings. After considerable thought, the National Park Service has reached the conclusion that the proposal to construct a South Cumberland/Airport Access Road should not be encouraged.

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The article printed below appeared in the February 18, 1971 issue of ALONG THE TOWPATH. The author, Constant Southworth, was one of the original nine hikers who completed the hike from Cumberland to Washington with Justice William O. Douglas in 1954. Mr. Southworth was a Level Walker assigned to Section 13, Edwards Ferry to Fort Harrison Island, for many years Constant Southworth died July 26, 1984.

TWO 1923 C&O CANAL CANOE TRIPS
by Constant Southworth

In the three years before two 1924 spring storms knocked out the C&O Canal, a small group of hikers made a number of three- or four-day warm-weather canoe trips involving the combined use of the canal and the Potomac. Sometimes we sent our canoes, with pup tents, blankets (we owned no sleeping bags), ponchos, mosquito nets, etc., by mule towboat up the canal and sometimes by train to points on tributaries on the Potomac. Then we rejoined in the canoes, by train and hiking, and paddled down river and canal in easy stages to Glen Echo, Maryland where we regularly kept /the canoes/ for shooting the river rapids, especially Stubblefield Falls. We purchased canal waybills for the return trips in advance at the canal company's Georgetown office. As we neared a lock in our canoes we would shout "Ho lock!" and the lockkeeper or his wife would come out and lock us through.

I look back with special nostalgia to our two four-day trips over 30 May and 4 July 1923. In the following account I include a number of distances and other geographical details to show how we divided our trips between canal and river (based on 47-year memories plus more modern maps and distance measurements).

In preparation for the 30 May 1923 trip we sent our four canoes by B&O and Western Maryland Railroads to Detour, MD., where a dozen or so of us rejoined them, likewise by train. Detour is on a small stream, Little Pipe Creek, whose water gets to the Potomac via Double Pipe Creek and the Monocacy River. Before we boarded the canoes at Detour one of our male members announced our presence in town by tumbling (I don't think he meant to), with a loud clatter, the length of an open flight of stairs from the second to the ground floor in the local grocery-dry goods store. As we loaded the canoes at the edge of the stream, we had the impression that most of Detour's hundred-odd citizens had turned out to see us off--probably the first canoe flotilla, maybe the last, to set forth from their shores.

We paddled and floated down the three streams, camping the first and second nights on the Monocacy's banks. It took a lot of alert ocular reconnaissance from the floating canoes to pick places smooth and wide enough for our World War I pup tents and our fires. In those days, long before becoming the Army's channel for disposal of surplus anti-crop biological warfare poison, the Monocacy seemed unpolluted even below Frederick Junction. We passed by our stopping place at Highway 28 of the previous year when a terrific downpour during the night made off with a canoe, leaving only one for our group of five. We never saw it again. Had the men heeded the advice of one of the girls and pulled it far up the bank before leaving the stream to spend the night in a nearby barn, we would still have it.

At one point we sent a walking delegation over the green open fields to Buckeystown to buy additional provisions. Then we swept under the magnificent canal aqueduct at the Monocacy's mouth, constructed in 1833. It is the largest on the canal, with a 516-foot span of seven 54-foot arches of white granite. Thence we proceeded 12 miles down the Potomac to the final night's camping place. It was at the river intake lock a fifth of a mile below Edwards Ferry on a level strip beside the pond-like widening of the canal which once served as a turn-around basin for boats coming from Goose Creek. This spot, located in the former Level Walker section of our much admired and fondly remembered Captain Gordon R. Keating (now deceased) off the USS Yancey (and now the section of Bill Clague), was in a way the high spot of our trip. It commanded a fine view across the Potomac, including Goose Creek. It was on enough open, level ground to make tent pitching and feeding operations easy. It provided an admirable deep swimming pool—we have a photo of one of our group shaving in it with brush and mirror while treading water. Nothing of this charming spot is left today but overgrowth and desolation--with a crowded row of cheap summer cottages with outhouses extending along the riverfront from the intake lock up to Edwards Ferry. The basic walls of the interesting old lock itself are intact, but that's about all. *(continued on page 7)*

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Next day we completed the remaining 23 miles of our descent to Glen Echo--to Seneca Dam (No. 2) by river, around the dam by canal, river to Great Falls, and canal from Great Falls to Glen Echo.

Five weeks later, over 4 July, we again canoed for four days. We sent the four canoes by towboat up to Lock 44 at Williamsport, MD, 100 miles from Georgetown. Rejoining them by train and foot we descended the Potomac Valley by alternating canal and river, mostly river--we had a feeling that gravity was cooperating more actively with us in the river than in the canal. It was around dams 4, 3, and 2 that we especially found the canal a godsend. These dams, of course, are ancient, innocent low affairs in no way akin to the huge canal- and countryside-flooding dams proposed every few years by the Army Engineers. Another canal escape from dangerous white water was around the long Harpers Ferry bend, where we passed beneath the entertaining white-painted ad of Mennen's talcum powder on the bluff far above. Just above Dam No. 4 our trip included a 3.3-mile stretch of river opposite Cedar Grove, where the canal loses itself by ducking into the river. Incidentally, I can't recall just what the Douglas hikers did there in March 1954--it was too chilly to swim. The canal's disappearance worried us for a while on the canoe trip, but it re-emerged in the nick of time for us to elude the dam and avoid capsizing and to continue on to repeat our memorable weekend camping at the intake lock below Edwards Ferry.

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First, the proposed road would violate the intent of Congress to preserve and protect the canal. Second, although we do not presently contemplate restoration of the canal in this historic terminus area, the road would eliminate that possibility. Third, we are aware of the opposition from numerous citizens and organizations, such as yours, which make it apparent that there is little support for the proposal outside the city of Cumberland. Fourth, the Maryland State Highway officials have stated that viable alternatives exist which will solve the transportation problem.

For the reasons stated above, the National Park Service does not support the proposal to utilize park property for the proposed South Cumberland/Airport Access Road project as discussed in your letter.

Thank you for your concern and continuing support on this important matter.

Sincerely,
/s/ Susan Recce
Deputy Assistant Secretary for Fish
and Wildlife and Parks

NOTES FROM THE MINUTES OF THE APRIL 3 ASSOCIATION BOARD MEETING.....

Ten officers and board members were present for the April 3 C & O Canal Association boa meeting held at the Glen Echo Town Hall. Some discussion and action items follow.

• Level Walker Report -- Al Stanley, second vice president and Level Walker chair, present new report forms and guidelines for Level Walkers. The new report form includes such item as weather conditions on the day of inspection, distance inspected or work accomplished by mile post, number of bags of trash collected, description of job if activity was a work project, and observations on use of Canal and towpath by Park visitors. The emphasis of LW activities is shifting to include clean-up of levels and keeping levels in good order. Al has established an action team of 20 people who can be called upon when appropriate if Level Walker calls with a problem. There are currently 102 Level Walkers for 69 levels.**

• Annual Meeting Resolutions--1. It was moved and passed unanimously to establish a Budge Committee as recommended by the Audit Committee. 2. Montgomery County firing range propo There was discussion on whether the membership was fully informed on this issue, and how t membership could be educated; a counter comment was whether the board needed education by membership. A motion was made by Bob Greenberg that, following the vote of the membership on this issue at the Annual Meeting (i.e., to reverse the position of the executive commit that the Association did not oppose the Edwards Ferry site selection), a letter be sent to Montgomery County indicating the Association is not prepared to support the firing range project without further tests. The motion failed for lack of a second. Another motion wa made that the Association write to the County Council stating that the Association would to see early berm construction with further testing, and to request information on the ef iveness of berming at other firing ranges. This was amended to include the Association's concern about this project, its desire for further testing, and its desire to see the dat used to design the berms. Motion and amendment passed. 3. Publicity regarding Nominati Committee: It was moved and passed unanimously that the names of the Nominating Committe be published in the fall newsletter and that the membership be invited to submit names fo nomination.

• Justice William O. Douglas Award -- It was moved and passed unanimously that the Justic Douglas Award be given to Donna Donaldson of the C & O Canal staff for her work in coordi nating volunteer activities in the Park. A minimal monetary award is to be included.

• Capital Crescent Trail -- It was moved and passed unanimously that the Association contribute $100 to the Coalition for the Capital Crescent Trail.

• Outer Beltway -- Bill Davies reported that hearings on the general design and the impac the proposed outer beltway around Washington will begin in June. An important issue is t number of exits planned in the vicinity of the C & O Canal; the number of exits will dete whether the road is viewed as a commuter beltway or simply a by-pass of Washington. The Association must develop a position and provide viable alternatives, and members should p to attend hearings in Maryland and Virginia. Bill suggested that the Association present lack of need for numerous exits in the Canal area, and if all else fails, the National Pa Service should receive funds from the project to purchase suitable buffer properties. It was moved and passed unanimously that the Association adopt the position suggested by Bill Davies, and that Bill draft a statement for presentation at the hearings. Included in th motion passed was an amendment that the Association have a spokesman at each hearing.

• Potomac River Basin Consortium -- It was moved and passed unanimously that the Associat pay its $100 dues to the Consortium for 1987 ($100) and 1988 ($100).

• C & O Canal National Historical Park Commission -- It was moved and passed unanimously the Association president write a letter to the Secretary of the Interior urging that ap pointments be made as soon as possible to the C & O Canal National Historical Park Commi

** Continuation of Level Walker Report -- One level is open for LW assignment--Level 50 a milepost 130.0, Lock 53 to Dam 6, 5.9 miles from Hancock. Twenty-five levels have two o more Level Walkers; there are three Level Walkers-without-portfolio. The Canal staff as if Level Walkers could assume a more active role in keeping levels free of trash.

THE GREAT BRUNSWICK RIVER RACE

Brunswick inaugurated its Riverfront Park with watercraft races on Saturday, June 18. The Great Brunswick River Race produced by the Brunswick Revitalization Committee included these categories: non-motorized floating craft, tubes and swimming pool rafts, commercial inflatable craft limited to four persons, canoes with one or two canoeists, and bathtubs. The races were conducted in the Potomac River channel nearest the Maryland shore locally referred to as "The Gut." All participants were timed on a course upstream and return. Awards were given to those who completed the course in the shortest time in each category. Various awards for creativity were also given.

Among the canoeists, Dick Stanton, Superintendent of the C&O Canal National Historical Park, illustrated his long experience and thorough acquaintance with river currents by his superb canoemanship, although he missed first place by a few seconds.

This celebration follows Brunswick's undertaking to renew the riverfront, which had long ago degenerated into a muddy, littered area between the railroad and the river. Now this park provides a protected area to be enjoyed by local residents and visitors. This renewal will be followed by further steps to revitalize the city in order to make it attractive to tourists under an innovative program developed by Brunswick's Mayor Richard Campbell and a committee comprising Susan Fauntleroy, Susan Edquist, Jean Blough, Paul Blough, Diane Ellis and Leona Sauser.

The C&O Canal Association was present at this event under a large yellow and white striped canopy where brochures, newsletters and other literature as well as photographic exhibits were displayed to the many visitors to the riverfront. In addition to providing information, Association T-shirts and patches were on sale; Mimi Eller, assisted by Joe Thomas and Al Stanley, managed this activity for the day.

--Hal Larsen

FESTIVAL SEASON BEGINS

Summer and Fall seasons are festival times for many of the communities along the C&O Canal. The Association's presence seems appropriate and volunteers to set up and man a booth or exhibit are sought. Helpers will transport materials to the site of the festival, set up an attractive display, talk with festival visitors about the Association and the canal and its history as well as distribute leaflets. The volunteers may sell memberships as well as T-shirts and cloth patches and such other items as we have available at the time of the event. (See the item on the Brunswick Riverfest for more details about one such event.)

The festivals and their dates are as follows:

8/20-21	Cumberland C&O Canal Festival at the Canal Boat Replica near North Branch
8/26-28	Williamsport C&O Canal Days
9/10/88	Canal-Apple Harvest Festival Hancock, MD
10/8-9	Berkeley Springs (WV) Apple Butter Festival

These are excellent opportunities to "spread the good word" and recruit members as well as promote our love and support of the Canal, its history and its value as an enriching factor in our lives.

SARBANES REQUESTS FUNDS FOR C & O CANAL NHP

Senator Paul Sarbanes (Md) reports in his June 1988 newsletter that he has requested funds for the C & O Canal National Historical Park for repairs to damage caused by the flood of November 1985.

Sarbanes identifies the C & O Canal NHP as "one of the most highly used parks in the entire nation." His funding request is for Canal repairs and "other projects vital to our unique National Park system."

WALKING THE C & O CANAL IN 30 DAYS by Bruce W. Wood

During the past three issues of "Along the Towpath", I remarked on my day hikes along the C & O Canal during 1987 and early 1988. Below is a listing of how YOU can cover the entire canal in 30 day hikes, walking round-trip distances of between 9 and 14.6 miles, distances we have been known to cover on our annual and heritage hikes. Of course, if you were to arrange transportation at two points within the day's distance (most walks cited below can be accessed in more than one place), the walks would be only 4.5 to 7.3 miles in length. Each day's walk begins and ends at a location easily found and identified, rather than simply at a mile marker, in case the latter should not always be there. When I started the Level Walker hikes as Level Walker Chairman, I had in mind covering the entire canal in the course of those hikes - perhaps this can now be accomplished!

Day	From Mile	To Mile	From Location	To Location	Access	Distance
1	0.0	5.4	Tide Lock	Lock 6	Lock 6	5.4
2	5.4	11.1	Lock 6	Overlook	Lock 6	5.7
3	11.1	16.5	Overlook	Lock 21 - Swains	Swains	5.4
4	16.5	22.1	Swains	Lock 23 - Violets	Swains	5.6
5	22.1	27.2	Violets	Sycamore Landing	Sycamore Ldg.	5.1
6	27.2	34.4	Sycamore Landing	Turtle Run H. B.	Sycamore Ldg.	7.2
7	34.4	41.4	Turtle Run H.B.	Lock 27 - Spinks	Whites Ferry	7.0
8	41.4	48.2	Lock 27 - Spinks	Point of Rocks	Point of Rocks	6.8
9	48.2	55.0	Point of Rocks	Brunswick	Brunswick	6.8
10	55.0	62.3	Brunswick	Dam 3	Brunswick	7.3
11	62.3	69.5	Dam 3	Antietam	Antietam	7.2
12	69.5	76.7	Antietam	Snyders Landing	Antietam	7.2
13	76.7	82.5	Snyders Landing	Big Woods H.B.	Snyders Ldg.	5.8
14	82.5	88.1	Big Woods H.B.	Charles Mill	Charles Mill	5.6
15	88.1	93.0	Charles Mill	Lock 43	Charles Mill	4.9
16	93.0	99.8	Lock 43	Williamsport	Williamsport	6.8
17	99.8	106.8	Williamsport	Dam 5	Williamsport	7.0
18	106.8	112.4	Dam 5	Fort Frederick	Fort Frederick	5.6
19	112.4	119.7	Fort Frederick	Little Pool	Fort Frederick	7.3
20	119.7	124.6	Little Pool	Hancock	Hancock	4.9
21	124.6	130.0	Hancock	Lock 53	Hancock	5.4
22	130.0	136.6	Lock 53	Sideling Hill Aque.	Deneen Road	6.6
23	136.6	143.4	Sideling Hill Aque.	W. Md. Trestle	Nr. L. Orleans	6.8
24	143.4	149.4	W. Md. Trestle	Stickpile Hill H.B.	Nr. L. Orleans	6.0
25	149.4	156.3	Stickpile Hill H.B.	Paw Paw	Paw Paw	6.9
26	156.3	161.8	Paw Paw	Lock 67	Paw Paw	5.5
27	161.8	167.0	Lock 67	Lock 71	Oldtown	5.2
28	167.0	173.4	Lock 71	Spring Gap	Spring Gap	6.4
29	173.4	180.0	Spring Gap	Evitts Creek H.B.	Spring Gap	6.6
30	180.0	184.5	Evitts Creek H.B.	Cumberland	Cumberland	4.5

LEVEL WALKER NOTES

On March 26, five stalwart souls walked from Pennyfield Lock to Swains Lock in the face of a 90% chance of rain. Of course, nary a drop fell on our heads.

April 23d, twenty level walkers assisted the Potomac Appalachian Trail Club and the C&O Canal NHP staff in removing trash from the Weverton area.

On May 21, thirteen level walkers hiked from Ferry Hill to Snyders Landing where we had lunch. It was a beautiful day and a beautiful level. The group topped off the day with dessert at Red Bird restaurant.

June 25th, four level walkers ventured from Paw Paw to Lock 61 and return.

NOTE: The Level Walker Hike in the Falling Waters area, scheduled for July 30, has been CANCELED.

--Al Stanley

LEVEL WALKER REPORTS

Sec 3 - Lock 5 to Cabin John Creek - Earl McFarland - 3/25/88
Towpath in excellent condition - Lots of bottles and cans in canal, especially against lock gates; picked up what I could.

Sec 6 - Cropley to Great Falls - Helen Johnston - 4/27/88
Have collected 50 bags of trash during the year. Regularly scheduled "Sights and Sounds" walks were held four times each month during year starting at Great Falls (MD) Tavern.

Sec 8 - Swains Lock 21 to Pennyfield Lock 22 - Bob Kurman - 4/26/88
Sink hole 1 to 2 ft in diameter at WSSC 100 yards down canal from overhead walkway. Collected 2 bags trash - 58 bikers.

Sec 8 - Swains Lock 21 to Pennyfield Lock 22 - Jim Modlin - 5/22/88
Swains picnic area flooded - 1 bag of trash collected. Large tree down over the canal between mileposts 18 and 19.

Sec 17 - Monocacy Aqueduct to Nolands Ferry -Bob & Terry Ledley - 4/30/88
Collected 5 bags of trash from berm & levee. Saw 12 bicyclists. Border collie "Scot" did most of the work.

Sec 21 - Brunswick to Weverton Lock 31 - Dave Johnson - 4/27/88
The Brunswick project continues - new steel barriers along roadway & boatramp parking area. Towpath in good condition - Lots of bluebells in bloom.

Sec 22 - Weverton to Harpers Ferry Lock 33 - Harry & Jean Raney - 4/5/88
Towpath clear and in good shape - Numerous turtles and ducks. Trash good, except for Sandy Hook which is impossible.

Sec 29 - Lock 39 to Snyder's Landing - Marshall Grotenhuis - 5/15/88
Towpath in good shape all the way. Saw a pileated woodpecker. Lock 38 in good shape (what is left of it!).

Sec 37 - Falling Waters to Williamsport -Anne Crocker & Ellen Holway - 4/21/88; Betty Bushell & Ellen Holway - 5/13/88
Towpath in good shape; flowers main attraction in late April; birds in May. Culvert 123 repairs in progress. HBO neat as a pin; new footbridge at Lock 44. Collected 3 bags trash.

Sec 38 - Williamsport to Pinesburg Station - Bill Whalen - 3/29/88
Large sycamore has fallen across towpath at 101.5. Towpath generally in good condition.

Sec 40 - Old RR Station to Dam 5 - Judy Hecht - 3/2/88
Erosion appearing between towpath and dam site/down canal side. Remains of campfire on towpath removed.

Sec 40 Old RR Station to Dam 5 - Carroll "Bud" Morgan - 5/3/88
Towpath has been resurfaced from 106.0 to the bridge below Dam 5. In general this section looks as good as I have ever seen it.

Sec 41 - Dam 5 to Lock 47 - Michele Carsrud - 3/1/88
Erosion between topath and canal. Lockhouse (Lock 46) side door open. Hikers nearby included descendant of Thomas Jefferson.

Sec 44 - Fort Frederick to Ernestville - Hal & Jane Larsen - 3/15/88
Fallen tree 1 ft in diameter blocking towpath. Removed what broken parts we could. Some snow, very little trash.

Sec 52 - Sideling Hill Creek to Fifteen Mile Creek - Kent & Marcia Minichiello - 5/15/88
Towpath relatively free of trash (collected ½ bag). The canal prism has never been cleared of old auto batteries, gas tanks, etc. Towpath in good condition.

Sec 54 - Lock 50 to Lock 60 - Bill & Geraldine Davies - 3/25/88
No trash observed. Towpath firm and bordering grass was low.

Sec 61 - Culvert opp. Little Cacapon to Town Creek Aqueduct - Bill Van Lowe - 5/10/88
Evidence to 5 fires on towpath. Removed debris. Saw many turtles and one beaver. Picked up ½ bag of trash.

IN MARCH 1954 . . .

"The duffers climbed aboard the truck
With many a groan and sigh
But something faster passed them up;
The Judge was whizzing by."

This doggerel stanza was one of many composed by hikers on the original 1954 C&O Canal hike led by Justice William O. Douglas. The duffers were some of the footsore walkers who tramped with him in the 185-mile hike from Cumberland to Washington in protest against the construction of a proposed scenic highway which would have irretrievably damaged many miles of the canal and towpath.

At a dinner given by the Cumberland Chamber of Commerce on the eve of the walk Justice Douglas said reassuringly that the hike was not a race or an endurance test. This 45-year-old desk-bound newspaper editor from Connecticut felt relieved. As it turned out, each hiker set his own pace, fast or slow, depending sometimes upon how badly the blisters were burning. The long-legged Justice was a fast walker, but he was at pains to moderate his pace to chat from time to time with all members of the group. He was usually the first on the trail in the morning and the first to head unobtrusively for his sleeping bag at night.

The hikers, a number of whom were strangers to one another at the start of the walk, soon came to enjoy the fellowship of the trail and benefit by the expertise of their companions. William Davies, geologist, pointed out synclines and anticlines and spoke learnedly of speleological lore. Dr. Bernard Frank described the nation's water problems in terms of resources, consumption, and accessability. Dr. Olaus Murie, mammalogist, then president of The Wilderness Society, explained the devastation wrought by the importation, accidental or designed, of rats, goats, hogs, red deer, and other mammals upon the original avian fauna of New Zealand.

Jack Durham handled the logistics of the hike which received extensive press coverage. Journalists on the hike included Rbert Estabrook, editorial page editor of the Washington Post, and his colleague, Merlo Pusey, editorial writer and Bancroft Prize biographer. As we started on the trail in Cumberland the first morning, Aubrey Graves, the Post's writer, patted one of the two canteens which hung from his belt, remarking with a knowing grin, "This one is for water."

Tall, grey-haired, shambling George Kennedy, the Washington Star's popular "Rambler" columnist, had his own flash. His companion on the trail for several hours one day was an itinerant preacher who elected to walk with the lagging Kennedy, a decision which proved to be a new experience for him as he later remarked with an air of disbelief: "All my life I've been preaching against liquor, yet today I find myself not only walking with this chap but, at his insistence, carrying his bottle for him. I don't understand it." The bewilderment of this gentle dominie attested to Kennedy's personal charm, his brilliance as a conversationalist, his ready wit, and the bonhomie which made Kennedy a delightful companion on the trail.

Constant Southworth kept the group's spirits up with doggerel songs inspired by incidents on the day's trek. John Pearmain, a health food enthusiast, dispensed goat's milk cheese and seaweed pills with missionary zeal to all who would accept his offerings. His intention of bicycling the towpath proved impracticable from the start; in some areas the towpath was overgrown with bushes and small trees; some sections were illegally barricaded by adjoining property owners; in other places the towpath had been washed out completely by the successive Potomac river floods. A rock slide had torn away the approach to the Paw Paw tunnel from the east, although the wooden walkway which served men and mules on the passage through the three-quarters mile tunnel remained fairly intact with only a few broken boards.

Throughout the hike groups of local citizens turned out to greet Justice Douglas and cheer the hikers. Sometimes baskets of apples were left beside the towpath for the refreshment of the group, and crude signs were posted: "May Justice (Douglas) prevail" and "Scratch the highway at the Post." One dissenting sign read: "Other jackasses have traveled this towpath before."

The memories of that first canal hike are still bright.

"Last night we took to sleeping out
Beneath the open skies;
The ground was hard, the dew was wet,
But the stars were in our eyes."

To be sure, we were a bit starry-eyed. Our blisters healed, our fatigue vanished, but the remembrance of good fellowship remains. The expedition organized by Justice Douglas not only helped to thwart the damaging highway scheme, but it led also to the formation of the C&O Canal Association whose continuing oversight, in collaboration with the National Park Service, has brought about the preservation of a historic waterway and its transformation into the valuable recreation facility it is today.

/At the request of the editors of Along the Towpath, Warren F. Gardner, one of the participants in the original Justice Douglas hike, prepared these reminiscences of the historic trek. Mr. Gardner, a member of the C&O Canal Association, is Editor Emeritus and columnist for "Of All Things," of the Record-Journal, published in Meriden, Connecticut, where he now resides./

IN APRIL 1989.....

.....The C & O Canal Association will sponsor its fourth hike of the entire length of the Canal in commemoration of the 1954 walk. Begun in 1974, full-length hikes have been held at five-year intervals in 1979 and 1984.

The first meeting to map out plans for 1989 was held at the Glen Echo Town Hall on June 16. Ken Rollins was named chair for the hike, some committee assignments were made, and dates selected--April 16 through April 29. It is anticipated that approximately 35 full-length hike participants can be accommodated; others who do not wish to hike for the entire two weeks may join the group as they choose.

Hal Larsen and Ken will prepare the detailed schedule in consultation with Superintendent Dick Stanton. Thus far, those who have volunteered to chair subcommittees are: Midge Heimer and Edith Wilkerson (food purchase for camp meals), Donna Boies (assignments for duties in camp), Beejay Myers (registration and intra-group communication), Sandra Hemingway (publicity), and Doug Mussen (Cumberland banquet). More volunteers are needed to help coordinate and handle the numerous chores associated with a full-length hike.

The next planning meeting will be held in Williamsport at the library on August 6 at 3 p.m. Those interested in joining the hike, or who wish to volunteer or to obtain further information,should contact Hal Larsen at (703) 356-1809 or Beejay Myers at (301) 384-7857.

Plastic in the Environment

On a Saturday last month, a group of Burgess Society volunteers and staff walked along the beach in Sandwich and picked up four truckloads of trash: plastic bags, rope, strapping, 6-pack holders, styrofoam, plastic knives, forks and spoons, milk bottles and other beverage containers and fishing nets, to name just a few. They bagged it, carried it off the beach to waiting trucks, and transported it to the town landfill. Some 80% of the material collected was plastic.

Plastic is a relative newcomer to civilization. Because of its strength, durability, light weight and low cost, western nations have embraced plastics for every imaginable use. Ironically, the very properties that have made plastic so useful are also the reasons it has become a problem on our oceans and beaches. It is lightweight so it floats and is easily blown by the wind. It is durable and withstands the pounding of the sea and the fury of ocean storms. And because it is so cheap, it is often discarded without a second thought.

Where does this coastal debris come from? Research indicates that much of the debris in the seas actually originates on ships which discard some 14 billion pounds a year worldwide. Some originates in rivers and eventually flows into the ocean. Some is clearly discarded at the beach by visitors or even coastal residents. While much ocean debris eventually washes up on beaches, some accumulates at sea, forming huge rafts on the open ocean.

Besides the visual blight on our oceans, there are many other destructive effects from plastic waste. Sea birds, gulls and ducks easily become tangled in monofilament fishing line. Marine mammals and sea turtles are vulnerable to plastic fishing nets which have been lost or abandoned. Other forms of plastc are ingested by marine animals and can remain undigested in the animal's system for months. Sea turtles in particular are fooled by plastic bags which look like a favorite food, jellyfish.

Providing proper disposal of plastic debris is a very difficult problem. Much of this material is as undegradable as any known to man: the common 6-pack ring may last as long as 450 years before it will break down naturally. As a result our landfills swell with non-degradable plastics. Some plastics that are degradable may actually produce dangerous substances which may find their way into the ground water.

The option of incineration is being discussed and tried but is fraught with difficulties: some plastics give off highly toxic fumes when they burn. This has raised objections to many of the new "trash-to-energy" plants being built. It is even feared that the burning of some plastics made of halons and chlorofluorocarbons may be responsible for depleting the ozone layer of the atmosphere, a process that could prove to have catastrophic global consequences in time.

While the environment suffers from the plastic scourge, the use of plastics seems to increase every day. Our groceries are now bagged in plastic. Fast food restaurants entomb their meals in styrofoam. When we dump our trash in the local landfill, we invariably use plastic bags which interfere with the breakdown of degradable materials inside. The use of plastics for longer-term purposes, such as in automobiles and building materials, is relatively new. But eventually these, too, will enter the "wastestream" and present disposal problems. Today homes in Massachusetts alone generate 480,000 tons of plastic waste a year. That number could rise to 780,000 by the year 2000.

What can be done about the volume of plastic waste? The proper place to begin is at the source, by limited production of nondegradable plastics. Many states have proposed bans on plastic milk jugs or plastic grocery bags. Few have been enacted to date.

Recycling of used plastic is another option. Many states now have laws requiring the recycling of plastic beverage containers that are implemented by requiring a deposit on every container. Several states including Massachusetts have funded research into methods of recycling and reusing plastic in industry as well as production of degradable plastics.

We need to enact laws to restrict dumping of plastic refuse on land or at sea. The U.S. Senate recently approved the "Plastic Pollution Research and Control Act of 1987" which seeks to regulate dumping and decrease plastic pollution on beaches and at sea. An amendment offered by Massachusetts Senator John Kerry calls for a three-year education program to make the public aware of the harmful effects of plastic pollution in the ocean.

Public awareness of the problem of plastic pollution has achieved several successes recently. Major manufacturers of plastic products made from chlorofluorocarbons recently agreed to switch production to another form of plastic that is at least less harmful. Grocery stores now invite shoppers to request paper bags instead of plastic for their groceries.

The problems created by the plastic proliferation are aesthetic, ecological and political. They are all very real and present significant hazards to wildlife, man and the balance of nature.

A Society with seemingly unlimited technological ability ought to be able to devise alternatives that will allow us to live in a better, more balanced relationship with our natural environment.

Reprinted from the Spring 1988 issue of the BRIAR PATCH OBSERVER, newsletter of the Thornton W. Burgess Society, by permission of Robert McMaster, Executive Director of the Society.

CUMBERLAND TO INITIATE SCENIC RAILROAD TRIPS

The Cumberland area is once again to become a railroad center--this time for the Allegany Central Railroad, a private enterprise, to operate daily between Cumberland and Frostburg, a distance of 14 miles. It is expected to spur the economy in the area as did the railroads and the C&O Canal and the National Road in the mid-1800's.

Plans call for a daily trip with a steam locomotive and refurbished victorian passenger cars on the track of the old Western Maryland Railroad line which was donated to Cumberland by its most recent owner, CSX Corporation, in 1986.

The railroad will pass through The Narrows, known as the "Gateway to the West" where Wills Creek divides Haystack and Wills Mountains, past remnants of late 1800's paper companies and stop briefly at Cumberland (or Bone) Cave outside Corriganville. This cave, exposed by a cut in the mountain and clay and breccia (rock in lime or clay), contains a wide variety of Pleistocene vertebrae, including 28 animal species now believed extinct. It then passes through the 850-foot Brush Tunnel and by the surviving mining towns of Barrelville and Mt. Savage.

At Frostburg, the railroad depot is to be transformed into a lavish restaurant and retail establishment which will open in mid August, according to present plans.

The Allegany Central Railroad is rerouting a small stretch of track and building a turntable for the locomotive at Frostburg. Meals will be offered on the train in elegant dining cars and special events may be booked. Frostburg State University plans to utilize the railroad in some of its study programs.

The railroad timetable, as currently envisaged, calls for daily 2½-hour runs at noon beginning in Cumberland, Tuesday through Friday and at noon and 3:30 PM on weekends. Inauguration of this schedule is expected in mid-October. Passenger fares are pegged at $7 for adults and $4 for children.

Further information should be requested from Sally Showalter, manager of the railroad, at 1-304-738-0403.

C & O Canal

National Historical Park

1988 Canal Boat Schedules

Beginning April 20, we're hitching up the mules to take you for a cruise on the C & O Canal. On the 90-foot canal boat **The Georgetown**, you'll float through that historic quarter of Washington, D.C. Aboard the **Canal Clipper** at Great Falls, Maryland, you'll ride through the woods past the rugged beauty of the river gorge. Wearing period costumes, we'll lead the mules and work the boat through a lock in the way the old-timers did in the 19th century.

Welcome aboard!

Summer June 15-September 11

	The Georgetown					The Canal Clipper				
	WED	THU	FRI	SAT	SUN	WED	THU	FRI	SAT	SUN
10:30 am	■	■	■	■	■	■	■	■	■	■
1:00 pm	■	■	■	■	■	■	■	■	■	■
3:00 pm	■	■	■	■	■	■	■	■	■	■
5:00 pm			■	■						■

Spring and Fall April 20-June 12, September 14-October 16

	The Georgetown					The Canal Clipper				
	WED	THU	FRI	SAT	SUN	WED	THU	FRI	SAT	SUN
10:30 am				■	■				■	■
1:00 pm	■	■	■	■	■				■	■
3:00 pm	■	■	■	■	■				■	■
5:00 pm				■						■

Fares $4.00-adults, $3.00-seniors, $2.50-children

Groups One-hour day trips and two-hour evening trips are available at special prices. Call for rates and reservations. Limited seating may be reserved on most public trips at the regular fare.

Tickets and Information

The Georgetown
Foundry Mall
1055 Thomas Jefferson St. NW
Washington, DC 20007
(202) 472-4376
Located south of M St. in Georgetown. Nearest Metro stop: Foggy Bottom.

The Canal Clipper
Great Falls Tavern
11710 MacArthur Blvd.
Potomac, MD 20854
(301) 299-2026
Located near Potomac at the end of MacArthur Blvd., or take Exit 41W off I-495.

Courtesy of Parks and History Association, Washington, D.C., 1988, in cooperation with the National Park Service, U.S. Department of the Interior.

MARYLAND'S FLOODPLAINS: VALUE, USE AND PROTECTION

The floodplains adjacent to Maryland's rivers, streams, inlets and bays serve a variety of important functions. The most obvious is their capability to store and convey floodwaters. A closer look reveals that they also filter out sediment and other pollutants, and function as special environments and wildlife habitats that include tidal and non-tidal wetlands. The State's program to manage and to regulate floodplain construction activities incorporates evaluation of both the impacts to the environment and impacts on public safety. Unless properly designed, construction activities such as floodplain filling and building of roads, bridges, and culverts can raise floodwater levels and increase associated risks and damages to property and the environment.

Essential to State and local programs is the ability to determine accurately the floodplain. A number of tools are available to answer the question, "How do I know if my project is in a floodplain?" Flood Insurance Rate Maps produced by the federal government delineate floodplain boundaries and are available in planning or permit offices of each county and town. To make these maps easier to use, the WRA, Flood Management Division, also has prepared flood map overlays for property tax maps for twelve counties (Allegany, Caroline, Carroll, Cecil,Dorchester, Frederick, Garrett, Harford, Howard, Somerset, Washington and Worcester). Overlays for the remaining counties and all incorporated towns will be completed over the next two years. These overlays can be used to identify floodplain areas for permit requirements and to determine if unpermitted activities are in violation.

It is important to note that small streams have floodplains even though they may not be shown on the Flood Insurance Rate Maps. The WRA, Waterway Permits Division, requires a permit for construction activities depending on the size of the drainage area of the watershed above a proposed project and whether or not the project lies within the 100-year frequency floodplain of free-flowing waters. In those cases, applicants should check with the Waterway Permits Division for a final determination.

Many limitations on floodplain development are set by the Federal Emergency Management Agency's National Flood Insurance Program (NFIP). The Flood Management Division provides assistance to Maryland communities in the development and implementation of local ordinances to regulate floodplains. These ordinances are required for participation in the NFIP which provides flood insurance for flood-prone property and disaster assistance in the event of a major flood. Flood insurance is available through most homeowners' insurance companies.

Activities in floodplains of non-tidal, free-flowing creeks and streams must receive permits from the Waterway Permits Division and local permitting offices. The State performs engineering analyses to ensure that activities will not increase damages or flood hazards on adjacent properties. Most applicants are referred by local offices that have determined the presence of a floodplain on a proposed site. Some projects such as fill, new buildings or bridges require a detailed engineering analysis and may be published for an opportunity for public hearing. Many other activities can be processed rather quickly. Applicants are allowed reasonable use of their property while protecting environmental values and public safety.

This article appeared in the Spring 1988 WRA REPORT, a quarterly newsletter of the Maryland Water Resources Administration, and is quoted with permission.

MAY RAINS CAUSE FLOOD; DAMAGE PARK

Superintendent Richard Stanton reports that the rains of May 19-22 caused flooding of the Monocacy River which reached the level of the coping stones on the Monocacy Aqueduct. While the aqueduct was not damaged, the picnic and parking areas received severe wash-outs and erosion. Other damage in the Park was minimal, Stanton said.

The Park has received $150,000 in emergency repair funds, and the Monocacy area will soon be back to normal. Stanton explained that flood waters came down the Monocacy and flowed into the Potomac; since Potomac waters were high, but not in flood, the water pressure at the aqueduct came from one direction rather than two.

Minny Pohlmann, Bill and Gerry Davies enjoy dinner at Shepherdstown Men's Club.

APRIL REUNION HIKE ATTRACTS 200

The C & O Canal Association's 34th Annual Justice Douglas Reunion Hike attracted nearly 200 hikers who walked in a cool and sunny day from Lock 34 to Lock 38, stopping along the way to read the 28 markers about the history, engineering, and geology of the Canal posted earlier in the day by Bill and Gerry Davies.

After completing the hike, participants toured the C & O Canal National Historical Park headquarters at Ferry Hill, and marveled at the spectacular view of the Potomac River visible from the Ferry Hill bluff. Later, a number of hikers visited O'Hurley's Store in Shepherdstown where they saw the half-scale replica of James Rumsey's steam boat, and made friends with Jay Hurley's canine companion, Bear.

Happy Hour in the garden at Tom and Nat Hahn's historic house in Shepherdstown provided a delightful overture to the banquet at the Shepherdstown Men's Club, where a feast fit for hungry hikers was served. Post-banquet speaker Jay Hurley told of the life and times of James Rumsey. The Association's Justice William O. Douglas Award was presented to C & O Canal NHP Ranger Donna Donaldson for her outstanding work in coordinating volunteer activities and working along with the volunteers.

Emmie Woodward, Tom and Nat Hahn, and other members of the Reunion Hike Committee are to be thanked and congratulated for a successful event.

SAVING OUR TREES

There is an opportunity to help save the trees in Montgomery County. Many cities and counties have tree ordinances which prevent the destruction of the forests and individual monarch or specimen trees. By saving the trees, the streams, rivers and bays are preserved and a home for wildlife is kept.

Piera Weiss of the Urban Design Division and Joseph Davis of the Development Review Division of the Maryland National Capital Park and Planning Commission are promoting legislation that would amend the Zoning Ordinance, Subdivision Regulation and the County Grading Ordinance. These amendments are to prevent the indiscriminate removal of trees and other natural features prior to public review of zoning, subdivision and site plans. There is a mandate to preserve existing features such as monarch and specimen trees and all forest growth characteristic of indigenous vegetation. The development plan must include a way of preserving the natural features including methods of maintenance, both during and after construction.

These amendments are a good start toward saving our natural heritage from the savages of the bulldozer. The amendments have been presented to the Planning Board and will be considered by the County Council in July. Public support is urged. (Call Piera Weiss at 495-4570 for the exact date of presentation.)

The above article appeared in the June 1988 Newsletter of the League of Women Voters of Montgomery County, Md. Inc. It is reprinted with the permission of the author of the article, Jo Allen.

LETTERS TO THE EDITOR

Dear Sir or Madam:

As I am an avid runner (and will be participating in this month's Boston Marathon), I am interested as to whether anyone has ever run the entire length of the canal from Cumberland to Washington. I am interested in doing so over a 10-12 day period in late September or early October of 1988. I will be contributing a dollar per mile to the Association. I am urging several of my friends to join me in some or all of the journey. It might make a good public relations event or fund-raiser for the Canal Association.

I am also writing to get more detail about the access points from roads so that we can plan overnight stays, water stations, and lunch breaks. Do you have a listing of close-by motels and campgrounds?

April 2, 1988

Charles Flynn
482 Chestnut Street
Meadville, PA 16335

In the April 1988 issue of ALONG THE TOWPATH, that began again the use of bulk mail for sending the newsletter, members were asked to inform the editors of the dates when their copies arrived. The April issue was mailed on April 6. Herewith some replies: Betty and Paul Hauck in Naples, Florida, received their copy on April 11; Donna and Bob Boies, Washington, D. C., April 13; Jane and Hal Larsen, McLean, Virginia, April 13; John Ziegler, Hagerstown, Maryland, April 20.

WATCHING THE RIVER FLOW

Flow of the Potomac River near Washington D.C. in May 1988 was 35 percent below the long-term monthly average, according to the U. S. Geological Survey.

The 7.9 billion gallons per day (bgd) for the month reached a high flow of 29 bgd on April 9, and a low of 3.6 bgd on April 30.

Municipal diversions for the month averaged 365 million gallons per day (mgd), a little more than May 1987. About 32,900 tons of sediment were carried into the estuary in May.

Chesapeake freshwater inflow averaged about 45 bgd in May, 52 percent below the long-term average of 93 bgd. The Potomac contributed 22 percent.

Reprinted from the Potomac Basin Reporter, May 1988

WHAT IS pH?

pH is a measure of the activity and exchange of hydrogen ions that determine the relative acidity of a substance or solution. Generally, pH is rated on a scale of 0 to 14, with numbers below 7 (neutral) denoting acids and over 7, bases. Lemon juice, a relatively strong acid, has a pH of about 2.3. Various salts are basic. Each number on the pH scale represents an order of magnitude, that is, a pH of 6 is ten times more acidic than 7. Health aquatic environments are in the pH range of 6 to 8.

"What is pH" is reprinted from Potomac Basin Reporter, a publication of the Interstate Commission on the Potomac River Basin, issue of March 1988.

BYLAWS

CHESAPEAKE AND OHIO CANAL ASSOCIATION, INC.

ARTICLE I: OBJECTIVES

The Purposes of this Association shall be:

1. To bring into close contact with each other and the United States Department of the interior and other public and private bodies persons interested in the Chesapeake and Ohio Canal and the environs of the Potomac River Basin.

2. To present, organize and facilitate programs of research and teaching concerning and using the Chesapeake and Ohio Canal and Chesapeake and Ohio Canal National Historical Park and the environs of the Potomac River Basin in cooperation with the United States Department of the Interior and other public and private bodies.

3. To publish papers, documents, reports, books and magazines relating to the dissemination of information concerning the Chesapeake and Ohio Canal and the environs of the Potomac River Basin.

4. To assist the United States Government in maintenance and restoration of the Chesapeake and Ohio Canal National Historical Park.

5. To receive gifts and grants of money and property of every kind and nature and to administer the same for the purpose of promoting the objects of this corporation.

6. To contract for lecture halls, transportation and construction services and facilities and do all things necessary for the advancement of the purposes of this corporation.

7. To participate as appropriate with private and public agencies to develop regulations for the proper administration of the natural areas of the Potomac River Basin. To engage generally in any cases or objects to promote the above purposes or purposes similar thereto and in particular to work for the preservation of natural outdoor recreational resources in the Potomac River Basin for all to enjoy in perpetuity by ensuring that protection, conservation, and development of the Chesapeake and Ohio Canal National Historical Park are in conformity with the concepts under which the park was established, and to do anything necessary or proper for the accomplishment of these purposes.

ARTICLE II: MEMBERSHIP AND DUES

A. MEMBERSHIP QUALIFICATIONS

Any person who is interested in the Chesapeake and Ohio Canal and the environs of the Potomac River Basin is eligible for membership in the Association. Members shall be divided into three classes:

1. Charter members - persons who participated in the hike from Cumberland, Maryland, to Washington, D.C., on March 20-27, 1954, known as the Justice Douglas-Washington Post Hike Party;

2. Regular members - open to all other persons;

3. Honorary members - persons elected by the Board of Directors to recognize activity, accomplishment or interest in the goals of the Association. Honorary members shall not be assessed dues and shall not be entitled to vote.

B. DUES

Dues shall be assessed on each member (other than Honorary Members) on a calendar year basis in amounts set for each class of membership by the Board of Directors. Upon payment of the dues assessed, an individual shall be a member in good standing entitled to all membership rights and benefits.

ARTICLE III: BOARD OF DIRECTORS

The Association shall be managed by a Board of Directors consisting of 21 members composed of the President, First Vice-President, Second Vice-President, Secretary, Treasurer, Information Officer and 15 other members of the Association. The named officers shall serve as directors during their incumbency in office. Each of the other directors shall be elected for a three-year term with 5 positions designated for election each year.

The Board of Directors shall set the date of the Annual Membership Meeting; formulate policies of the Association, fill such vacancies among the officers (except the office of President) as they occur between annual meetings; have charge of funds and endowments of the Association; authorize expenditures; and conduct other business as may be desirable.

Vacancies in the Board of Directors shall be filled by appointment by the Board of Directors of a member to serve until the next annual meeting to be followed by election of a member for the remainder of the term of the unexpired term if any at the next Annual Membership Meeting. The Board of Directors shall meet annually at the time of the Annual Membership Meeting of the Association and at such other times as called by the President or by the written petition of 7 members of the Board of Directors. Notice of special meetings of the Board shall state the purpose of the meeting and be sent by the Secretary to each Board member no less than 10 days before the meeting. Six members of the Board of Directors, including one officer, shall constitute a quorum.

At the annual meeting of the Board of Directors, the Board shall set the date of the Annual Membership Meeting of the Association for the following or succeeding year, provided, however, that the Board may change the date of the Annual Membership Meeting not less than 60 days before the scheduled date of the meeting. Special meetings of the Association may be called by the Board of Directors. Notice of the special meeting shall state the purpose of the meeting and be sent by the Secretary to each Board member no less than 10 days before the meeting. Ten percent of the membership, but not less than 20 members in good standing shall constitute a quorum of the Association.

The Officers of the Association shall compose an Executive Committee which shall be authorized, subject to review by the Board, to act on behalf of the Board between meetings.

ARTICLE IV: ELECTION OF DIRECTORS AND OFFICERS

The membership shall elect the Officers and five Directors, together with such other directors whose positions may be vacant at the annual meeting of members. The Secretary shall send a notice of the Annual Membership Meeting to each member in good standing 30 days before the Annual Membership Meeting giving notice of the positions to be filled. The members receiving the highest number of votes in separate ballots for each office shall be elected to the respective offices and the members receiving the five highest numbers of votes in a single ballot for Directors shall be elected as Directors for full terms of three years. The members receiving successively higher numbers of votes shall be elected to vacant unexpired terms of Directors, if any. In the event of ties for Directors, the length of each director's term shall be determined by lot. An individual who has served as an elected member of the Board of Directors for 9 consecutive immediately preceding years shall not be eligible for election as a member of the Board. The results of the election shall be announced at the Annual Membership Meeting. The officers and Directors shall take office immediately upon announcement of the election.

ARTICLE V: DUTIES OF OFFICERS

1. The PRESIDENT shall be the chief executive officer and the chairman of membership and Board of Director meetings and shall administer the business of the Association. The PRESIDENT may appoint such committees as are deemed necessary, subject to the disapproval of the Board. The PRESIDENT shall appoint a Nominating Committee at least six months in advance of the Annual Meeting to prepare nominations for each officer and director vacancy contemplated at the next annual meeting. Notice of the Annual Meeting shall contain a notice of the nominees selected by the Nominating Committee.

2. The FIRST VICE-PRESIDENT shall have the authority and responsibility of the President in the absence of the President and perform such other duties, not inconsistent with these

Bylaws, as assigned by the President. In the event that the office of President is vacant or the Board determines that the President is unable to serve, the FIRST VICE-PRESIDENT shall succeed to the office of President

3. the SECOND VICE-PRESIDENT shall manage the level walker activities of the Association and shall maintain liaison with the maintenance personnel of the National Park Service.

4. The SECRETARY shall keep minutes of all meetings of the membership and the Board. The SECRETARY shall have custody of all records and correspondence of the Association, except financial records. The SECRETARY shall give notice of the Annual Membership meeting to each member in good standing at least 30 days before the meeting, and shall give notice to each Board member at least 10 days before any special Board meeting.

5. The TREASURER shall have custody and control of all funds and accounts of the Association and shall keep them safely and account for them in accordance with procedures approved by the Board of Directors. The TREASURER shall make expenditures only pursuant to the authorization of the Board of Directors. The TREASURER shall maintain an up-to-date list of members in good standing and shall make the list available, when required, to the Secretary. The TREASURER shall report on the financial condition of the Association when requested by the President or the Board of Directors and shall distribute a financial report for the previous fiscal year to the members at the annual meeting.

6. The INFORMATION OFFICER shall act as liaison with the membership, general public and the news media. At the direction of the President, the INFORMATION OFFICER may from time to time issue press releases, pamphlets, graphics and other informational and educational materials.

ARTICLE VI: AFFILIATIONS

The Association may affiliate with such other organizations as the Board of Directors may from time to time determine. All necessary expenditures for purposes of such affiliation shall be proposed by the Board of Directors and approved by the members at the Annual Membership Meeting.

ARTICLE VII: COMMITTEES

Committee members, except those serving by virtue of holding other offices, shall be appointed by the President and may be removed by a majority vote of the Board of Directors. The President shall designate the chairperson of each committee from among its members.

ARTICLE VIII: AMENDMENTS

These Bylaws may be amended by the Board of Directors of by a majority vote of those persons attending an annual meeting. In either event, however, such action shall be ratified by a majority vote of the members attending a meeting, or further meeting, of the Association, provided that notice of the amendment is given to all members no less than 30 days before the meeting, or by a majority vote of members responding to a mail ballot sent to members not less than 30 days before the date set for receipt of the ballots.

Adopted June 1, 1986

LEVEL WALKERS DIRECTORY — JUNE 1988

Sect.	Miles from DC				
1	.0	Tidal Lock to Old Boat Incline	Mrs. Edward Davis	703-356-1287	6506 W. Langley Ln., McLean, VA 22101
			Margot Foster	202-965-3951	3047 West Lane Keys, Washington, DC 20007
			Mrs. David Gaillard	202-966-2566	4010 51st St., NW, Washington, DC 20016
			Carl Linden	301-229-2398	6406 Ridge Dr., Brookmont, MD 20816
			Polly Silva	703-524-1175	2113 N. Glebe Road, #205, Arlington, VA 22207
			Mrs. Sally Viscount		4978 Centennial Dr., Bethesda, MD 20815
2	2.3	Old Boat Incline to Lock 5	Shoshana Mintz	301-587-2028	8722 Leonard Dr., Silver Spring, MD 20910
3	5.0	Lock 5 to Cabin John Creek	Earl McFarland, Jr.	301-229-2171	5600 Ontario Cir., Bethesda, MD 20816
4	7.5	Cabin John Creek to Lock 14	Carol Laiken Carpenter	703-522-1733	1600 N. Oak St., #1815, Arlington, VA 22209
5	9.4	Lock 14 to Cropley	Robert Greenberg	301-229-5644	7012 Braeburn Pl., Bethesda, MD 20817
			Gordon Lang	202-223-7200	4849 Connecticut Ave., NW, #429, Washington, DC 20008
6	12.3	Cropley to Great Falls	Helen Johnston	301-229-7443	4909 Bayard Blvd., Washington, DC 20816
7	14.3	Great Falls to Swains Lock	Arthur & Ann Korff	301-933-4353	3705 Calvert Pl., Kensington, MD 20895
8	16.6	Swains Lock to Pennyfield Lock	Dr. & Mrs. Robert Kurman	301-977-3815	13736 Canal Vista Ct., Potomac, MD 20854
			Jim Modlin	301-933-4097	12522 Littleton St., Silver Spring, MD 20906
			Bettyjane Myers	301-384-7857	12707 Chilton Cir., Silver Spring, MD 20904
			Joan Paull	301-384-8584	14908 Flintstone Lane, Silver Spring, MD 20904
9	19.6	Pennyfield Lock to Seneca	William Clague	301-229-5633	4701 Sangamore Rd., Bethesda, MD 20816
10	22.8	Seneca Aqueduct to Tenfoot Island	Alice Kinter	301-656-3642	121 Hesketh St., Chevy Chase, MD 20815
			Peggy Lawson	301-469-7942	10801 Spring Knoll Dr., Potomac, MD 20854
11	25.0	Tenfoot Island to Sycamore Landing	Rita Hirrlinger	703-250-4393	10145 Walnut Wood Ct., Burke, VA 22015
			Harold Learned	703-476-8861	11337 Headlands Ct., Reston, VA 22091
12	27.2	Sycamore Landing to Edwards Ferry	Charles Otstot	703-538-5446	5124 N. 33rd St., Arlington, VA 22207
13	30.8	Edwards Ferry to Ft. Harrison Island	Charles Bookman	301-229-6265	7501 Arden Rd., Cabin John, MD 20818
14	33.2	Ft. Harrison Island to Whites Ferry	Gladys Horton	301-840-9487	9428 Emory Grove Rd., Gaithersburg, MD 20877
			Robert & Dorothy Stokley	202-338-8756	4617 Clark Pl., NW, Washington, DC 20007
15	35.5	Whites Ferry to Lock 26	Elizabeth L. Bushell	301-530-5456	5925 Conway Rd., Bethesda, MD 20817
			Gertrude I. Mahn	301-424-7869	2008 Baltimore Rd., #E-34, Rockville, MD 20851
16	39.4	Lock 26 to Monocacy Aqueduct	C.H. Breedlove, Jr.	301-871-6081	14417 Oakvale St., Rockville, MD 20853
17	42.2	Monocacy Aqueduct to Nolands Ferry	Mr. & Mrs. Robert Ledley	301-434-1174	1002 LaGrande Rd., Silver Spring, MD 20903

18	44.6	Nolands Ferry to Point of Rocks	Kay Seward	301-530-6709	5103 Acacia Ave., Bethesda, MD 20814
19	48.2	Point of Rocks to Catoctin Aqueduct	Lyman Stucker	703-549-3527	2811 Farm Rd., Alexandria, VA 22302
20	51.5	Catoctin Aqueduct to Brunswick Lock 30	Bob & Donna Boies	202-966-0358	6201 30th St., NW, Washington, DC 20015
21	55.0	Brunswick to Weverton Lock 31	Dave Johnson	301-530-7473	9211 Wadsworth Dr., Bethesda, MD 20817
22	58.0	Weverton to Harpers Ferry Lock 33	Harry L. & Jean Raney	304-267-7767	900 Sheridan Ave., Martinsburg, WV 25401
23	60.7	Harpers Ferry to Dam 3	Susan "Butch" Henley	703-754-4321	2713 Youngs Dr., Haymarket, VA 22069
24	62.3	Dam 3 to Dargan Quarry	Clifton Murdock	301-933-8176	9707 Carriage Rd., Kensington, MD 20895
25	65.1	Dargan Quarry to Mt. Lock 37	Gary & Barbara Nickerson	301-340-2076	11 Leonard St., Rockville, MD 20850
26	67.0	Mt. Lock to Antietam Aqueduct	Theresa Haddy	301-299-6785	10804 Whiterim Dr., Potomac, MD 20854
27	69.4	Antietam Aqueduct to Shepherdstown	Gordon Lang Kenneth Rollins	202-686-0981	4849 Connecticut Ave., NW, #429, Washington,DC 20008 Rt. 4, Box 107, Ruther Glen, VA 22546
28	72.8	Shepherdstown to Lock 39	John Frye	301-432-8878	3122 Kaetzel Rd., Gapland, MD 21736
29	74.0	Lock 39 to Snyders Landing	Marshall Grotenhuis, Jr.	301-926-8623	216 Summit Hall Rd., Gaithersburg, MD 20877
30	76.7	Snyders Landing to Lock 40	Harold Cramer, Sr.		8 Gray Dr., Pasedena, MD 21122
31	79.4	Lock 40 to Marsh Run Culvert	Harold Cramer, Jr. William Cramer	301-255-8711	523 Sylview Dr., Pasedena, MD 21122 7219 Oriole Ave., Springfield, VA 22150
32	81.6	Marsh Run Culvert to Dam 4	Edith Wilkerson	703-527-4573	2214 N. Trenton St., Arlington, VA 22207
33	84.4	Dam 4 to Charles Mill			
34	88.1	Charles Mill to Formans Ferry	Victor Conrad Thomas Perry	301-739-0479 301-223-7010	Rt. 12, Box 2, Hagerstown, MD 21740 116 S. Conococheague St., Williamsport, MD 21795
35	91.0	Formans Ferry to Lock 43			
36	93.0	Lock 43 to Falling Waters	William J. Evans	301-243-6315	3813 Juniper Rd., Baltimore, MD 21218
37	94.4	Falling Waters to Williamsport	Anne W. Crocker William J. Evans Sylvia Geller Ellen Holway	703-437-0355 301-243-6315 703-471-1083 301-229-4257	909 Van Buren St., Herndon, VA 22070 3813 Juniper Rd., Baltimore, MD 21218 1665 Parkcrest Cir., #101, Reston, VA 22090 6214 Wagner Ln., Bethesda, MD 20816
38	99.3	Williamsport to Pinesburg Station	Melvin Kaplan Bill Whalen	301-582-2165 703-525-4954	1 Fenton Ave., Williamsport, MD 21795 100 N. Nottingham, Arlington, VA 22203
39	102.3	Pinesburg Station to Old RR Station	Sue Ann Sullivan	301-223-7810	136 E. Potomac, Williamsport, MD 21795

40	105.0	Old RR Station to Dam 5	Judy Hecht Carroll Morgan	202-554-8048 301-299-6482	907 6th St., SW, #813, Washington, DC 20024 10404 Buckboard Pl., Potomac, MD 20854
41	106.8	Dam 5 to Lock 47	Michele Carsrud	301-937-2806	11412 Cherry Hill Rd., #102, Beltsville, MD 20705
42	108.6	Lock 47 to McCoys Ferry	John Ziegler	301-797-9283	56 E. Irvin Ave., Hagerstown, MD 21740
43	110.4	McCoys Ferry to Ft. Frederick	Karen Gray Orrin Long	202-333-6947 703-560-5433	825 New Hampshire Ave., NW, #304, Washington, DC 20037 3321 Hartwell Ct., Falls Church, VA 22042
44	112.4	Ft. Frederick to Ernestville	Mr. & Mrs. Harold Larsen	703-356-1809	1314 Kurtz Rd., McLean, VA 22101
45	114.5	Ernestville to Licking Creek Aqueduct	James & Margaret Lawrence	301-926-8151	9713 Duffer Way, Gaithersburg, MD 20879
46	116.0	Licking Creek Aqueduct to Mile 120	Thomas Stevenson	301-881-3420	5725 Denfield Rd., Rockville, MD 20851
47	120.0	Mile 120 to Hancock	Jim & Sally Bryant	703-256-4161	7115 Wilburdale Dr., Annandale, VA 22003
48	124.1	Hancock to Roundtop Hill	Richard Will	301-330-8505	9908 Shewsbury Ct., Gaithersburg, MD 20879
49	127.3	Roundtop Hill to Lock 53	Ralph Donnelly	301-678-6700	Sunshine Hill, Rt. 1, Hancock, MD 21750
50	130.0	Lock 53 to Dam 6			
51	134.1	Dam 6 to Sideling Hill Aqueduct	John & Emmie Woodward	304-876-3762	Rt. 1, Box 118, Shepherdstown, WV 25443
52	136.6	Sideling Hill Aqueduct to Ltl Orleans	Kent Minichiello	202-265-7396	3118 18th St., NW, Washington, DC 20010
53	140.9	Little Orleans to Lock 59	Paul Kovenock Robert Steed	202-333-5384 301-464-8619	700 New Hampshire Ave., NW, Washington, DC 20037 2907 Tapered Lane, Bowie, MD 20715
54	146.6	Lock 59 to Lock 60	William E. Davies	703-532-7588	125 W. Greenway Blvd., Falls Church, VA 22046
55	149.7	Lock 60 to Green Ridge Station	Lou Odom	703-569-0111	8401 Forrester Blvd., Springfield, VA 22152
56	151.2	Green Ridge Station to Lock 61	Lou Odom	703-569-0111	8401 Forrester Blvd., Springfield, VA 22152
57	153.1	Lock 61 to Lock 63-1/3	Murray McConnel	804-794-5205	P.O. Box 1029, Midlothian, VA 23113
58	154.5	Lock 63-1/3 to Paw Paw (Md 51)	Alan & Kit Franklin	304-876-3163	P.O. Box 39, Shepherdstown, WV 25443
59	156.3	Paw Paw to Culvert Opposite Ltl Cacapon	John Chandler	301-229-5948	6718 Persimmon Tree Rd., Bethesda, MD 20817
60	159.7	Culvert Opposite Little Cacapon to Town	Keith D. Kridenoff	301-668-2947	7145 Greenwood Ave., Baltimore, MD 21206
61	162.3	Town Creek Aqueduct to Lock 68	Mr. & Mrs. Charles Ayres Bill Van Lowe	301-893-0951 301-587-9176	318 Hunters Run Dr., Bel Air, MD 21014 1961 Seminary Place, Silver Spring, MD 20910
62	164.8	Lock 68 to Oldtown (Lock 71)	Bruce Wood	301-495-3110	P.O. Box 75083, Washington, DC 20013
63	167.0	Oldtown to Kellys Road Culvert	Mimi Eller	703-521-4255	1106 16th St., South, Arlington, VA 22202
64	170.8	Kellys Road Culvert to Spring Gap	Ed Vernon	301-235-5633	1511 Medford Rd., Baltimore, MD 21218

65	173.4	Spring Gap to North Branch	Dave Scally	301-986-0106	4601 N. Park Ave., Chevy Chase, MD 20815
66	175.5	North Branch to Mexico Farms (pipeline)	Mel Collins		P.O. Box 1648, Cumberland, MD 21502
67	177.7	Mexico Farms to Evitts Creek Aqueduct	Douglas Mussen	304-788-0850	Box 121B, Route 4, Keyser, WV 26726
68	180.7	Evitts Creek Aqueduct to Wiley Ford	James G. Hill	301-983-9284	10600 Gainsborough Rd., Potomac, MD 20854
69	182.6	Wiley Ford to Intake Lock (Cumberland)	James G. Hill	301-983-9284	10600 Gainsborough Rd., Potomac, MD 20854
		Level Walkers Without Portfolio	Edward & Gladys Fuller	301-469-9143	9016 Honeybee Ln., Bethesda, MD 20817
			Dot Geary	301-460-4378	4302 Bel Pre Rd., Rockville, MD 20853
			Andris Gertson	301-570-9188	9178 Canterbury Riding, Laurel, MD 20707
			Dale Jackson	301-593-6977	P.O. Box 2125, Silver Spring, MD 20902
			Bill Kugler	301-652-0132	6924 Woodside Pl., Chevy Chase, MD 20815
			Nancy Long	301-229-1369	6001 Bryn Mawr Ave., Glen Echo, MD 20812
			Robert Stevenson	301-253-3429	26630 Haney Ave., Damascus, MD 20872
			Louise Taylor	202-234-5520	2800 Woodley Rd., NW, #406, Washington, DC 20008

Level Walker Chairman	Al Stanley	301-439-4769	9935 Cottrell Terr., Silver Spring, MD 20903

LEVEL WALKER ACTION TEAM FORMED

The Park Service keeps losing personnel and has asked the Level Walkers to help take up the slack. We are all doing that with our trash collection program. In addition, a new group--the Level Walker Action Team--has been set up. The Action Team will be on call to help with a variety of projects. They might involve trimming overgrowth around park structures, or less frequently, sandbagging the tavern in times of imminent flood danger and assisting with park visitors during such times. The Action Team will be called on when a Park undertaking needs additional personnel. Those who are not available at a specific time of call will be welcomed on the next occasion of need. The Team will help in high impact areas with designated Park projects and generally under Park supervision. Membership on the Level Walker Action Team is not limited to level walkers--everyone is welcome to join this versatile group which is listed below.

Elizabeth Bushell
Michele Carsrud
Mimi Eller
Bill Evans
Gladys & Edward Fuller
Dot Geary
Andris Gertson
George & Alice Kinter
Dave Johnson
Bill Kugler
Gordon Lang
Hal & Jane Larsen
Jim & Margaret Lawrence
Harold Learned
Orrin Long
Jim Modlin
Clifton Murdock
Gary & Barbara Nickerson
Lou Odom
Charles Otstot
Kay Seward
Robert Stevenson
Robert & Dorothy Stokley
Louise Taylor
Bill Van Lowe

CALENDAR OF EVENTS

Saturday, August 6	Second Orientation Session for 1989 Anniversary Hike, Williamsport, MD Library, 3 PM. Contact Hal Larsen, 1-703-356-1809 (McLean) for details.
Saturday-Sunday August 20-21	Canoe Paw Paw Bends of Potomac River. Contact Carl Linden, 1-301-229-2398 (Bethesda) for details.
Saturday-Sunday August 20-21	C&O Canal Boat Festival, Cumberland/Canal at North Branch. Contact Allegany County Tourism & Public Relations Office, 1-301-777-5905 for details.
Fri., Sat., Sunday, August 26-27-28	Williamsport C&O Canal Days. For program information contact Elissa Slayman, P O Box 165, Williamsport, MD 21795.
Saturday, August 27	Level Walker Hike, Williamsport, MD. Short hike on Canal to RR trestle; 2.8 mi. round trip. This event is during the C&O Canal Days--plenty of time to "do" the festivities.
Saturday, Sept. 10	C&O Canal NHP Commission meeting, Mather Center, Harpers Ferry, WV. Direct inquiries to Park Supt. Richard L. Stanton, 1-301-739-4200, x 200 (Sharpsburg).
Saturday, Sept. 10	Hancock Canal & Apple Harvest Festival, parade & exhibit. Contact Hancock C&O Canal NHP office in Hancock, 1-301-678-5463 for details.
Saturday, Sept. 24	Level Walker Hike, Pennyfield to Seneca Aqueduct. 6.4 mi. round trip. For details, call Al Stanley, 1-301-439-4769 (Silver Spring).
Saturday, October 1	Level Walker Picnic, Carderock, MD, 1 PM. Further details from Al Stanley, 1-301-439-4769 (Silver Spring).
Saturday-Sunday October 8-9	Berkeley Springs, WV, Apple Butter Festival. Contact Mimi Eller, 1-703-521-4255 (Arlington) for further details.
Saturday, Oct. 22	Heritage Hike. Contact Ken Rollins for details at 1-804-448-2934 (Ruther Glen, VA).
EVERY MONTH, YEAR ROUND	First and last Wednesdays and Saturdays: Sights and Sounds of the Season. Meet at the Great Falls (MD) Tavern for a short slide show followed by a 2-hour ramble to search for flowers, birds and animals on the various trails on or near the Towpath. Co-leaders are Helen Johnston, Betty Bushell and Betty Henson. Contact the Park at 1-301-443-0024 (Potomac) for further information.

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.

DIRECTORY
C&O CANAL NHP
TELEPHONE NUMBERS & PERSONNEL
Revised April 1988

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 - VACANT. x204
Chief of Maintenance - Sam May. . . . . .x239 or (301)678-5548
Chief Ranger - Mike Mastrangelo. x222
Curator - Lee Struble. . . . . x231(cottage), x230(archives)
Chief, Interpretation & Visitor Services - Vacant. x219

PALISADES DISTRICT, 11710 MacArthur Blvd, Potomac, MD 20854 Great Falls Tavern
general information recording. . . . . (301)299-2026
specific information requests. . . . . (301)443-0024

Palisades Manager - Linda Toms. . . . . .(301)443-0024
Rangers: Tom Nash, Edie Roudebush, Donna Donaldson, Sally Griffin, Chris Lea, Chris Jones, Nancy Campanella, Frank Cucurullo, Gregg Cravatas, Timothy Savee, Jane Schmidt
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

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

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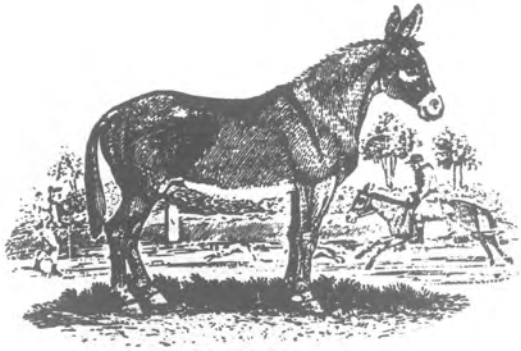

1 The Mule

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JOHN C. FRYE
3122 KAETZEL ROAD
GAPLAND, MD 21736