

## 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 XXI

APRIL 1989

NUMBER 2

### LARSEN ELECTED PRESIDENT FOR THIRD TERM AT ANNUAL MEETING

Approximately 100 members of the C & O Canal Association attended the annual meeting at the Cliffside Inn in Harpers Ferry, West Virginia, and re-elected Harold A. Larsen of McLean, Virginia, to a third term as the Association's president.

Elected to the following positions were: William E. Davies, of Falls Church, Virginia, first vice president; Karen M. Gray, Washington, D.C., second vice president and Level Walker chairman; Alan E. Hedin, Silver Spring, Maryland, secretary; David M. Johnson, Bethesda, Maryland, treasurer; and Sandra Hemingway, Alexandria, Virginia, information officer.

In the balloting for seats on the Board of Directors, the following were elected to three-year terms: Victor Conrad, Hagerstown, Maryland; A. Vernon Davis, Hagerstown; Judith Hecht, Washington, D.C.; Orrin Long, Falls Church; and Bettyjane Myers, Silver Spring. Elected for two-year terms were Charles Otstot, Arlington, Virginia, and Thomas L. Perry, Williamsport, Maryland. Helen Rosen of Bethesda was elected to a one-year term.

Members present voted unanimously in favor of an amendment to the Bylaws that had been approved at the September 25, 1988 Board of Directors' meeting. This amendment will appear as the final paragraph of Article III of the Bylaws, and reads as follows: "In the event that the president and the board judge that an officer is not performing his duties in an acceptable manner, the president, with the concurrence of 2/3 of the board members present, is directed to remove the officer."

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### APRIL'S OUTSTANDING EVENT -- THE ASSOCIATION'S DOUGLAS THROUGH HIKE OF THE C & O CANAL!

All is in readiness for the 1989 Justice Douglas Through Hike down the C & O Canal towpath. The hike will commence at Cumberland on April 16, after a send-off banquet on the evening of April 15, and terminate at Tidelock in Georgetown on the afternoon of April 29.

Thirty-nine hikers have registered for the entire hike, and 25 others have registered to join them at intervals along the way. Although the reservation deadline has passed, Association members and friends are welcome to join the hikers at any point for whatever length walk they want to enjoy. Part-time participants' only obligation is to make their own logistical arrangements with respect to access and egress points, transportation, and meals. To facilitate this process, part-timers may wish to call Park headquarters at 1-301-739-4200 for information about access and points of interest.

The daily schedule is reprinted elsewhere in this issue. On most days, there are several points available where one may join or leave the group without hiking the whole day's trek, which averages 15 miles.

Through hikers will be coming from north, south, and east. Participants from Maine, Tennessee, North Carolina, and Massachusetts have signed up, as well as from Cumberland, Clear Spring, Smithsburg, Hagerstown, Bethesda, and Rockville in Maryland; Ruther Glen, Springfield, McLean, Arlington, and Annandale in Virginia; and several from Washington, D.C. A list of the through hikers appears elsewhere in this issue.

## PRESIDENT'S COLUMN

by

Hal Larsen

Some thoughts on being re-elected President: an eventful year lies ahead for the C&O Canal Association. First comes the Great Hike of '89--the Justice Douglas Reunion Hike from Cumberland to Washington on April 16-29, 1989. This will be followed by summer festivals up and down the canal. And we have been promised increased attention to biking, hiking and canoeing trips. This all augers well for the Association, since only through varied activism can the organization grow and prosper.

Some bright signs are already there. Many people signed up to participate in manning our displays at the summer festivals. Gil Hill has taken on the Permanent Membership Committee with enthusiasm and vigor. Last year's experience with attempting to increase programs was very instructive. We now know better what must be done to be effective in these matters. This has been a learning experience for us all as we leap from a moribund low-growth organization to a larger activist entity.

It seems to me that we'll all be happier with the Association as it acquires a greater voice in events, becomes more well known and shows itself to be a prominent player with respect to the Canal and the Potomac Basin. As we work to achieve such a status, we will take pride in our achievements as united in strength we are able to have an important impact on developments related to our responsibility.

At the same time, we believe the Association must provide recreation for its members. They joined the organization as much to enjoy the outdoors as to help shape our environment. I think we want to emphasize recreation as much as we can. People who are having a good time will inevitably feel more enthusiastic about the flip side--the work required to make everything happen. This applies to the work needed to carry out our recreational programs as well as to fulfill our volunteer responsibilities. In the latter we contribute our time and effort to help to beautify the park, to stabilize man-made structures and to offer interpretive programs to the public. In all these activities, camaraderie holds us together in

unique friendships based on special shared experience.

In our volunteer, advocacy and recreational activity we are always inevitably closely linked to the National Park Service, and particularly to the C&O Canal National Historical Park and its superintendent, Dick Stanton. He is a remarkable person whose dedication to preserving and enhancing the park is something to emulate. He is firmly opposed to encroachments on the park and to any nearby activity having a harmful effect. The Association's Board of Directors has the same philosophy, as evidenced by its policy decisions with respect to our positions on vital issues concerning the canal. Thus we work in tandem with the superintendent, pursuing identical goals and fighting against the same threats. In those rare instances when we have not agreed with him on a given issue, it has only been after much study and soul-searching by the Board and only with reluctance and sadness and at the same time with a deep concern for the park.

I recognize my own responsibility to be an adequate leader in these important undertakings. This is by no means a small responsibility. I undertake it even as I fully recognize my own shortcomings. I hope everyone will give me their support and cooperation. I pledge to do my best to provide the leadership vital to accomplishing our goals. In this effort I share the leadership with a management team. I will depend heavily on these managers and on all the Association's members for what must be a concerted endeavor.

*(continued from page 1)*

Gil Hill, new chairman of the Membership Committee, reported that the Association's membership goal is 800 members by the end of 1989. He announced that new-member recruitment efforts will include a Great Falls barge trip on Saturday, May 13, at 9:30 a.m. Reports from other committees appear elsewhere in this issue.

Following the meeting, members enjoyed a Happy Hour poolside at the Cliffside. The annual meeting banquet was buffet-style at the Harpers Ferry Methodist Church. Bill Davis, who also sang and played the guitar at the Heritage Hike dinner, provided the evening's entertainment.

### THE ASSOCIATION WELCOMES NEW MEMBERS

William D Bauman, Alexandria, VA  
Eugene W Bergman, Cumberland, MD  
Lucille Beths, Silver Spring, MD  
A K & E M Briggs, Washington Grove, MD  
Howard Buhrman, Smithsburg, MD  
Kathleen Burbage, Clear Spring, MD  
Morris F Damuth, Frederick, MD  
Eleonora Florance, Manassas, VA  
Mrs L Ebersole Gaines, Washington, DC  
Richard E Geyer, Olney, MD  
Holme Hickman, Columbia, MO  
Ralph E Hoffman, Oneida, TN  
William C Hood, Vienna, VA  
Robert & Karen King, Cumberland, MD  
K P Lapeyre, Hatteras, NC  
Alden Lewis, Washington, DC

Lynn & Jules Lichtenstein, Chevy Chase, MD  
Mr/Mrs Rolf Lundberg, Bethesda, MD  
Julie Lynn, Fairfax, VA  
Ralph L Madison, Bethesda, MD  
Debra McLaughlin & Tim Sanders,  
Washington, DC  
Ruth & Hibbard Paine, Potomac, MD  
Barbara Piczak, Rockville, MD  
Robert & Eileen Rabson, Rockville, MD  
Kate Savage, Rockville, MD  
George W Schmidt, Martinsburg, WV  
Kathleen M Sheehan, Washington, DC  
Jack G Smith, Frederick, MD  
Ron Stevenson, Gaithersburg, MD  
James T Tippet, Bethesda, MD  
Eleanor G Zinck, Hagerstown, MD

### ASSOCIATION'S VOLUNTEER ACTIVITIES AT NATIONAL ARCHIVES

At present, Clifford Murdock and William Davies, both of the C & O Canal Association, are working on the organization, indexing, and preservation of the Chesapeake and Ohio Canal Company records. To date, 90 percent of the loose correspondence pieces have been completed. The 10 percent remaining involves letters and other documents of the trustees dating from 1894 to 1941 and should be completed by late spring of 1989. Work on waybills and manifests is underway with the goal to listing the names of all boats, their owners, and their masters. About a year's work remains to be done on this project and on bound volumes comprising letter books, ledgers, and other documents.

The goal of the project is the preparation of subject indexes covering all of the letters, reports, etc., in the collection as well as a gazetteer of all place names along the Canal and a list of all persons cited in the records and their relation to the Canal.

*(The foregoing comprises the report of William Davies to the Association's annual meeting.)*

### REPORT OF THE INTERNAL AUDIT COMMITTEE

John H. Chandler presented the report of the Internal Audit Committee to the annual meeting of the C&O Canal Association. He was assisted in the preparation of the audit by Kenneth S. Rollins.

The Committee made a careful, in-depth analysis of the financial status of the Association and concurred to a great extent with the manner in which the records were being kept. They did, however, recommend maintaining a ledger which would make it possible to determine the current totals

for receipt and expenditure categories at any given time.

Further, the Committee's recommendations were along the line of monitoring bank service charges for both the checking and savings accounts which the Association maintains with an eye to utilizing those most advantageous to our situation.

The Treasurer was commended for diligence in maintaining an orderly set of financial records and for carrying out the Treasurer's functions in a responsible manner.

C & O CANAL ASSOCIATION ANNUAL MEETING  
ENVIRONMENTAL COMMITTEE REPORT

David M. Johnson

1. The Environmental Committee was established to review matters that could have an adverse impact on the park, to report on these to the members of the Association, and to recommend positions or actions to the Board of Directors. (The Board makes the final decision on the Association's policy on these matters.) In carrying out this charter, the committee was instructed to examine all aspects of each case, so that our reports are not merely narrow, parochial responses to perceived threats, but reflect an objective analysis of broader community, economic, and social requirements.

2. During the past year, we have reported on a number of items through the newsletter and at the Board meetings. I will briefly summarize the most important of these cases and comment on their current status.

a. Destruction of Park Resources:

(1) In February 1989, the government successfully prosecuted the property owner charged with cutting down more than 125 park trees, allegedly to improve the view from his home. This conviction sends a message to landowners and developers whose property adjoins the park that they will be prosecuted if they violate laws protecting our national parks. We hope that this will result in a significant reduction in this type of incident.

(2) We understand that Linda Toms deserves a great deal of the credit for the success of this trial. She investigated the case, assembled the evidence, and pushed the solicitor's office and U. S. attorney to prosecute. We owe Linda a grateful "well done" for her long, hard work on this case.

b. SOUTH CUMBERLAND ACCESS ROAD:

(1) Last year the Board adopted a position in opposition to construction of the proposed Cumberland airport access road within the boundaries of the park, because it would compromise the historic canal terminus, would create a safety hazard for park visitors, and because there appear to be feasible alternative solutions to the south Cumberland access problem.

(2) In May 1988 we met in Annapolis with representatives of the governor's staff and the state highway administration to discuss the proposal. In June, the highway administrator and director of planning attended the Board meeting to further discuss the project. At that time, the Board reaffirmed its earlier position of opposition to the parkway.

(3) Also in May 1988, the deputy assistant secretary of the Interior, in response to a letter from the Association, indicated that DOI does not support the parkway proposal, because it would violate the intent of Congress to preserve and protect the canal, and would eliminate the possibility of future restoration of the canal at the terminus. The new advisory commission voted at its initial meeting in September 1988 to oppose the parkway, and to endorse the position of DOI as stated in its letter to the Association.

(4) Proponents of the parkway in Cumberland and Annapolis continue to advocate its development, and may attempt to influence the new national administration to reverse the position taken under Secretary Hodel. President Larsen has written to Secretary Lujan, urging him to continue to support that position.

c. INDUSTRIAL DEVELOPMENT:

(1) Two potential developments adjacent to the park that would have an impact on its ambience are the proposal to build a medium security federal correctional facility at North Branch, near Lock 75, and the efforts of CSX to dispose of surplus property at Brunswick.



## Environmental Committee Report

(2) The Bureau of Prisons is considering the Allegany County location among about thirty sites for a new facility. It would generate significant economic benefits and employment opportunities for the Cumberland area.

(3) Although Applied Energy Systems has apparently abandoned its proposal to build a coal-fired generating plant at Brunswick, following rejection by the city and the National Park Service of its request for access to water resources, future industrial intrusion adjacent to the park must be anticipated, since the railroad will continue to try to sell its upper yards property.

### d. GREAT FALLS.

Efforts are moving ahead to restore the Great Falls bridges destroyed by tropical storm Agnes in 1972. The Board believes that access to the spectacular view of Great Falls should be reopened, but that additional park personnel and funding are necessary to ensure security, visitor control and safety, and maintenance. Therefore, while we endorse the reconstruction of the bridges and overlook on Olmstead Island, we urge that increases be made to the park's annual operating budget and personnel ceiling. To date, a total of \$400K has been appropriated by the Montgomery County Government, the state of Maryland, and the U. S. Congress toward rebuilding the bridges. The remaining \$100-150K required is being raised through private donations by the Great Falls Bridges Foundation. They hope to have sufficient funds to begin work by late 1989. If they are successful, increased annual operating funds and ceiling will have to be in the park's budget for FY-90.

### e. GEORGETOWN BRANCH:

(1) Abandonment of the B & O Georgetown Branch by CSX has led to proposals to utilize the right-of-way for a light rail transitway between Silver Spring and Bethesda, or for a hiker-biker trail connecting the C & O Canal towpath with upper Rock Creek Park, or both. The Association is a member of the Coalition for the Capital Crescent Trail. We believe that a recreational trail through Bethesda from Rock Creek to the canal would be an excellent enhancement to the towpath, but that a transitway and trail sharing the narrow RoW would be incompatible.

(2) In December 1988, the Montgomery County Government bought the RoW in Maryland for \$10 million under Section 8(d) of the National Trails Act. In appropriating funds for this acquisition, the County Council left open the decision on the ultimate use of the property. At the hearings prior to the purchase, the Association joined with other organizations to testify in support of the acquisition for recreational use only. The county transportation department's Phase II study draft will be completed soon. It is expected to provide detailed plans for the light-rail and recreation options (jointly and separately), and detailed costs. Final Council decision is not expected until late summer or fall.

(3) A portion of the abandoned Georgetown Branch is in the District of Columbia. From Key Bridge to Arizona Avenue, it is within the boundaries of the park, adjacent to the towpath. We consider acquisition of this section by NPS to be essential to the integrity of the park. Loss of this property to private interests would not be acceptable. Acquisition of the portion from Arizona Avenue to the District line is also highly desirable, to protect the canal and the George Washington Parkway, and to permit full development of the Capital Crescent Trail. NPS is attempting to reprogram maximum funding within the capital region's acquisition budget to apply to the purchase, but has a substantial shortfall and must seek the balance from Congress. Rep. Connie Morella has requested appropriation of \$6.6 million to supplement available funds to complete the purchase.

## Environmental Committee Report

### f. WESTERN BYPASS STUDY:

(1) The consultant on the bypass highway feasibility study, Bellomo McGee Inc, has identified two basic western corridor alternatives for further study, with three possible river crossing sites. These sites are (1) west of McKee-Beshers WMA, (2) along the utility corridor west of Broad Run, and (3) east of Point of Rocks.

(2) The Association's position, adopted by the Board in August 1988, is that a highway crossing should cause the least possible disturbance to the park, adjacent lands, and the river itself. Route selection and engineering design must be sensitive to preserving historic structures and natural and scenic resources. To ensure that the route remains a true bypass, and does not become an outer beltway bringing housing and commercial development near the park, we oppose construction of interchanges near the river. Finally, we recommend creation of a buffer zone adjacent to the park from Sycamore Landing to Point of Rocks to prevent such development.

(3) The Environmental Committee is preparing a report to be submitted to the Board in April. This paper will review the BMI study corridors for potential impact on the canal and on adjacent land use, recommend acceptable and unacceptable corridors across the park, and advocate alternatives to a new interstate highway, such as up-grading existing roads and bridges.

(4) There will be another round of workshops to facilitate communications between the public and the highway departments and BMI in April and May. BMI is scheduled to deliver its final report to the states at the end of September. The Association should be prepared to participate in these workshops, evaluate the consultant's proposals, and provide input to cognizant agencies at the appropriate time.

### g. PARK MAINTENANCE:

(1) Recently, the park staff has been criticized for the way that it has managed certain essential maintenance projects between Seven Locks and Great Falls. These projects involve towpath repairs and the necessary periodic desilting of watered sections of the canal. The complaints suggested that these projects are environmentally harmful, and that they should be deferred until more acceptable means can be devised.

(2) We have reviewed these charges, inspected the areas affected, and reported on them to the Board of Directors. It is noted that the work in question is in restored sections that are classified as interpretive zones.

(3) It is my opinion that these criticisms of the park's management are unjustified, and that the National Park Service is doing an excellent job in this area, considering its increasingly severe personnel and budget restrictions. I believe that these maintenance projects are necessary, appropriate, and consistent with the management objectives stated in the general plan, and are being managed most effectively under the circumstances.

## NOTES FROM THE MINUTES OF THE FEBRUARY 5, 1989 BOARD OF DIRECTORS MEETING.....

At the Association Board of Directors' meeting on February 5, 1989 at Great Falls Tavern, reports were presented by the officers and committee chairs. Discussion concerned plans for the Heritage Hike to be held in October (Antietam to Harpers Ferry), plans for Association visibility at the summer and fall festivals and fairs to be held in towns along the canal. The chairman of the Douglas Through Hike reported all under control, that the Park Service participation has been supplied when requested and that the number of hikers may be less than in past years.

The resignation of Earl McFarland from the Board was announced, as well as the fact that Al Stanley, former 2nd Vice President/Level Walker Chairman, and his wife are anticipating a move to Florida because of ill health.

The Board voted to change the publication date of the newsletter by advancing the dates by one month, i.e., March, June, September and December. No reason for the change appeared in the Minutes.

A motion was made to offer \$25 support to the Sierra Club to combat transfers of public land to oil developers.

PRESIDENT'S REPORT to Members at Association's Annual Meeting, March 4, 1988--Hal Larsen

In 1988 the Association management worked toward a membership goal of 500 set by the Board of Directors. It also engaged in various environmental projects relating to the C&O Canal National Historical Park. In carrying out the Board's membership instructions, Mimi Eller, who chaired the Permanent Membership Committee, established and implemented various imaginative programs. We met the goal, thanks to Mimi's program but mostly to her personal efforts, as she received minimal assistance. Her accomplishments are therefore remarkable, although the experience was so discouraging that she resigned the leadership of the committee. The Board has now set a goal of 800 members for 1989, but with some misgiving, especially because of the high cost of recruitment. It agreed to the goal, however, when I said we could manage the programs, which I still think is true.

The programs to attract and keep new members were either not carried out or met with little interest by members. These programs were a corollary to the membership drive, and the general failure to carry them out may well place in jeopardy our ability to keep new members. Another accomplishment anticipated from our attention to programs was more orderly scheduling. Although there has been some improvement here, uncoordinated programming continues to plague us. Efforts to interest members in extra events such as biking or canoeing or additional hiking trips had little success. This apparent disinterest is inconsistent with the opinions expressed in the survey forms many members filled out. I think the problem is poor communication within the Association, particularly inadequate advertising.

In our environmental programs, the Association's track record is much better. The Permanent Environmental Committee dealt with several major projects with potential impact on the canal. The committee devised a coordinated means to address these questions. Its success is largely a credit to Dave Johnson's leadership and abilities.

I think we have made a good beginning to establish the Association as an effective advocacy organization. However, I have serious doubts about our ability to build it into a larger, more influential entity. We have somehow failed to ignite the spark as other organizations seem able to do, and I'm not sure why.

The successes were possible because a relatively few people made a substantial volunteer effort. Mimi Eller, Dave Johnson, Joan Paull, Rita Hirrlinger and others accomplished much by generously giving their time and talent in our interests. Without this devotion our accomplishments during the past year would not have been possible. I hope more members will understand how much the C&O Canal Association can affect events related to the Park and the Potomac Basin. Think what could be accomplished if everyone across the land pitched in to protect our history and natural heritage. It's important and rewarding to get involved. And we as citizens have a responsibility to do our part.

#### TREE CUTTER CONVICTED

The Washington Post of February 16 reported that a resident of Potomac, Maryland was convicted of cutting down more than 100 trees on National Park Service property to "enhance his view of the Potomac River and the value of his property."

The trees cut were in the C&O Canal National Historical Park and on a scenic easement adjacent to the park boundary. They included maples, oaks, and locusts, as well as persimmon and ironwood, species rare to this location.

Charged with a misdemeanor count of destroying government timber, the defen-

dant was also charged with a felony count of "knowingly converting" the right of ownership of the trees to himself. The maximum penalty the defendant may receive is an eleven year prison term and a fine of \$350,000. Sentencing is set for April 17.

Superintendent Richard Stanton felt that this is a landmark decision having potential impact for NPS sites nationwide. He credited Palisades District Manager Linda Toms with assembling the crucial evidence in the case.

**REPORT OF THE NOMINATING COMMITTEE:**  
by Karen Gray

The committee was convened following board approval in June and consisted of myself as chair, Carol Carpenter, Michele Carsrud, Brad Haigh, and Rita Hirrlinger. Our strategy was to contact all current office holders and board members whose terms were expiring to determine if they wished to run again and to ask them for recommendations of members who should be asked to run. The required notice soliciting nominations from the general membership was placed in the October issue of the ALONG THE TOWPATH and the committee continued to contact active members, members who had indicated an interest in volunteer activity on or service for the canal, members recommended by other members, etc. A particular effort was made to find upstream members willing to serve.

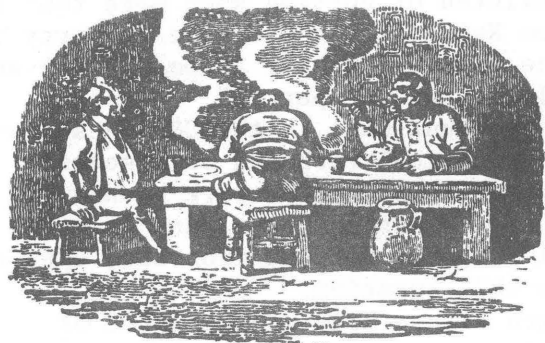
The committee, perceiving that there was no strong contingent of members seeking to replace current officers, nor even a strong interest in serving in officer and board positions, made the decision to seek only one candidate for each officer position but to attempt to find enough candidates for the board vacancies to offer the membership a choice there. We would not, of course, have turned down anyone wishing to run for one of the officer positions even if we had a nominee.

Due to a series of three resignations or withdrawals of candidacy, the committee found itself adding three additional candidates following the initial publication of candidates in January. The new, complete list with statements from each candidate was available to the membership at the reception to meet the candidates preceding the annual meeting. During the meeting the

membership approved the slate of officers unanimously. Balloting on the board candidates (11 candidates for what had become 8 board positions) resulted in the election of Victor Conrad, A. Vernon Davis, Judith Hecht, Orrin Long, and Bettyjane Myers to three year terms; Charles Otstot and Thomas Perry to two year terms; and Helen Rosen to a one year term.

I would like to thank my committee for their work and commend them for their ready and willing attitude toward committee tasks. Carol Carpenter especially deserves an expression of thanks for providing hospitality for committee meetings; and Michele Carsrud, Rita Hirrlinger, and last minute volunteer Jane Larsen, for their help in counting the ballots at the annual meeting.

I would finally, like to encourage all members to consider running for officer or board positions in the future. I can assure you that the issues with which the officers and board deal are important and fascinating and the meetings tend to be congenial, even when intense, and highly enjoyable. It is not only acceptable but even desirable to nominate yourself if at all interested. Please think about it. And on behalf of the entire Association, our profound thanks to all of those who agreed to be candidates and congratulations to those elected.





MARYLAND PROPOSES BOWHUNTING AT FORT FREDERICK STATE PARK

The State of Maryland recently proposed opening 265 acres of Fort Frederick State Park to bowhunting.

In a letter of February 22 to Donald McLaughlin, Assistant Secretary of Forest, Park and Wildlife, State of Maryland, C & O Canal NHP Superintendent Richard Stanton responded to this proposal as follows:

"Should bowhunting be allowed, we would be deeply concerned about the safety of park visitors and employees along the Canal adjacent to the proposed hunting area. The area proposed for bowhunting typically receives high visitation, especially during the fall colors season. Furthermore, the Fairview Outdoor School sends hundreds of students each fall to Fort Frederick and the C & O Canal to this particular location. This does not include numerous other schoolchildren and scouts from the Tri-state area who hike the Big Pool-Four Locks area.

"The C & O Canal does not permit hunting or the possession of weapons on park property. Historic Fort Frederick State Park also prohibits hunting. Visitors to both areas have traditionally enjoyed a reasonable expectation of safety and protection in this area. The proposed hunting program would seriously impact that visitor use. Visitors could not safely leave the towpath to photograph and observe the bountiful variety of wildlife found in the woods adjacent to the C & O Canal Park. In other locations along the park, the posting of boundaries and the creation of safety buffer zones has not kept hunters off park property. To the contrary, this type of incident is typical throughout the fall hunting season particularly where the Canal travels adjacent to public hunting areas.

"U. S. Park Rangers will be called upon to respond to illegal hunting and to hunters who inadvertently cross onto park property. This presents a dangerous situation to the patrolling Rangers and other park personnel working in this area. It is certainly not practical to expect an under-staffed Ranger division to respond from other park locations, often from great distances, where they may already be involved in emergencies or other park functions. We simply do not have the resources to assume this additional responsibility.

"Over the years Fort Frederick and the C & O Canal have shared compatible management policies and similar goals toward visitor services and safety. Opening such a small area--265 acres--in our opinion does not justify the impact to the safety of park visitors and the traditional visitor use patterns shared by both historic areas.

"Thank you for the opportunity to share our views on this most important proposal."

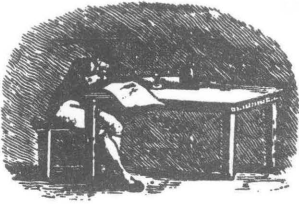
Signed  
Richard L. Stanton  
Superintendent

COMMISSION RECOMMENDS DENIAL OF BRIDGE AT BLOCKHOUSE POINT

At its March 11 meeting, the C & O Canal National Historical Park Commission unanimously voted to recommend that the National Park Service deny permission for construction of a bridge that would connect Blockhouse Point Conservation Park with the C & O Canal towpath. The request for the bridge came from the Maryland-National Capital Park and Planning Commission; Blockhouse Point is administered by the Montgomery County Department of Parks.

The letter of March 8 that requests consideration of the bridge identifies Blockhouse Point Conservation Park as "an undeveloped 204 acre park" offering "opportunities for hiking, horseback riding, and interpretive activities," and "offers one of the most beautiful vistas of the Potomac River." The letter assured that "the Department of Parks would be most willing to work with you and the Commission to develop a bridge that is aesthetically pleasing and that would not disrupt the character of the park."

M-NCPPC believes that the "addition of the bridge would afford the unique opportunity to connect these two historically significant areas," and "would expand recreational and historical opportunities for users of both parks." The C & O Canal Commission felt that the bridge would significantly detract from the Canal scene, and that it was not a necessary facility at this location.



LETTERS  
TO THE  
EDITOR

Dear Editor:

I disagree with Dave Johnson's opinion, as presented in his Environmental Committee Report at the Annual Meeting, that the destruction of wildflower habitat near Great Falls is essential for the canal's maintenance. The Association needs a second opinion.

Rather than ignoring the observations made by Helen Johnston about the damage done by canal dredging and road construction, the Association should praise her for bringing the problems to our attention. For many years Helen has been the level walker responsible for Section 6, between Copley and Great Falls. For more than 15 years, Helen and her two associates have led nature walks four times a month from Great Falls. They have given thousands of hours of service as Volunteers and they have identified hundreds of plant species in that area. I daresay that Helen and her colleagues know more about the plants of Great Falls than the Park Service personnel who serve there so briefly.

A recent issue of the Nature Conservancy Magazine stated, "From the Maryland side of Great Falls an astounding total of 130 plant species rare in the state have been reported, and inventories by the Maryland Natural Heritage Program continue to produce exciting discoveries."

Are we really going to commend the Park Service for dumping sludge upon the Green Dragon (*Arisaema dracontium*) and the Twayblade (*Listera convallaroides*), both rare in our area? Why is it that the Tiger Lily (*Lilium tigrinum*), perhaps once planted by the lockkeeper at Lock 19, has been mowed so often that it no longer grows there? Can adding a foot to the height of the towpath, with its attendant silting and runoff, be called maintenance? If funds are so tight, is this expenditure necessary? How can we claim we are preserving the heritage of the past by destroying the harmony and balance of nature?

Herbert C. Madison  
Washington, DC

Dear Editor:

Enclosed you will find our check for \$15 for a family membership to the Association.

We first became interested in the canal while vacationing in the East and stopped at Cumberland to find the canal--which then ended in a dump--we went on down staying all night at Williamsport and again explored. We drove on to Washington, DC, enjoying the Falls, etc.

After a couple of years we went back East, stayed at Williamsport and took a lovely day trip up to Paw Paw to see the tunnel--this was just after the flood and the tunnel was closed, but we still enjoyed the day and the history.

We live on the Mississippi River not too far from the Hennepin Canal which is being restored.

Sorry we're too far away to enjoy all your activities, but we do so enjoy "The Towpath."

Bob and Dorothy Walter  
Muscatine, IA



Dear Editor:

Since the January issue of Along the Towpath was published, Sylvia Geller, a strong and early advocate of the park, suggested I look at a copy of the response of Justice Douglas to The Washington Post editor who supported the use of the C&O Canal area as a scenic highway. It is interesting to me that Justice Douglas makes no mention of the area's historical value. Instead he argues for preserving the "stretch of 185 miles of country from Washington, D.C. to Cumberland, Md.," as a sanctuary for those "who like to get acquainted with nature first-hand and on their own." . . . "The birds and game, the blaze of color in the spring and fall, the cattails in the swamp, the blush of buds in late winter"--these, he says, are some "of the glory of the place."

The letter in its entirety follows. With a towpath dedicated to the memory of Justice Douglas, ought we to do less than to follow his vision?

Helen Louise Johnston  
Bethesda, MD

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

#### POTOMAC SANCTUARY

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

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

In the early twenties Mr. Justice Brandeis traveled the canal and river by canoe to Cumberland. It was for him exciting adventure and recreation. Hundreds of us still use this sanctuary for hiking and camping. It is a refuge, a place of retreat, a long stretch of quiet and peace at the Capitol's back door--a wilderness area where man can be alone with his thoughts, a sanctuary where he can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns.

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

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

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

WILLIAM O. DOUGLAS

Washington

## ISSUES RAISED CONCERNING MANAGEMENT PRACTICES IN THE CANAL'S PALISADES DISTRICT

On March 11, Barbara Tufty of the Audubon Naturalist Society led a group of approximately 30 people on an inspection walk in the Great Falls area of the C & O Canal NHP. In a "C & O Canal Fact Sheet," she pointed out four issues of concern about "on-going activities of the National Park Service that are damaging the flora and fauna along the Canal: 1) widening and raising the towpath, 2) dumping dredged silt and sludge over wildflower habitats, 3) frequent and badly timed mowing of wildflowers and other native plants along the towpath, 4) .... the plan to restore and dredge the Canal farther up the river." Herewith some excerpts from the "Fact Sheet," printed with Ms. Tufty's permission:

"Some 2,000 species of flowering plants and ferns grow within the Park. The September-October 1988 issue of The Nature Conservancy Magazine reports: 'Perhaps the most outstanding riverside outcrop vegetation occurs along the Potomac River near Great Falls...From the Maryland side of Great Falls an astounding total of 130 plant species rare in the state have been reported.' The function of the National Park Service, according to its General Plan, is the 'stabilization and partial restoration of the historical canal and its structures, and the preservation of its charming natural setting.' The Service plans to provide for as much outdoor recreation 'as will not intrude upon or impair the resources which the park was established to protect.' The objectives are to 'preserve the atmosphere of past times and enduring natural beauty and safeguard the historical remains and natural features.' It was the Park's natural beauty that motivated Justice William O. Douglas to make his famous walk."

Issue 1) "Widening the towpath. Heavy trucks, steam rollers, and other equipment are being used to widen the towpath from Georgetown to Seneca to its historical measurement of 12 feet, to raise it several inches to prevent flood damage, and to resurface it with compacted sand, gravel, and clay. In this construction work, the contractors have broken and scarred trees, and covered over both edges of the path, destroying wildflowers such as coltsfoot, asters, columbines, as well as ferns and other natural vegetation. The Service plans to put mulch, hay, and grass seed on the raw steep slopes and sides of the path to prevent erosion. However, the natural beauty has been destroyed, and the resulting tough thick grass is not conducive to growth of native plants."

Issue 2) "Dumping dredged soil. Desilting of canal sedimentation has been a major annual concern, especially in order to navigate the tourist barges. The sediments come from recurring floods, but a major source comes from erosion caused by development along the tributaries outside the Park. To comply with Montgomery County's requirement to dredge and remove silt by means of sealed tankers to an off-site location, a contractor would charge \$385,000 per mile. Since the Service's budget is only \$10,000 for the desilting project, the sludge is piled beside the towpath, or hauled to open areas in the Park's woodland. South of Carderock, toward Lock 14, the Service has made a deeply rutted, semi-circular road for trucks to unload dredged soil several feet high on the woodland floor and around the trees. These areas were once carpeted with bluebells, golden ragwort, blue phlox, squirrel corn, twayblade, and other lovely wildflowers. When the dumped sludge is dry, the Service will grade the material to a depth not more than three inches and reseed. However, reseeding with coarse grass can for years discourage any reestablishment of wildflowers."

Issue 3) "Mowing wildflowers. Each year the Service mows along the towpath 'to keep the vegetation from encroaching on the visitors.' Often this mowing is done at the height of the wildflower season, destroying the plants and any chance of natural reseeding."

Issue 4) "Future plans for flooding and dredging the canal upriver. Care needs to be taken to insure protection of the natural resources of the C & O Canal in the proposed reconstruction and desilting of the canal at Cumberland, Brunswick, Hancock, and Williamsport."

(continued on page 13)





(continued from page 12)

The "Fact Sheet" continues:

"A few recommendations:

- The Park Service has an obligation to protect the natural resources as well as the historical resources of the C & O Canal.
- A naturalist should be on the staff to oversee projects. If this is not possible, volunteer naturalists and botanists familiar with the area should be consulted as to where wildflowers and other native plants are, so that they can be protected.
- Vegetation should be preserved to control erosion as well as to add to the natural beauty of the place.
- Strong surveillance should be taken on illegal erosion material silting through tributaries from outside construction into the canal. Perhaps volunteers could help the staff tract these sources.
- Even with limited funds and staff, the Park Service should treat natural resources as carefully as historical resources. For instance, does the towpath need to be widened and resurfaced along the full planned length? Should not some money be spent for hauling away the dredged material to less vulnerable places?"

#### DESILTING AND TOWPATH REPAIRS BETWEEN LOCKS 14 AND 21 -- A PARK RESPONSE

The C&O Canal National Historical Park is in the process of finishing unsightly towpath repairs and desilting projects in the Palisades District, which temporarily are degrading and disturbing what is usually a beautiful historic canal setting.

The desilting of level 14 is necessary to restore water flow in the canal. Due to heavy sediment deposits from floods, and the adverse impact of development along tributaries outside the park, the canal prism between locks 14 and 15 has built up to a present depth of less than 12 inches, as opposed to the historic depth of 6 feet. Desilting is an essential maintenance operation, and one that cannot be discontinued. It is a major source of concern to the park and indeed critical to maintaining the historic watered canal that we are mandated to preserve and protect for the enjoyment of future generations. If we do nothing, we would eventually have a canal of soil, vegetation, and trees as is the situation upstream from Violettes to Cumberland. There would be no canal boat operations, canoeing, or fishing. Removal of silt to an out-of-park location was considered, but with the contract cost of \$385,000 per mile and Montgomery County's roadway restrictions, the park's \$10,000 budget for desilting made this alternative out of the question. Development of a long-term plan to deal with this critical issue remains a park priority.

In the Great Falls area, towpath repair is presently being done by outside contractors. Under the terms of the contract, which covers the area from Georgetown to Seneca, various sections of towpath will receive different treatment, depending on its present condition. The towpath is to be raised to its historic level which is essential in developing the 2:1 slope specified when the canal was built. This slope was engineered to ensure that the towpath would not be undermined by the fast flow of water in the prism. As repairs are completed, the slope will be mulched and seeded for needed stabilization. We anticipate that wildflowers and other vegetation will be reestablished in a natural way, the same as occurred after hurricane Agnes in 1972 and subsequent floods.

On Saturday, March 11, the undersigned joined members of the Audubon Naturalist Society on a hike to view both the desilting project at level 14 and the towpath repairs in progress at Great Falls. This was the first opportunity I had to explain the projects and discuss exactly what the park is doing. At the end of the inspection trip, there was a consensus that our mutual concerns for the coexistence of the park's cultural and natural resources provide a unique opportunity to work cooperatively with the Audubon Naturalist Society and other organizations. Working together, we may identify viable solutions or alternative methods for accomplishing this necessary type of work with the limited dollars available. I was most pleased to establish a dialogue with our park visitors and supporters so that we may all better understand mutual concerns for preservation of both the cultural and natural resources of the C&O Canal.

Linda Toms, Palisades Manager  
C&O Canal National Historical Park

C&O Canal Association, Inc.  
Financial Report  
January 1 - December 31, 1988

INCOME

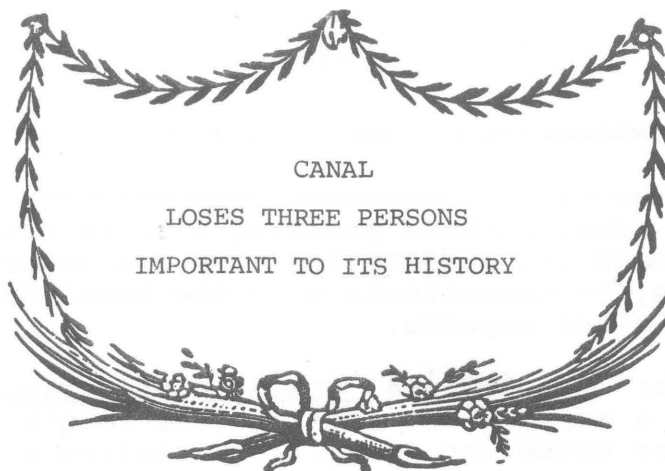
Memberships (494 paid) . . . . .		\$ 6,625.00
Dinners		
Meals, bus fares . . . . .	\$ 3,629.00	
Happy Hours . . . . .	206.76	3,835.76
Sales . . . . .		390.00
Miscellaneous - Interest . . . . .	307.61	
Contributions . . . . .	75.00	
Error . . . . .	1.00	383.61
Total Income . . . . .		<u>\$ 11,234.37</u>

EXPENDITURES

Newsletters . . . . .		\$ 2,492.77
Dinners - Meals . . . . .	\$ 3,150.40	
Happy Hours . . . . .	63.29	
Entertainment . . . . .	75.00	
Buses . . . . .	400.00	3,688.69
Administration		
President (postage, photocopies) . . . . .	411.23	
Secretary (postage, photocopies) . . . . .	366.28	
Treasurer (bk. serv., safe box) . . . . .	103.77	
Membership Chairman . . . . .	485.66	
Membership promotion . . . . .	928.73	
Heritage Hike notice . . . . .	131.79	
Committees . . . . .	163.04	
Envelopes . . . . .	125.00	2,715.50
Capital Expenditures		
(Douglas papers \$133.57, T-shirts \$400, decals, \$380.82, brochures \$922.65, totes \$829.33) . . . . .		2,666.37
Contributions		
(Am. Trails \$50, Potomac Consortium \$200, Capital Crescent Tr. \$100, Am. Hiking Society \$25, Somerset County Rails/Trails \$25) . . . . .		400.00
Total Expenditures . . . . .		<u>\$ 11,963.33</u>

Checkbook balance, December 30, 1988 \$5,151.05  
Savings account \$3,703.81, including \$180.63 interest.

W.H. Speck  
Treasurer



The deaths of three prominent persons associated with the C&O Canal have occurred in the past three months.

THOMAS SUTTON JETT died on January 14 from a heart attack at the age of 93. By training he was an economist with a degree from the College of William and Mary. He joined the Park Service in 1933 as a historian and rose to be head of the National Capital Region. When the Park Service took over the C&O Canal he was assigned to evaluate the physical assets of the canal for their use in developing the park. He was a strong advocate of re-watering the entire canal from Washington to Cumberland. Unfortunately World War II terminated any hope of such restoration. During the war Jett served in the Navy in the Pacific and then earned a master's degree in history at Johns Hopkins University. Returning to the Park Service in 1950, he was made an assistant to the Superintendent of the National Capital Region and then Superintendent in 1961. During this period he was influential in maintaining the canal to Seneca and overseeing and protecting the remainder to Cumberland. He retired from the Park Service in 1968.

ELTING ARNOLD, who died on December 28, is remembered by those who fought for a national park status for the canal from 1954 to 1971. During this period, Elting held positions in the Audubon Naturalist Society and the Nature Conservancy. He was able to bring these organizations into support for establishing the canal as a national historical park. After the historical park was established he was a constructive critic of actions by the C&O Canal Association and the Park Service in the development of the park.

During his long career in the U.S. Government he was general counsel of the Inter-American Development Bank and an assistant counsel for the Treasury Department. Before joining the Treasury Department in 1939, Elting was in private practice in New York. He retired from the government in 1983 and joined the law firm of Wolf, Arnold and Monroig.

Elting Arnold was born in Staatsburg, N.Y. and was a graduate of Williams College and the Columbia University Law School. He was 76 at the time of his death.

ABEL WOLMAN will be remembered by C&O Canal Association members who were involved in the controversy with the Corps of Engineers over dams on the Potomac River which would have buried the canal beneath large reservoirs. Abel Wolman died on February 21 at the age of 96. He was a graduate of Johns Hopkins University in 1913. Shortly afterwards he became Chief Engineer of the Maryland Department of Health. In this position he kept a tight but fair control over the C&O Canal to see that it was maintained as clean and free of pollution as possible. Although it cost the Canal Company considerable amount of money to meet his standards, his relations with the Canal's trustees and manager were cordial. In 1937 he joined the Johns Hopkins University faculty and was chairman of the department of sanitary engineering. During his lifetime Mr. Wolman held over 200 positions involving public health and education. His outstanding contribution was the development of chlorination of drinking water.

Mr. Wolman was an advocate of clean water and his help was enlisted by the Corps of Engineers for the development of Potomac River dams to abate pollution in the river. As such he was an adversary to those wishing to see the canal developed as a park. His influence was great but he used it fairly and his position was founded on good engineering practices. His position, however, put him in opposition to a canal park along much of the river in the early 1960's. Fortunately, the position of the National Park Service and the Canal supporters prevailed. Those of us in that fight will always remember Mr. Wolman for his fairness and honesty as an adversary.

--William E. Davies

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ON THE LEVEL...

by Karen Gray

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As new chair of the Level Walkers program, I'll be using this column in each issue of the ALONG THE TOWPATH for news and information about the Level Walker program, to communicate with the Level Walkers, and for summaries of Level Walker reports.

Please note my phone: 202/333-6947 where an answering machine is always on for you to leave a message--no limit to the length. When I'm home I'll pick up the phone for those who identify themselves at the beep. Please send your level walker reports preferably in triplicate to my home:

Karen M. Gray, Apt. 304  
825 New Hampshire Ave. NW  
Washington, DC 20037

LEVEL WALKER HIKES when we'll also exchange ideas about the program, meet each other, and discuss future recreational and work hikes:

SAT., JUNE 3, 10 AM, CARDEROCK, M. 10.4, walking to Widewater.

SAT., AUG. 12, 10:30 AM, FORT FREDERICK, M. 112.40, walking to Ernestville.

LEVEL WALKERS: I'm eager to hear from you if you wish to host a walk or need help cleaning your level. We can schedule a cleaning walk on it.

WOULD-BE LEVEL WALKERS: Please call or write to me concerning your interest in being assigned to a level.

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LEVEL WALKERS' REPORTS: These have been accumulating. In an effort to give you a reasonable number of these I've gone back only to the fall and have included only the most recent report where more than one was filed by the same walkers during that time.

#3: Mile 5.0, Lock 5 to Cabin John Creek

Earl McFarland

Feb. 11: Towpath was generally much cleaner than would be expected. About 30 persons encountered along the way.

#4: Mile 7.5, Cabin John Creek to Lock 14

Florence Lederman

Dec. 4: One bag of trash, 72 people, and 14 dogs off leash. Lots of small birds, especially gathered in the tall weeds on the berm.

#8: Mile 16.6, Swains Lock to Pennyfield Lock

Robert & Carole Kurman

Oct. 16: 1 bag of trash, 131 people, 16 canoes, 8 dogs and 4 horse riders.

#12: Mile 27.2, Sycamore Landing to Edwards Ferry

Charles Otstot

Dec. 11: Section was bare of trash!!! Saw 39 people plus two horses with riders. The NEW CAUSEWAY AT SYCAMORE LANDING is a welcome addition. I plan to observe over time how efficient only one 15" drain pipe will be. Towpath surface needs fill at two places. The river level was low.

#15: Mile 35.5, Whites Ferry to Lock 26

Betty Bushell

Nov. 11: Towpath was very muddy with ruts caused by some sort of heavy equipment all the way. The proposed western by-pass river crossing would have a very adverse effect in this area which is very rural and exception-



ally tranquil. Note that trees have been cleared from the historic granary ruins by the Montgomery County Conservation Corps.

#21: Mile 55.0, Brunswick to Weverton Lock 31 Dave Johnson

Nov. 26: One bag of trash, 19 people and 1 dog. The towpath was resurfaced and is smooth and compacted. The Knoxville culvert continues to deteriorate. The barriers keeping cars on the road at the Brunswick lock and riverfront appear to have been successful and the area is neat, clean and well-groomed. Heavy trash areas appropriate for a Level Walker project.

#28: Mile 72.8, Shepherdstown to Lock 39 John Frye

Jan. 15: Saw 7 hikers and 1 dog.

#29: Mile 74.0, Lock 39 to Snyders Landing Marshall Grotenhuis

Nov. 16: The towpath and canal were fairly free of litter. A dead deer lay in the canal. Saw 14 people.

#32: Mile 81.6, Marsh Run Culvert to Dam 4 Edith Wilkerson

Oct. 12: Four large bags of trash, most of it from the entrance to the cave at about 83.5 and just below Dam 4. Saw 5 people.

#38: Mile 99.3, Williamsport to Pinesburg Station Bill Whalen

Oct. 30: Towpath was in good condition, saw 23 persons, 12 of whom were cub scouts.

#43: Mile 110.4, McCoys Ferry to Fort Frederick Karen Gray

Mar. 5: One bag of trash, most of it from the McCoys Ferry Park area. Saw a flock of about 8 Canada Geese on the towpath on this very wet day--unusual. No people except two men and their hounds leaving as I drove in. The two culverts upstream from mile 111 continue to deteriorate.

#44: Mile 112.4, Fort Frederick to Ernestville Jane & Hal Larsen

Jan. 20: Trees toppled by beavers that recently came into the area, but none blown down by the wind storm after Christmas which prompted this inspection. Encountered only two people--park rangers. Only a small amount of trash and brush.

#45: Mile 114.5, Ernestville to Licking Creek James & Margaret Lawrence

Oct. 24: The level was in near perfect condition and in use by cyclists, hikers, bird watchers and joggers.

#53 & 54: Mile 140.9, Little Orleans to Lock 60 Paul Kovenock

Nov. 5 & 6: Towpath and campground never looked better. The Park Service had removed dead trees and logs from the Western Maryland RR trestle where they'd been since the Nov. 85 flood. A beaver dam at 143.42 has increased the length of an attractive, wide, "watered" stretch. Encountered 8 people and saw one copperhead snake. Hunters in private cornfield on river side of the towpath and shooting could be heard in Green Ridge State Park.

#61: Mile 162.3, Town Creek Aqueduct to Lock 68 Charles Ayres

Feb. 4: One bag of trash. Encountered no people but saw great blue heron, herd of cows enjoying the towpath, and signs of beaver activity at about 162.5. The basement door of the lock house was open but there was no apparent vandalism.

## ALLEGANY CENTRAL RAILROAD DREAM REALIZED

The Allegany Central Railroad will commence operation this month with charter trips between Cumberland and Frostburg, Maryland, for school groups and railfans. In May the railroad will be open to the public with Saturday and Sunday trips leaving the Western Maryland Railroad Center at 12 noon and 3:30 PM.

In June, Tuesday-Friday runs will be scheduled for noon, and on weekends, the schedule includes the 12 noon and 3:30 PM runs, all from the Western Maryland Railroad Center.

The Allegany Central Railroad trips originate in Cumberland, pass through The Narrows, known as the "Gateway to the West" where Wills Creek divides Haystack and Wills Mountains and pass by Cumberland (or Bone) Cave outside Corriganville. This cave contains a wide variety of Pleistocene vertebrae, including 28 animal species now believed extinct.

After negotiating Holmstetter's Farm horseshoe curve, the train traverses the surviving mining towns of Barrelville and Mt. Savage.

At Frostburg, there is a lavish restaurant in the refurbished railroad station. Meals may also be consumed on the train in elegant dining cars.

The Allegany Central Railroad operates with a steam locomotive and refurbished victorian railroad cars on tracks of the Old Western Maryland Railroad.

The roundtrip fare is \$9.50 for adults, \$8.50 for students and senior citizens, and \$5.00 for children 4-12 years of age. A group fare (10 or more persons) reduces the regular fare by \$1 for adults and student/senior and 50¢ for children.

The 17-mile trip (one way) takes about 45 minutes and there is a one-hour layover.

For further information and to make dining car reservations for dinner, call the Railroad at 1-800-TRAIN50; locally the number to call is 689-6668 in Frostburg.

# C & O Canal

National Historical Park



## 1989 Canal Boat Schedules

Beginning April 19, 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 14-September 10

	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 19-June 11 September 13-October 15

	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 Groups

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

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

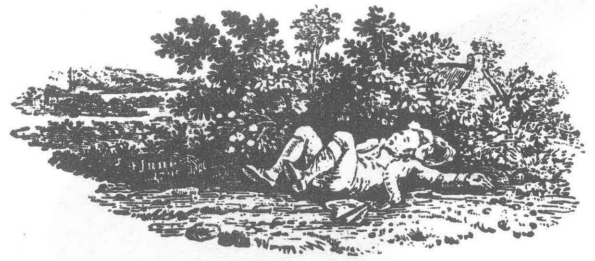
Great Falls Tavern  
11710 MacArthur Blvd.  
Potomac, MD 20854  
(301) 299-2026

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., 1989, in cooperation with the National Park Service, U.S. Department of the Interior.

## REGISTERED DOUGLAS THROUGH-HIKE PARTICIPANTS



Patricia Barnett, Bethesda, MD  
Eugene Bergman, Cumberland, MD  
Donna Boies, Washington, DC  
Jean Brown, Bethesda, MD  
LeEllen and Howard Brown, Burtonsville, MD  
James and Sally Bryant, Annandale, VA  
Howard Buhrman, Smithsburg, MD  
Kathleen Burbage, Clear Spring, MD  
John Fondersmith, Washington, DC  
Adam and Margo Foster, Washington, DC  
Dorothy Geary, Rockville, MD  
Dorothy & Gunnar Grotos, Arlington, VA  
Midge Heimer, Hagerstown, MD  
Louis Herrmann, McLean, VA  
Mary L. Johnson, Gaithersburg, MD  
Chris Jones, Ranger, NHP  
Milford Juten, Bethesda, MD

Ken Lapeyre, Hatteras, NC  
Hal Larsen, McLean, VA  
Joan C. Lovett, Concord, MA  
Samuel Marsh, Bethesda, MD  
Earl McFarland, Jr., Bethesda, MD  
Bettyjane Myers, Silver Spring, MD  
Louis Odom, Springfield, VA  
Charles Otstot, Arlington, VA  
Shirley Paull, Laurel, MD  
Ken Rollins, Ruther Glen, VA  
Linda Toms, District Manager, NHP  
Paul Tourigney, Lewiston, ME  
Gaye and Samuel Tucker, Arlington, VA  
Patricia White and son, James, Gaithersburg, MD  
Edith Wilkerson, Arlington, VA  
Mary Lou Zell, Rockville, MD



## SCHEDULE OF FULL-DISTANCE HIKE

Sunday, April 16: After a sendoff by bagpipers, the hike will get underway.  
Cumberland to Spring Gap - 11.1 miles milepost 173.4  
Monday, April 17: Spring Gap to Town Creek hiker/biker - 11.3 miles milepost 162.1  
Tuesday, April 18: Town Creek to Paw Paw campground - 6.1 miles milepost 156  
Wednesday, April 19: Paw Paw to Fifteenmile Creek (Little Orleans) - 15.1 miles mile 140.9  
Thursday, April 20: Fifteenmile Creek to Hancock - 16.8 miles milepost 124.1  
Friday, April 21: Hancock to Four Locks - 15.5 miles milepost 108.6  
Saturday, April 22: Four Locks to Williamsport - 9 miles milepost 99.6  
Sunday, April 23: Williamsport to Dam 4 - 15.2 miles milepost 84.4  
Monday, April 24: Dam 4 to Antietam Creek Ranger Station - 15 miles milepost 69.4  
Tuesday, April 25: Antietam Creek Ranger Station to Brunswick - 15.3 miles milepost 54.1  
Wednesday, April 26: Brunswick to Monocacy Hill - 11.9 miles milepost 42.2  
Thursday, April 27: Monocacy Aqueduct to Sycamore Landing - 15 miles milepost 27.2  
Friday, April 28: Sycamore Landing to Great Falls - 13 miles milepost 14.2  
Saturday, April 29: Great Falls to Tidelock - 14.2 miles END OF HIKE!!

The Park Service will find it easier to answer inquiries about access/egress and points of interest if you supply the milepost readings pertinent to your request as given in the above summary.



## TRASH !

Park Superintendent Richard Stanton forwarded the following account of an incident in Brunswick, complete with graphic illustrations of the trash and the cleanup process. We quote him as follows: (Each of the five items described a vivid picture of the cleanup process.)

1. February 2, 1989 in a streambed at Brunswick, near the Campground. Man from West Virginia dumped 14 bags of household trash in a moving streambed. Rain and cold slowed retrieval down. Identification in bags led to West Virginia suspect who was fined \$100 (max.).

2. Trash was scattered in an open pool for a radius of perhaps 25 feet from the edge of the pool. Each scrap had to be raked and picked up by hand and deposited in unused bags and retied.

3. Bags which opened spilled trash for a considerable distance from original dump site, requiring rake and hand pick-up. Trash is making its way to the river.

4. Pool, at last, cleaned of trash, returned to its original condition.

5. Job completed, trash loaded in truck in new bags.

Total cost: Truck - Pleasantville Shop to Brunswick and return.

Labor - Driving to and from site and pickup work, trash hauling and dumping--  
4½ hours x 3 men = 13½ hours: \$150 including benefits.

Law Enforcement Rangers--2 rangers, investigation, transportation, vehicle,  
7 hours plus vehicle: \$125.

Total estimated cost: investigation, transportation and labor to pick up 14 bags  
of trash: \$275.

Fine goes to General Fund, U.S. Government; not returned to park.

Trash dumping along the canal is worse than ever. Landfills refuse to take tires and as a result tire dumping accelerates constantly. In addition to constant removal of scattered tires, the following horror stories: Late 1988, 52 scattered tires picked up from prism and area between towpath and river, Mountain Lock area. Just before Christmas, 1988, 178 scattered tires were collected between Lock 38 and Dargan Bend boatramp. Fourteen tires retrieved from watered area at Williamsport in late 1988. Barrels are now appearing everywhere with the prohibition on barrel dumping. The increasing costs to dump trash at local landfills make dumping on the canal attractive. Most dumpers do not take the time to place bags of trash in streambeds--too much trouble. Usually it's "heave ho" from roads along the canal prism. This is high-cost hand labor which is exorbitant and precludes staff from doing much-needed daily maintenance and repair work.

*EDITORIAL COMMENT:* This account illustrates the obvious need for assistance from Level Walkers and all Association towpath users to assist in keeping the Canal and its environs as free of rubbish as possible. While we won't be as involved as the Park maintenance personnel cited in this incident, we all can carry a plastic grocery bag or two to put small articles of trash in. One of the staples of towpath walking might well become the plastic trash bag to be filled as we walk.



DIRECTORY  
C&O CANAL NHP  
TELEPHONE NUMBERS & PERSONNEL  
Revised March 1989

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 - Chris Streng. . . . . 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, Sally Griffin, Chris Lea, Chris Jones, Nancy Campanella,  
Frank Cucurullo  
Administrative Technician - (vacant). . . . . (301) 443-0024

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

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The Palisades District begins at Milepost 0 (Tidelock) and continues  
to Milepost 31 just above Edwards Ferry.

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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

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

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

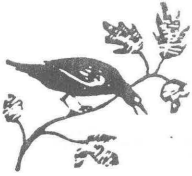
District Ranger - Martin Gallery  
Rangers: Rick Erisman, Paul Apple, Ken Newbraugh, Roger Ross, Rita Knox, John  
Bailey, William Orndorff

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

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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

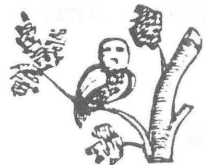


## CALENDAR OF COMING EVENTS

- Saturday, April 1 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024 for information
- Sunday, April 2 - C&O Canal Association Board of Directors meeting, Glen Echo Town Hall, 1 PM; call 703-356-1809 for further information.
- Wednesday, April 5 - Sights and Sounds nature walk, Great Falls, MD; see above.
- Sunday, April 9 - Ore Banks Walk, 2 PM, Harpers Ferry vicinity; call Park Headquarters, 301-739-4200 for details.
- Saturday, April 15 - Wildflower Walk, 2 PM, Brunswick; call Park Headquarters for further information.
- Sunday, April 16 to Saturday, April 29 - Justice Douglas Reunion Through Hike, Cumberland to Washington, DC. See items elsewhere in this issue.
- Saturday, April 22 - Wildflower Walk, Brunswick, 2 PM; call park Headquarters for further information.
- Saturday, April 22 - Moonlight Walk, 2 PM, Brunswick to Weverton; call Susan Fauntleroy, Brunswick, 301-834-7500 weekdays, for details.
- Sunday, April 23 - Historic Berlin Walk, 1 and 3 PM, Brunswick; call Park Headquarters for further information.
- Wednesday, April 26 - Sights and Sounds nature walk, Great Falls, MD; see above.
- Saturday, April 29 - Sights and Sounds nature walk, Great Falls, MD; see above.
- Sunday, April 30 - Bike Ride to Harpers Ferry from Brunswick (18 miles), 2 PM; call Park Headquarters for information.



- Wednesday, May 3 - Sights and Sounds nature walk, Great Falls, MD; see above.
- Saturday, May 6 - Sights and Sounds nature walk, Great Falls, MD see above.
- Saturday, May 13 - Barge trip at Great Falls, 9:30 AM, New Association members meet "seasoned" members; call Gil Hill at 301-983-9284 for details.
- Saturday, May 27 - Bike Ride, Brunswick to Monocacy Aqueduct & return (24 miles), 10 AM; call Susan Fauntleroy, Brunswick, 301-834-7500 weekdays, for details.
- Saturday, May 27 - Sights and Sounds nature walk, Great Falls, MD; see above.
- Wednesday, May 31 - Sights and Sounds nature walk, Great Falls, MD; see above.



- Saturday, June 3 - Sights and Sounds nature walk, Great Falls, MD; see above.
- Saturday, June 3 - Level Walker Hike, 10 AM, Carderock to Widewater; call Karen Gray, 202-333-6947 for details.
- Wednesday, June 7 - Sights and Sounds nature walk, Great Falls, MD; see above.
- Saturday, June 10 - C&O Canal NHP Commission Meeting, Cumberland, MD; call Park Headquarters, 301-739-4200 for exact time and location.

ALONG THE TOWPATH is published in March, June, September and December 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.

1989-90 Association officers are:

President: Harold A Larsen, 1314 Kurtz Road, McLean, VA 22101 703-356-1809

First Vice President: William E Davies, 125 Greenway Blvd. West, Falls Church VA 22046 703-532-7588

2d VP & Level Walker Chairman: Karen M Gray, 825 New Hampshire Avenue, NW, #304, Washington, DC 20037 202-333-6947

Secretary: Alan E Hedin, 47 Shaw Avenue, Silver Spring, MD 20904 301-672-3985

Treasurer: David M Johnson, 9211 Wadsworth Drive, Bethesda, MD 20817 301-530-7473

Information Officer: Sandra Hemingway, 4701 Kenmore Avenue, 1211, Alexandria, VA 22304 703-823-1489

Board of Directors: *Terms expire in 1992*: Victor P Conrad, A Vernon Davis, Judith A Hecht, Orrin Long, Bettyjane F Myers; *Terms expire in 1991*: Donna Boies, Ralph H Donnelly, Charles M Otstot, Thomas L Perry, Lyman Stucker; *Terms expire in 1990*: Wilhelmina "Mimi" Eller, Susan "Butch" Henley, Helen Rosen, Kenneth S Rollins, Edith C. Wilkerson.

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

## C & O Canal Association

### MEMBERSHIP APPLICATION

I am enclosing dues for membership in the C & O Canal Association for the calendar year 1989. My dues are for ☐ renewal membership ☐ new membership, and I wish to be enrolled in the membership category indicated below:

Membership categories:	Individual	\$10	Membership includes a subscription to the quarterly <u>Along The Towpath</u> . <u>New</u> members are entitled to a badge.
	Family	\$15	
	Patron	\$20	

NAME \_\_\_\_\_ Telephone number ( ) \_\_\_\_\_

ADDRESS \_\_\_\_\_  
street city

state zip code

My free C & O Canal Association badge should bear this name: \_\_\_\_\_

My second badge (if Family or Patron member): \_\_\_\_\_

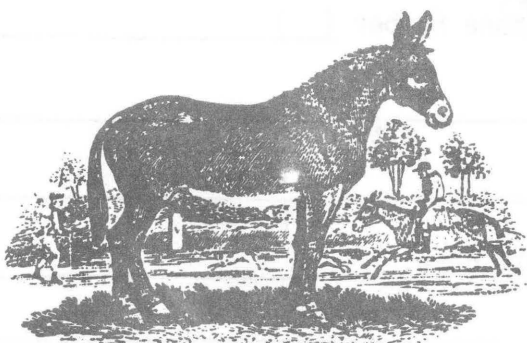
Please send me \_\_\_\_\_ cloth patches at \$1.50 each. Total amount enclosed: \$ \_\_\_\_\_

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

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

Non-Profit Org  
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Glen Echo, MD  
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1 The Mule

JOHN C. FRYE  
3122 KAETZEL ROAD  
GAPLAND, MD 21736

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