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

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SUPERINTENDENT STANTON RETIRES

by Nancy Long

"My job has been to stand squarely in the way of what some mistakenly call progress. Worthwhile progress has to do with restoration and protection of the C & O Canal."

These are the words of Richard L. Stanton, superintendent of the C & O Canal National Historical Park for the past eight years, whose retirement from the National Park Service was effective on August 31, 1989. Between the lines of these words, and in the words themselves, lies the philosophy of a dedicated, determined, and devoted park steward who strongly resisted attempts to undermine the integrity of the park given to his care. In the Canal's and public's interest, Dick rejected proposals detrimental to the park, the rejections supported by a wealth of substantial reasons and legal restraints.

For all of his eight years' tenure, and well before that, Dick has maintained a watchful and protective eye over the C & O Canal. As superintendent, he vigorously pursued all avenues for restoration possibilities, and the C & O Canal NHP is in better condition today thanks to Dick's untiring efforts. He is well known by Canal constituencies and in the towns and cities along the park's length as a tough but fair and reasonable negotiator. His effective organizational abilities have served to strengthen the Canal park staff, and to build a strong contingent of park volunteers and supporters.

Dick's career with the National Park Service began in 1965, following positions held in other branches of the Federal Government since 1955. After the enactment of the C & O Canal Development Act in 1971, Dick supervised the land acquisition program for the new C & O Canal National Historical Park.

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HERITAGE HIKE SET FOR OCTOBER 21 DOWNSTREAM FROM WILLIAMSPORT

by Louise Taylor

The middle reaches of the towpath, rich in history, scenic values, geologic and engineering interests, will be the site of the C & O Canal Association's 1989 Heritage Hike on Saturday, October 21.

The gathering place, Happy Hour, and dinner will be at McMahon's Mill Recreation Area, a commercial enterprise a quarter of a mile inland from Charles (McMahon's) Mill, at mile 88.1 in the C & O Canal National Historical Park; by road, it is out from Downsville. The proprietor, William B. McMahon, is related to one of the mill-owning families.

At 10 o'clock, buses will transport hikers from the recreation area to the downstream end of the Conococheague Aqueduct in Williamsport (mile 99.8), where the hike will begin at 10:30, or as soon thereafter as the buses arrive, with a brief ribbon-cutting ceremony. The total hike distance on the towpath back to McMahon's Mill is 11.7 miles.

Before heading down the towpath, hikers may want to visit the town of Williamsport, which has been described as the most typical "canal town" on the C & O Canal. Descriptive materials and possibly guides will be available. Persons who want to join the group in Williamsport rather than at McMahon's Mill are welcome to do so, but they must make their own shuttle arrangements.

Hikers should bring their own lunches and drinking water, and come dressed for the weather.

The Happy Hour is scheduled for 4:30 at McMahon's Mill Recreation Area. A buffet dinner, with ham and chicken, is scheduled for 6:00, for persons making reservations by October 14; use the reservation form on the last page of this issue. The cost per reservation is $11.00.

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PRESIDENT'S COLUMN

by

Hal Larsen

Thomas Jefferson, addressing Republicans of Washington County, Maryland, on March 31, 1809, said: "If, in my retirement to the humble station of a private citizen, I am accompanied with the esteem and approbation of my fellow citizens, trophies obtained by the blood-stained steel, or the tattered flags of a tented field, will never be envied." Dick Stanton, who retired on August 31, might well say the same. His many battles for the C&O Canal National Historical Park have won him "trophies"and "tattered flags." Definitely, he goes with our "esteem and approbation."

An era has ended. Things will never be the same without Dick Stanton in charge, but we will all feel his presence. He will have an important voice in matters of canal and river. If you doubt this you don't know Dick Stanton. He was not only a hard-working public servant, devoting all his talent and energy to his assignment; he is also a sentimental man in a long-standing love affair with river and canal. This devotion will continue. Dick will be looking over our shoulder to see what we are doing, will help, advise, and, if I'm not mistaken, play a significant role. No rocking chair on the porch for him.

I will miss Dick Stanton as superintendent very much. We eyed each other warily when I first became president. When we got to know each other better we found a common mission and love for the same lady, and we learned to trust each other. I developed an enormous respect for this renaissance man who constantly amazes with new talents: he cooks, he sings, he speaks and writes persuasively, he manages, he studies, he understands people--and he gets along even with those who exasperate him from time to time.

When we did not see eye to eye, we accepted our differences without malice and went on with the work--stewardship over the 185-mile strip between Washington and Cumberland.

People's many attempts to encroach on the park deeply disappointed Dick, and I shared his disappointment. But a great many people valued his responsible management. Thanks to him, the park and the river communities have been good neighbors.

Dick will remain in the area, specifically in Washington County, where he lives. We will be hearing much from and about him. He is retiring only from his National Park Service assignment, and I hope he will take an active role in the Association. He has much to offer.

LARSEN ANNOUNCES NEW COMMITTEES

Association president Hal Larsen has announced the formation of a new Association committee -- the Allegany Regional Coordinating Committee -- designed to bring members from the Allegany region more closely into the Association's decision-making and planning processes. The committee's purpose will be to advise the Board of Directors, particularly with respect to matters pertaining to that region.

The members of the committee are the following: Mary Miltenberger, Chair; Melvin Collins, Thomas Conlon, Karen King, and Douglas Mussen. All are from Cumberland except Douglas Mussen who resides in Keyser, West Virginia.

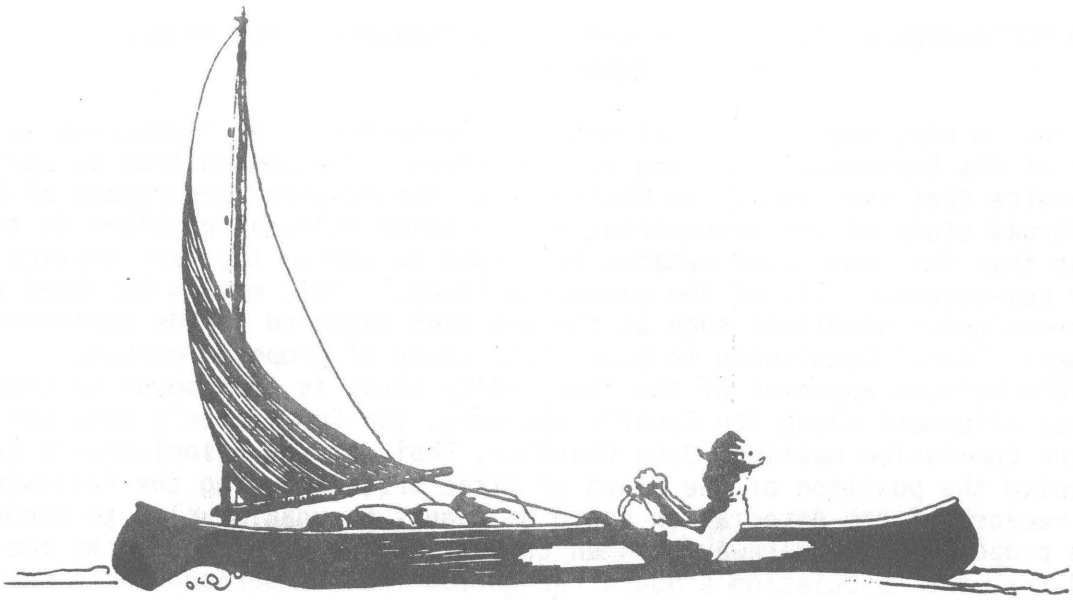
Members of the Allegany Regional Committee have been appointed to other Association committees, as follows: Mel Collins to the Permanent Environmental Committee; Douglas Mussen to the Permanent Programs Committee; and Tom Conlon to the Permanent Membership Committee.

Also newly established is the Permanent Archives Committee, formed to provide for the storage, preservation, and supervision of the Association's archival materials. Its members are: Mimi Eller, chair; Sally Lee Hunter; Chuck Hunter; Chad McDaniel; and David Scally.

The 1989 Heritage Hike Committee is chaired by Louise Taylor; its members are Yvonne Facchina, Kathleen Franck, Nilda Roth, Elena Sacchet, and Isabelle Trams.

CHRISTMAS IS JUST AROUND THE CORNER

Why not give your outdoor, canal-loving friends a year-round gift of a membership in the C&O Canal Association? We will process your gift membership early in December and inform the recipient of its source, with an attractive notice.



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He also served as NPS liaison with the 19-member C & O Canal NHP Commission, established by the Act to advise the Secretary of the Interior on "general policies and specific matters related to the administration and development of the park."

Following his tenure as associate regional director at the National Capital Region, Dick transferred to the Philadelphia-based Mid-Atlantic Region where, as regional director, he was responsible for over 30 national park sites. Later, he was appointed regional director of the North Atlantic Region, with responsibility for some 35 NPS park sites.

Then, eight years ago, he came to the area he loved best -- the Potomac River valley -- and to a position he wanted to hold before completing his NPS career -- superintendent of the C & O Canal National Historical Park.

Dick Stanton's commitment to the C & O Canal and Potomac River basin will not cease with his retirement from official responsibilities; he does not mean to relinquish his interest in, and devotion to, the Canal and River. He and his wife, Sarah, will remain at their home in Hagerstown. It is certain that there will be many more canoeing miles added to his log of over 8,000 miles on the Potomac and other rivers of the basin.

On August 23, a reception was held in Dick's honor at the Potomac Fish and Game Club, where 160 friends and associates gathered on the banks of the Potomac to celebrate a major event in Dick's life. Gift presentations reflected his interests and recognized his accomplishments. Sarah gave him a canoe of splendid craftsmanship; two paddles came from the park staff and from the Interstate Commission on the Potomac River Basin; a featherweight canoe yoke from the Canoe Cruisers Association; a permanent NPS permit for camping along the Potomac; a handcrafted wrought iron camp stove with a polished wooden cabinet from the park's maintenance staff, both made by one of its members. There were numerous citations and letters of commendation, including those from Congresswomen Connie Morella and Beverly Byron, and from Maryland Governor William Donald Shaefer. There were others, too many to mention individually, but all a testament to a man who has earned the respect and admiration of his colleagues.

The C & O Canal Association will find particular significance in Dick's quote chosen to end this article: "Thank God this park has a 184-mile line of concerned Hell-raisers without whom the park could not survive."

FROM THE ANNOUNCEMENT OF DICK'S RETIREMENT

"Announcing....The joyful retirement of Dick Stanton effective August 31, 1989. Dick has no plans except to enjoy the fine art of having a good time on the rivers and along the towpath.

"He offers his deepest appreciation to all folks who have helped and encouraged him during his fruitful years on our beloved Canal."

CANAL COMMISSION RECOMMENDS BROAD STUDY OF CUMBERLAND TRANSPORTATION PROBLEMS; CANAL ASSOCIATION OPPOSES CANAL PARKWAY

By a vote of ten to six, the C & O Canal National Historical Park Commission approved the following motion at its September 9 meeting in Cumberland: "Recommendation to advise the National Park Service that the Commission desires that the Maryland Department of Highways (sic) conduct a broad study of the transportation and other relevant problems in the Cumberland area, and that the Commission retains the right to advise the Park Service as to the acceptability or non-acceptability of the completed study." This action has been reported in the Cumberland press under headlines such as the one that appeared in the September 10 Cumberland Times-News: "Canal Commission to back state study of proposed parkway."

For the many who believe approval of the feasibility study is tantamount to eventual approval of the highway alignment along the Canal's boundary, the Commission's vote was a disappointment. At the Commission meeting, John Chandler, Chair of the Association's Environmental Committee, presented the position of the Board of Directors, including the following statement: "The Board of Directors of the Association voted on August 6, unanimously, to oppose construction of the proposed Canal Parkway between Cumberland and Wiley Ford. At the outset, let it be understood that the Association's Board recognizes that Cumberland has a serious traffic problem. The Board supports the goals of improving access to the Cumberland Airport, overcoming the bottleneck where Virginia Avenue passes below the CSX Railroad, and establishing a first-rate road system that will serve the needs of Allegany County and nearby West Virginia. The Association believes there are alternatives that would satisfy these goals better than the current proposal."

In its preliminary study, known as the South Cumberland/Airport Access Road Proposal, the Maryland State Highway Administration (SHA) identified four alternatives (see page 8) in an information hand-out headed "Canal Parkway." During his presentation at the Commission meeting, SHA Administrator Hal Kassoff stated that "as a highway project, it (the Canal Parkway) costs a lot more than other alternatives." SHA officials indicated that estimates on improvements to the Virginia Avenue underpass (Alternative 2) would be between one-fourth to one-third the cost of the Canal Parkway, and that the interchange connection at Maryland Route 51 (Alternative 3) would be about one-half the cost of the Canal Parkway. Mr. Kassoff also stated that the proposed feasibility study would include consideration of the other alternatives, and that a solution to the south Cumberland traffic problem would be found whether the Canal Parkway alignment is ultimately approved or not.

Mr. Kassoff noted that the SHA needs the commitment of the National Park Service and the Commission, not just their passive approval; there should be agreement on the part of the Commission and NPS to join the State of Maryland in this project, he said. He also said that the highway should be regarded as a "buffer" between the Canal and undesirable industrial development in south Cumberland. However, he also remarked that, with the advent of the Canal Parkway, the undesirable development would eventually be replaced by hotels and other attractive development. Twice he said that the State may want to turn the Canal Parkway over to the National Park Service.

Citing amenities that he feels would follow construction of the Canal Parkway, Mr. Kassoff mentioned tubing, canoeing, and kayaking on the Potomac River, wagon rides through the dry Canal bed, and a Baltimore Inner Harbor-like development of unspecified proportions and attractions. When asked if the Canal Parkway would be a limited access highway allowing only automobile traffic, an SHA official indicated that special legislation may be required to prohibit trucks from using the highway. At the June Commission meeting, Mr. Kassoff responded to the same question concerning truck traffic by saying "it's negotiable."

Two days prior to the September 9 Commission meeting, each Commission member was sent by express mail (at a cost of $8.75 a piece) a plain sheet of paper headed "Telegram from the Governor to C & O Canal Advisory Commission members," and containing the following message: "I urge your support for the Canal Parkway Project. This proposal is an important part of western Maryland's future as a center for recreation and tourism. With your support, the State, county and city will work with the National Park Service and the Advisory Commission on a concept that must eventually meet with general approval. Give the planners and designers a chance to prove it can be done to your satisfaction. Thanks for your help. Governor William Donald Schaefer." It was an unsigned message.

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Maryland Department of Transportation
Maryland State Highway Administration

July, 1989

CANAL PARKWAY

Cumberland, Maryland

Access Options for South Cumberland and the Cumberland Municipal Airport

PURPOSE OF HANDOUT

This informational handout summarizes the very conceptual studies which have been undertaken to relieve the traffic and safety bottleneck at the Virginia Avenue underpass of the CSX Yard. The purposes of this handout are to:

- o inform the public of the status of these studies; and,
- o invite public participation in the development of these studies.

PURPOSE OF STUDY

The Canal Parkway project is being studied to provide improved access to South Cumberland and the Cumberland Municipal Airport. Construction of this project in conjunction with a C&O Canal preservation and enhancement effort offers opportunities for transportation and recreational benefits for the entire region.

Currently, South Cumberland and the Cumberland Municipal Airport are only accessible from the north via the Virginia Avenue underpass. The underpass has often become a critical "choke point" for residents and employees within South Cumberland. The underpass often floods during heavy rains and does not provide sufficient clearance to allow some large trucks to pass.

The State Highway Administration has recently completed a project at the existing underpass to improve the clearance. The vertical and lateral clearance, however, remain very tight. The bottleneck situation still exists because this is the only access point into South Cumberland.

At the present time, funding has only been provided for the completion of project planning studies. No funds for this project have been provided for engineering, right-of-way acquisition or construction.

As the project planning studies continue, the State Highway Administration will continue to work closely with the citizens of South Cumberland, the National Park Service, the C&O Canal Advisory Commission and state and local elected officials to develop a solution which best addresses the objectives of all parties.

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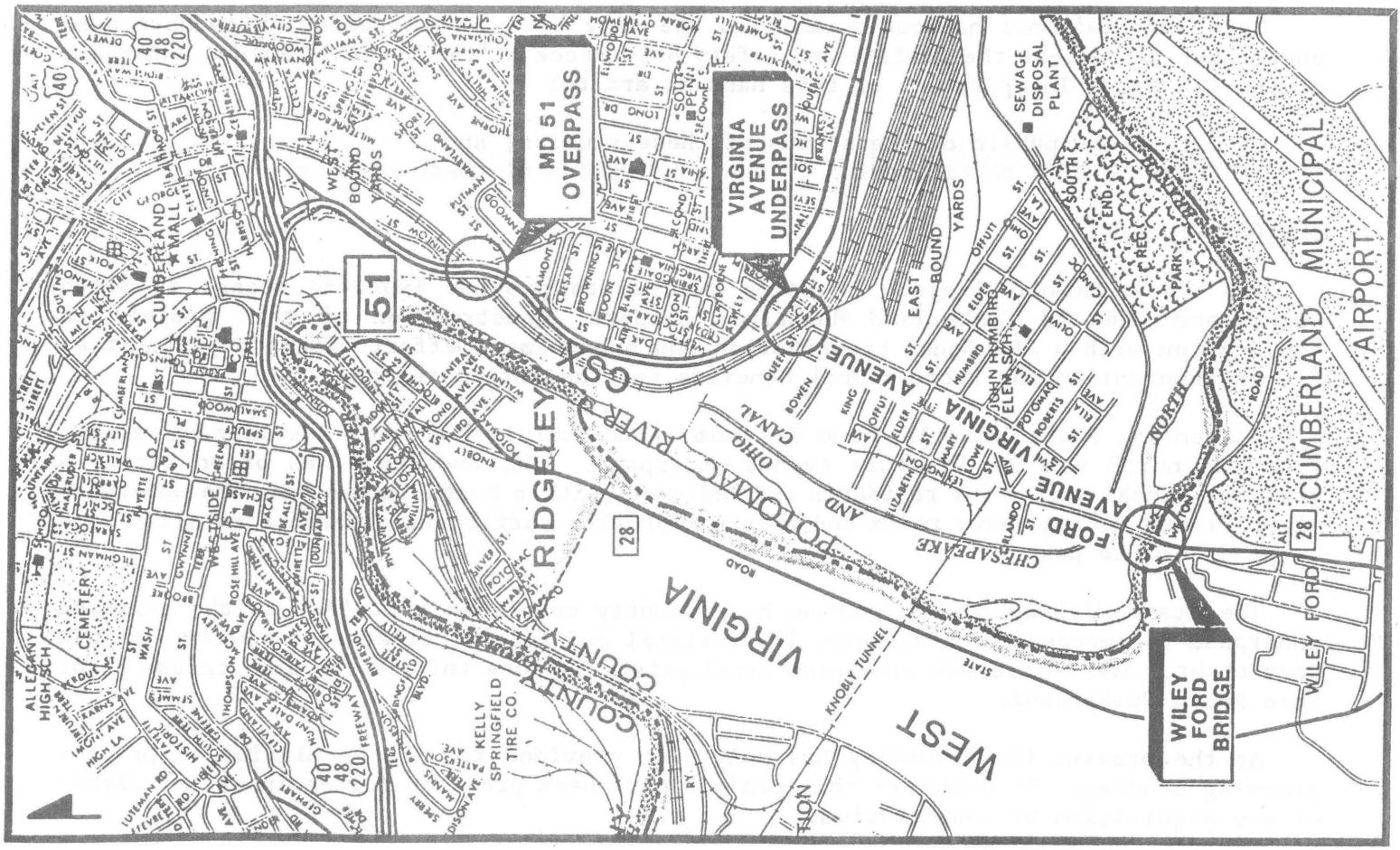
In order for Canal Parkway plans to be realized, land presently covered by CSX Railroad tracks would have to be acquired. Amid conjecture concerning the availability of this land--no firm commitment from the railroad has been made public--the National Park Service claims ownership of isolated parcels within the track area. At the Commission meeting, Acting Canal Superintendent J. D. Young said that the NPS is "deeply concerned" about the following matters with respect to the Canal Parkway: 1. The parkway would be an intrusion on the Canal; 2. It would be in contrast to the spirit in which the Canal park was established; 3. Wetlands may be present in the construction area; 4. Road projects do not diminish, they increase; and 5. There is a question of some railroad property ownership.

Following Mr. Kassoff's presentation, statements by the National Park Service, questions raised by Commission members and the public, and statements made by several Cumberland residents (both for and against the Canal Parkway proposal), the Commission voted first on a motion to not support the feasibility study. When this motion failed to pass, the motion contained in paragraph one was made and passed.

PROJECT MAP



0 2000′ 4000′

1 inch = 2,000 feet

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PROJECT DESCRIPTION

LOCATION

The project is located in the south-central portion of the City of Cumberland, adjacent to the west bank of the Potomac River. The project begins south of downtown at the Maryland Route 51 (Industrial Parkway) bridge over the CSX railroad. The project continues south past the Virginia Avenue underpass and to the Potomac River. The Cumberland Municipal Airport is south of the project, in Ridgeley, West Virginia.

BACKGROUND

The Virginia Avenue railroad underpass has long been a bottleneck in the City of Cumberland. Improvement alternatives studied by the City of Cumberland beginning in 1971 have included grade separations and urban interchanges. These alternatives have been retained as a part of this new study.

At the urging of area elected officials, the State Highway Administration undertook a joint highway/park conceptual planning project to study a two-lane highway bypass of the Virginia Avenue underpass. The original concept, though generally supported by local residents, business leaders, and elected officials, encroached upon the C&O Canal property and was opposed by the National Park Service. CSX has since agreed to consider retiring their two westernmost tracks through the project area, allowing for the development of a new engineering solution which would place the two-lane highway outside of the C&O Canal property.

Traffic volumes at the Virginia Avenue underpass are presently 12,500 vehicles per day and are projected to increase to 20,600 vehicles per day in 2015. Approximately 9,000 vehicles per day are projected to be diverted to Canal Parkway in 2015, which could easily be accommodated on the proposed two-lane facility.

C&O CANAL RESTORATION OPPORTUNITIES

During the development of the conceptual planning studies, coordination was maintained with the National Park Service and C&O Canal Advisory Commission. As a part of this effort, restoration opportunities for the C&O Canal were identified which could be undertaken by a cooperative public/private partnership. Possible opportunities for enhancing and preserving the C&O Canal include the following:

- Integrate the downtown mall with the canal area so that shoppers and tourists would be encouraged to circulate to the park.
- More fully utilize the Western Maryland Railway Station.
- Enhance opportunities for the restoration of buildings north of the park area for museums and interpretive points.
- Link the more urban northern areas of the park with the scenic southern areas.
- Encourage opportunities for hiking, picnicking and observation points between the road and the Potomac River.
- Rewater the existing canal in the southern areas of the park, repair structures, and provide boat rides in this scenic area.

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ALTERNATIVES UNDER CONSIDERATION

Alternative 1 - No Build
- maintenance of existing 2 lane 2-way underpass

Alternative 2 - Improvements at Existing Virginia Avenue Underpass
- replace existing CSX bridge over Virginia Avenue with a new bridge - remove center pier.
- construct additional 2-lane underpass for northbound traffic (east side widening); replace existing bridge with new bridge - but no center pier, and operate as 2-lanes southbound. The 4-lane section would continue from Maryland Route 51 to Offut Street.

Alternative 3 - Interchange Connection at Maryland Route 51
- construct new overpass of CSX just west of the existing underpass, connect with interchange ramps to Maryland Route 51 and provide 2-lane connection to Virginia Avenue near River Road along new location.
- several overpass and connection options will be studied.

Alternative 4 - Canal Parkway
- construct new 2-lane roadway beginning at Maryland Route 51 overpass of CSX and extending south on CSX property and parallel to the C&O Canal. Connections to Virginia Avenue will be near River Road.
- several connection options will be studied.

REPLACEMENT OF THE WILEY FORD BRIDGE

Replacement of the Wiley Ford Bridge, which connects South Cumberland and West Virginia, is scheduled to begin in the spring of 1990. The construction of the new bridge will take approximately 2 years to complete. During the reconstruction period, traffic will be maintained on a temporary bridge.

The existing Wiley Ford Bridge can pass the 100-year design storm before flooding occurs. The proposed structure is being designed to match the existing conditions. The Ford Avenue approach, however, will continue to flood when the storm intensity is greater than the 50-year design event.

The State Highway Administration was recently requested to investigate extending this bridge to span the C&O Canal, in addition to the Potomac River, to allow boats to pass. The extension of this bridge would also require spanning the Potomac River floodplain and, consequently, was found to be cost-prohibitive. In addition, the time to complete the public hearing and environmental documentation process for the bridge over the Potomac River, C&O Canal and the 100-year floodplain, complete the necessary floodplain studies, and complete the design of the new and longer bridge would delay the scheduled reconstruction by 4 to 6 years.

The existing arch bridge over the C&O Canal at this location is owned by the City of Cumberland. State Highway Administrator Hal Kassoff has offered SHA's assistance to help the City of Cumberland develop a solution to replace or modify this structure so that boats would be able to pass.

FOR FURTHER INFORMATION, PLEASE CONTACT

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THE C & O CANAL ASSOCIATION WELCOMES NEW MEMBERS

Bradley H Bachtell, Stevensville, MD
Joseph L Barley, Baltimore, MD
Christopher Bigler & Carole Trippe, Washington, DC
Jeff Brown, Gaithersburg, MD
Mike and Cathy Brown, Darnestown, MD
Melvin L Bullen, Baltimore, MD
Mike Cotter, Frederick, MD
Lynn Marie Daniels, Olney, MD
John & Diana Del Vecchio, Bethesda, MD
Elinor K Emlet, Falls Church, VA
Mrs Robert A Fearey, Bethesda, MD
Jean C Fulton & Lyle Lipschultz, Bethesda, MD
Sally Griffin, Germantown, MD
Donald H Groelsema, Potomac, MD
Donald Henkel, Arlington, VA
Barbara & Richard Herzog, Washington, DC
Bob Keintz, East Berlin, PA
Daniel F Kershner, Falling Waters, WV
Robert V Lange, Cumberland, MD
Arnie Lerma, Arlington, VA
Joseph Lindsay, Cabin John, MD
Barry Mackintosh, Potomac, MD
Linda S McCarthy, Herndon, VA
Dr C J McCoy, Pittsburgh, PA
Alan G Mease, Cumberland, MD
Thomas Medin, Arlington, VA
Laura Mol, Silver Spring, MD
Dixie Moore, Gaithersburg, MD
William J Moss, Fanwood, NJ
Dr James Murray, Potomac, MD
Juliana Netschert, Chevy Chase, MD
John T Oakley, Silver Spring, MD
Miriam Ochsman, Rockville, MD
Ken & Maggie Penrod, Beltsville, MD
Gerald Pressman, Arlington, VA
Carl B Price, Falls Church, VA
Walter J Rhodes, Cabin John, MD
Marilyn Roberts, Cabin John, MD
Mrs Marta M Ross, Washington, DC
The Ruckert Family, Sykesville, MD
Mr/Mrs Peter Schmidt, Baltimore, MD
K L T Shangraw, New Carrollton, MD
Alfred Spano, Derwood, MD
Arthur W Stier, Wheaton, MD
Rose St John, Alexandria, VA
Edward C Talone, Silver Spring, MD
Tommie Usdin, Rockville, MD
Glenn Edward Watkins, Beltsville, MD
Mr/Mrs Charles H Watts, McLean, VA
Alvin H Wilson, Cumberland, MD

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For those wishing to stay overnight, camping is available at McMahon's Recreation Area, at a cost of $13.00 per night for two people (phone 301-223-8778). Drive-in campgrounds along the towpath will be closed. Hiker-bikers will have water, porta-johns, and fire-rings. The hiker-biker nearest to McMahon's is Opequon Junction, mile 90.9. Big Woods is at mile 82.7.

The Days Inn in Williamsport is the nearest motel (phone 1-800-325-2525). Early reservations are advised, as this is a busy tourist season in the area.

The restaurant at McMahon's will not be open on Saturday morning, but restrooms will be available. The dining room is accessible to persons with impaired mobility.

Heritage Hike Schedule

Saturday, October 21

10:00 a.m. -- Meet at McMahon's Mill Recreation Area to board buses. Fare is payable on boarding, $2.00 for adults, $1.00 for children.

10:30 a.m. -- Hike begins at Conococheague Aqueduct, Williamsport.

Lunch is on your own, whenever and wherever you prefer.

4:30 p.m. -- Happy Hour, with cash bar, at McMahon's Mill Recreation Area

6:00 p.m. -- Dinner, $11.00 per person, at McMahon's. Reservations must be made by October 14 (see reservation form on last page of this issue).

Directions to McMahon's Mill Recreation Area

From I-70: Exit at Route 65. Go north toward Hagerstown to first traffic light, then left onto Oak Ridge Drive to stop sign (Route 632). Go left (south) into Downsville, continue straight through Downsville onto Dam 4 Road to Dellinger Road. Go right on Dellinger Road to Charles Mill Road. Go left on Charles Mill Road to McMahon's Mill Recreation Area on the left.

From I-81 heading south: Exit at Halfway Boulevard. Follow Halfway Boulevard east to Route 632. Go right (south) on Route 632 to Downsville. Follow above directions from Downsville.

From I-81 heading north: Exit at Route 63 just after crossing the river. Go east on Route 63 to Downsville. Go right at four-way stop sign in Downsville. Follow above directions from Downsville.

CARRYING THE FLAG TO CUMBERLAND

BY DICK STANTON

For over a year we labored to prepare the FLOTILLA to run uphill to Cumberland. They said it could be done on a shoestring. There were even moments when I thought it could work. Fred Bolton who ran the FLOTILLA and the Savage River Whitewater Championships dreamed up this unique event. Fred's "Passage Up the Potomac" was designed to be a teaser for the many folks along the way. Fred's charisma was undeniable. He was the Music Man...the Wizard of Oz, all rolled into one. Had it not been for him we might have chucked it all many times but we couldn't resist Fred. The world needs more Freds.

The principal purpose of the FLOTILLA was to carry the International Canoe Federation Flag from St. Mary's City to Cumberland by canoe and kayak where it would then be transported overland by wagon train to the opening championship ceremony at Frostburg.

Fred took on a FLOTILLA manager, Trina Peterson from Ohio who had done this kind of thing before.

She brought her two canoes and plenty of river savvy and did the towpath and river with us during her few leisure moments. She's gone back to Ohio but she will never be the same. How she longs for her "Maryland".

At the Municipal Wharf on May 28 things began in earnest. The Governor's boat made the long trek from St. Mary's City where the FLOTILLA first took off. Soon, the paddlers began to swell the ranks. CCA's John R. Thompson chose to go the full 197 miles to Cumberland....the hero of the day. John soon picked up a bow paddler, "DOC", who had the time of his life. "You'd pay thousands of dollars for a trip like this", he told me..."The farther West we go the more handsome the surroundings"...I had to agree. I joined the FLOTILLA as it proceeded up the PAW PAW BENDS...giving out ice cold cokes, peanut butter crackers and granola bars. The paddlers were even more surprised when I handed out my business cards.

The forecast called for 160,000 spectators to view this epic voyage and some 1,000 paddlers were anticipated. Thank goodness they didn't show...they would have spoiled everything. Instead the FLOTILLA took on a family feel as it approached Brunswick. Meals

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were sometimes great and sometimes catch as catch can and "DOC" slept in his car. At Harpers Ferry, 30 or more canoes and 20 expert polers put on a show seldom seen along the Potomac. At Shepherdstown the MONOCACY CANOE CLUB showed up with about 25 members and escorted the RUMSEIAN EXPERIMENT, a half scale model of Rumsey's steamboat, from the railroad bridge piers to the town landing. The EXPERIMENT had a good day, it only broke down four times during the quarter-mile run. Williamsport and other towns turned out in great numbers and put on lavish parties at the river's edge. Nothing could stop us now... the FLOTILLA had to be a success...after all, we still had John R. Thompson and "DOC".

Approaching Cumberland, 35 boats moved upstream... impressive...grand! I could hear the sound of music. Every last canoeist looked like a champion. The big Voyageur Boat with eager paddlers was a sight to behold!...The Mayor couldn't believe it! The boats did a fishhook turn in front of 300 or more spectators at the Western Maryland Station Center with flags flying. FRED! TRINA! MIKE! RICK! WE DID IT!...WE DID IT!

The FLOTILLA turned out to be a bigger success than we had ever dared to dream. It turned into an unhurried and loving family affair...but we learned along the way that it had to be done the FLOTILLA's way.

The flotilla arriving at Harpers Ferry on June 2.

(Photo courtesy Dick Stanton)

CITIZEN ACTIVISM GROWING IN BASIN

In the early 1970s, it seemed as if everyone was something of an environmentalist. Earth Day sprouted scores of new environmental concerns and organizations. The federal government legislated new, comprehensive laws for cleaning the environment. Although the 1980's saw a fading of vigilance both by the public and the administration, it looks as though the pendulum is swinging back again.

A number of new organizations recently have formed in the more-rural areas of the Potomac basin, with people gathering to meet threats in their own backyards.

Citizens of the Cacapon River basin have banded together to take a hard look at future pressures on the river and the land. The West Virginia area is bubbling with rumors of new development, including residential complexes and ski slopes. The group is gathering data to produce a baseline of the river's current condition to compare with future data while trying to locate areas already under stress.

Another West Virginia group in the Hedgesville area, Citizens to Fight the North Mountain Waste Site,have been fighting a proposed sanitary landfill for a number of years, as well as taking stands on other development issues, such as a proposed quarrying operation. The group has headed off the landfill, which was rumored to become a site for out-of-state wastes, for the time being. The case is currently in the courts.

In Pennsylvania, two new citizens groups recently have formed. Citizens for Landfill Control in Franklin County is working to keep a proposed landfill from impacting water quality on a nearby stream. The group is watching the whole solid waste issue in the county. Another group has formed in Franklin County as well. The Falling Spring Greenway Committee has started out as a project by the local Trout Unlimited chapter, but is forming as a private nonprofit group. The Falling Spring harbors a naturally reproducing brown trout population of the Shasta strain, and is coming under increasing development pressure. The group also will sponsor stream improvement projects, such as cleanups and habitat enhancement measures. The group wants to establish a greenway along parts of the stream that it could oversee as a conservation area. "We want to become a conscience for the stream," noted Chairman Doug Herman.

Virginia's Shenandoah River drainage is undergoing increasing stress, and citizens are responding. Friends of the North Fork of the Shenandoah has formed recently, and is looking for members. The group has a number of primary concerns, including pollution from agricultural runoff, toxic wastes, and sewage, shoreline erosion. The group also is interested in monitoring water quality on the North Fork, a job that the group says the State Water Control Board can not adequately perform because of monetary and manpower constraints. The group is seeking to work cooperatively with government and other groups to improve conditions.

Another Virginia group is forming in the Front Royal area in response to the health advisory for PCBs (polychlorinated biphenyls) issued for the Shenandoah mainstem and parts of the North and South forks. The group, Friends of the Shenandoah, has a petition with more than 1,000 signatures asking the state to work toward cleaning the river. The Shenandoah is one of the most popular recreational rivers in the commonwealth.

All of these grassroots organizations are using people power to tackle important local problems. The members of these groups should be praised for their willingness to become personally involved in issues that touch close to home. They all will welcome neighbors to lend a hand.

Cacapon River Committee, Box 11, Yellow Spring, WV 26865;(304) 856-2869
Citizens to Fight the North Mountain Waste Site, P O Box 126, Hedgesville, WV 25427
Citizens for Landfill Control in Franklin County, 3135 Jack's Mill Road, Chambersburg, PA 17201; (717) 369-3659
Falling Spring Greenway Committee, P O Box 961, Chambersburg, PA 17201; (717) 264-4125 (Doug Herman)
Friends of the North Fork Shenandoah, P O Box 208, Strasburg, VA 22567
Friends of the Shenandoah, Richard Sealock, Route 1,Box 5052, Front Royal, VA 22630

--Reprinted with permission from the Potomac Basin Reporter, June 1989

CANAL ASSOCIATES BEND THE WEEKEND

by

Bob Bockting

Mention the Paw Paw Bends and a lot of C&O Canal Associates will know precisely what and where you mean. They will picture a snaky series of oxbows where the upper Potomac River coils through some twenty miles of delightful mountain scenery, between small towns of Paw Paw, West Virginia and Little Orleans, Maryland. This sparsely settled mountain area lies between Cumberland to the west and Hancock over to the east. But, you initiates already know that, so I'll get on.

During the weekend, 5-6 August, the above-mentioned "Bends" were the scene of a paddle-thru/camp-over by ten intrepid association members. The five-canoe flotilla was organized and led by Carl Linden and Ken Rollins.

My slightly overloaded canoe was launched with the others at Paw Paw shortly after noon on Saturday. The flagship (lead canoe) indeed flew a flag amidships, aloft on a paddle. No skimply little ensign this, but a three by nearly five foot specimen like those flown from homes on the 4th of July. Inspiring! Commodore Perry, John Paul Jones and people like that would have been proud. So were we. If anyone said anything memorable, however, nobody was listening.

In this region, the river's current glides swiftly, (one to two miles per hour, as estimated by some of the more scientifically minded) and the fleet made good time with only moderate paddling effort. There are no roaring rapids. Frequent, friendly, gurgling little riffles enhance the trip's charm, just by making paddlers pay attention to what the water is doing. The river up here won't scare you, but it won't let you fall asleep. Though one might sit in the bottom of a canoe at Paw Paw and do nothing, and possibly arrive safely at Little Orleans in a few hours, he'd increase his chances of a safe trip by shooting all the riffles prow first and under control.

The map shows five railroad bridges crossing the river at intervals along the first day's run to our expected campsite at Stickpile hiker-biker. So it turned out. After a generally leisurely twelve-mile paddle, with a short intermission along the way, our fearless leaders somehow spotted the landing. That was no sure thing, since it's hard to recognize from the river. Our fairly spread-out convoy closed in at the landing a bit before five o'clock. Plenty of daylight left for carrying gear to the campsite, pitching tents and cooking supper.

That sounds simple, but one in the party, having misplaced his tent's instructions, stood staring in bewilderment at some yards of canvas and a pile of pole parts. He recalled, however, in a flash of brilliance, the function of the pegs and with the assistance of six or eight of the party, got it all sorted out and erected. Incidentally, I've bribed the others not to mention this.

Another note: Rain was predicted--even thunderstorms! It didn't and they didn't materialize. A little heat lightning flickered on the horizon, nothing more. Nobody seemed disappointed.

A campfire wasn't needed for warmth but the challenge of kindling one with wet wood couldn't be ignored by a few stalwarts. After all, what's a camp without a fire?

Sunday's paddle, only eight miles, was if anything, over too soon. The weather was near perfect. The scenery, lovely as the day before.

Teamwork and good humor keynoted this trip. Everyone fell to, helping everyone else; launching boats, hefting duffel and gear, pitching camp. Congratulations--to all the participants and especially to the organizers

Bill Speck watches as the canoe party puts in at Paw Paw.

(Photo courtesy Earl McFarland)

ON THE LEVEL...notes and news on the Level Walker Program
by Karen Gray, Level Walker Chair

HIKES SPONSORED BY THE LEVEL WALKER PROGRAM -- EVERYONE IS WELCOME:
We'll walk 2-3 miles before turning back. Hikes are usually two to three hours long. Bring your lunch and a small garbage bag for litter. Call me if you need more directions (202/357-2756).

Saturday, September 23 at 11 a.m. Level #53, Little Orleans--upstream.
Meet at Little Orleans store near mile 140.9 on the canal. About 5 miles south from the Pine Grove/Little Orleans exit from I40 (west of Hancock)

Saturday, November 18 at 10 a.m. Level #7, Great Falls to Swains Lock
Meet in the garden behind the Tavern/Visitors Center (beside the lock). Great Falls, Maryland is at the very end of MacArthur Boulevard.

ARE YOU A SILENT LEVEL WALKER?
Remember that to remain on the active roll as a Level Walker in the Program you must walk AND REPORT on your level at least once during each calendar year (but preferably 3-4 times)--and if you don't submit a report, our records won't indicate that you walked it! Don't be a silent level walker. Let us know when you walk your level. Remember to include information on:

1. Litter and garbage
2. Human usage (cars, what people are doing, etc.)
3. The condition of the towpath, canal, structures, etc.
4. Flora and fauna

If you need more level walker report forms, give me a call and I'll send them to you. My answering machine is always on.

LEVEL WALKER REPORT SUMMARIES:

#1 MILE 0-2.3 TIDAL LOCK TO OLD BOAT INCLINE
Leslie Sobin (5/13, 5/20, 6/18, 7/1, 7/15) reports: On June 18 he counted 74 cyclists and 66 walkers/joggers! Some white ducks have made their home on this level and on July 15 he saw 15 Canada Geese.

#3 MILE 5-7.5 LOCK 5 TO CABIN JOHN CREEK CULVERT
Howard & Helen Rosen (5/19, 6/17) report the cars from the Glen Echo collapsed parking lot were finally removed and other damage from the spring storms along this level has been cleaned up.
James Wilson (6/7-8, 7/28-29) reported seeing litter washed down from creeks and the canal silting up in 2 new places from entering streams.

#4 MILE 7.5-9.4 CABIN JOHN CULVERT TO LOCK 14
Florence Lederman (7/18) reported access path cleared of fallen trees but the rails of steps broken and parts of the access path eroded.
Howard & Helen Rosen (7/8) report the loss of a large tree near mile 8 in the spring storms that was cleaned up by the Park Service.

#8 MILE 16.6-19.6 SWAINS/LOCK 21 TO PENNYFIELD/LOCK 22
Robert Kurman (5/7) noted erosion of towpath half a mile north of milepost 18 on the river side.

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(continued from page 14)

(#8 continued)
Bejay Myers and Joan Paul (5/7) counted 27 cars at Swains on May 7 and very sudsy water emerging from a pipe under Swains Bridge toward the river. Plentiful nettles in this area but also dogwood, phlox, wild garlic and wild mustard, etc.

#11 MILE 25-27.2 TEN FOOT ISLAND TO SYCAMORE LANDING
Harold Learned (5/15) reported surprisingly little trash on his early May walk but damage from the floods.

#13 MILE 30.8-33.2 EDWARDS FERRY/LOCK 25 TO FT. HARRISON ISLAND
Bert Grose (6/17) reported the towpath in good condition and saw yellow shafted flicker, pileated woodpeckers, goldfinch, rabbits, insects!

#17 MILE 42.2-44.6 MONOCACY AQUEDUCT TO NOLANDS FERRY
Jim and Joanne Ward (5/20) found lots of plastic, cans and bottles, and 27 people at the Aqueduct alone. They encountered vocal harassment from a fishing party. The Milepost 44 marker was broken. They saw a black snake, a wide variety of birds and fleabane in bloom.

#21 MILE 55-58 BRUNSWICK LOCK 30 TO WEVERTON LOCK 31
Edmund Finegold (6/8) encountered a cyclist collecting aluminum cans. Wildlife included 12 bucks and a beaver, and flora included wild strawberries.
Dave Johnson (7/5) reports continued structural deterioration of the Knoxville culvert and berm and the Weverton millrace culvert. A beaver colony has impounded water in the canal below lock 31. The new towpath surface is now smooth and compacted and well-suited to cycling or walking. He congratulated the Park Service for cleaning heavy litter miles 57-58.

#22 MILE 58-60.7 WEVERTON TO HARPERS FERRY
Dot Johnson (7/25) met a couple who reported seeing a copperhead snake emerge from the river with a fish in its mouth. Found a lot of ripe raspberries.
Harry and Jean Raney (5/25) found wild roses and a princess tree, lots of turtles and a black snake, both sides of the towpath mowed and repairs being made to the lockhouse at Lock 31.

#24 MILE 62.3-65.1 FEEDER DAM #3 TO DARGEN QUARRY
Cliff Murdock (7/9) collected three bags of litter, mostly cans, and met two horseback groups of 5 each. Hard rains had made the towpath shoulders soft where the horses walked and frequent horse travel was causing damage there. He found lots of berries and box turtles in swamp near mile 64.

#29 MILE 74-76.7 LOCK 39 TO SNYDERS LANDING
Marshall Grotenhuis (6/4) Reports a hole in the canal bed over creek about 2/10ths of a mile upstream from Lock 39. Everything else in shape.

#33 MILE 84.4-88.1 DAM 4 TO McMAHON'S/CHARLES MILL
Paul and Rita Marth (7/8) picked up more than two bags of litter, and found the mosquitos thick, many people recreating on the river.

#34 MILE 88.1-91 CHARLES MILL TO FOREMAN'S FERRY
Thomas Perry (5/31) found the towpath somewhat muddy and grass 3-4 ft. tall at about 88.5. Blue phlox beautiful and 1 beaver sighted.

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#36 & 37 MILE 93.0-99.3 — LOCK 43 TO WILLIAMSPORT

William J. Evans (7/15) reported the path muddy below Williamsport, observed a deer, rabbits and a badger or weasel.

#38 MILE 99.3-102.3 — WILLIAMSPORT TO HIGH ROCK QUARRY CUT

Dan and Alma Kershner (6/18) report the towpath clean of litter except at the end of Gift road, mosquitos and flies in abundance. A large limb across the towpath on this date had been removed and cut up by 6/20.

#40 MILE 105-106.8 — OLD NESSLE BRIDGE PIERS TO DAM 5

Judy Hecht (5/28) reported towpath in good condition but litter and erosion along some paths to river. This was a walk with many wildflowers.

#50 MILE 130-134.1 — DAM 6 TO SIDELING HILL CREEK AQUEDUCT

Elizabeth Scott and Fran Haley (5/7) reported towpath in good condition but 2 tires deep in water in prism. They met no one but saw one large bird the size of a turkey and many blue bells.

#54 MILE 146.6-149.7 — LOCK 59 TO LOCK 60

Bill Davies (7/5) reported nearly 2 billion mosquitos and close to a million deer flies as well as 2 beaver, mallards, snapping turtles a doe and 2 Park Service trucks. His level in good condition except for culverts which need clearing and stabilization. And he tells us: "the recent enhancement of the prism reflects action by beavers. These animals should be protected so that they may continue their work of rehabilitation of the canal."

#58 MILE 154.5-156.2 — LOCK 63 1/3 TO PAW PAW/MD 51 CANAL BRIDGE

Alan & Kit Franklin (5/27) sent photos of the crowded parking lot at Paw Paw and reported hundreds of people but surprisingly clean towpath. They noted a hole in the towpath near northernmost shaft in tunnel.

NOMINATIONS! CALL FOR NOMINATIONS! NOMINATIONS FOR 1990!

The C&O Canal Association's Nominating Committee is seeking nominees for next year's elections, to take place at the Annual Meeting on March 3, 1990. You may nominate yourself or another Association member for one of the following offices: President, First Vice President, Second Vice President/Level Walker Chair, Secretary, Treasurer, Information Officer and at least five members of the Board of Directors.

Call or write: Helen Rosen, Chair, Nominating Committee, 5204 Wyoming Road, Bethesda, MD 20816; 301-229-0413

or Committee Members

John Fondersmith, 1761 R St, NW, Washington, DC 20009; 202-667-1357
Arthur Korff, P O Box 207, Kensington, MD 20895; 301-933-4353
Mary Miltenberger, Rt 2, Box 604, Cumberland, MD 21502; 301-724-9110
Michael Werth, 14 Grafton St, Chevy Chase, MD 20815; 301-986-0793

ENVIRONMENTAL COMMITTEE REPORT SUMMARY..... from John Chandler's report

WASHINGTON BYPASS: The study regarding various alternatives should be ready by September. Stands are being taken by interested groups. The Committee suggested three possible choices: (1) Strongly oppose construction of any western bypass, on grounds that an eastern bypass would be far more effective in relieving the Beltway of long-distance interestate traffic and that a western bypass would harm the immediate canal environment and lead to development inimical to the Canal. (2) If a western bypass is deemed necessary, favor the most westerly route that would run from Frederick to Stafford County. (3) Avoid expressing a preference of routes, but stress the importance of (a) locating a river crossing at least one-half mile from any historical structures or important geological features, (b) locating no intercahnges at or near the river, and (c) ensuring that present zoning restrictions in Montgomery and Frederick Counties be retained in perpetuity.

SOUTH CUMBERLAND/AIRPORT ACCESS ROAD--now known as the "Canal Parkway": Assent of the C&O Canal NHP Commission on the proposed right of way adjacent to the Canal in South Cumberland should receive further study. There are two aspects to the access road issue, related yet separate. One is the reconstruction of the Wiley Ford bridge; the other is the improvement of road access between South Cumberland/Airport and the rest of the region.

The State Highway Administration (SHA) claims that the Wiley Ford bridge must be replaced starting the spring of 1990. This is planned as an in-kind replacement. SHA points out that the bridge is State-owned, whereas the approach road (Ford Avenue) is a city-owned road. Thus any change by SHA in the location or height of the bridge would require a corresponding change by the City of Cumberland and by the West Virginia Roads Department.

Traffic on the Wiley Ford bridge is expected to increase markedly in coming years. Canal users must now cross Ford Road at grade level. It is a hazardous crossing and will become more hazardous as traffic increases. Also, the present grade-level bridge precludes operation of a canal boat in the Cumberland section. The Park Service and the Allegany County Chamber of Commerce have urged that the bridge be raised to permit rewatering.

Alternatives can be developed that would serve the needs of Cumberland much better than the "Canal Parkway" and would omit any threat to the integrity of the Canal. The report by the engineering consulting firm Loewer and Associates, made in 1971, recommended that an overpass be built to span the CSX railroad near the Virginia Avenue underpass. This solution to the access problem provides a feasible alternative that would not degrade the Canal Park.

PRISON FACILITY: Plans were requested for safeguards, proposed landscaping and security and a report on possible noise effects of a medium-security facility between North Branch and Mexico Farms.

GEORGETOWN BRANCH: Proposals have been put forth for use of the Georgetown Branch right-of-way as a transitway for a combined trolley line and trail. Controversy surrounds the proposal because of potential noise and disruption of neighborhoods. The NHP has been urged to purchase the portion of the Georgetown Branch within DC, and Georgetown University seeks some of the property above Key Bridge for a boathouse site, which would entail granting a right-of-way for vehicle access.

DICKERSON INCINERATOR: Montgomery County plans to purchase 35 acres of PEPCO property for an 1,800 ton-per-day incinerator. Controversy is emerging over noise, pollution and visual impact.

REWATERING CANAL: The NPS is considering rewatering portions of the canal at Brunswick Williamsport, Hancock and Cumberland, Funding is available for testing these areas for holding capacity but none is yet slated for subsequent pumping, rewatering, and restoration of structures.

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RIVER BEND BOAT RAMP: The Maryland Director of Water Resources has approved a study of the carrying capacity of the Potomac River above Dam 5. The study is to be transmitted to the C&O Canal NHP Commission for consideration and response to the President of River Bend Corporation (West Virginia) which seeks to build a boat ramp. /Ed. note: This was also known as Jellystone Park./

OLMSTEAD ISLAND BRIDGE: $400,000 of the $550,000 needed for construction of this bridge at Great Falls (MD) has been appropriated by the Montgomery County government. Contributions are being sought for the remainder. Park personnel and funding must still be provided before restoration can be implemented.

PRIVATIZATION: Executive Order A-76 mandating privatization of maintenance work in the Park raises concern of the Park Service concerning poor quality work and demoralization of Park Service employees. Also concern was expressed by the Association about special problems of maintaining historical artifacts and structures of the Canal and the need for skilled employees for such work.

The Georgetown Linden Tree was saved and alternative methods of handling barge lines worked out.

Montgomery County plans for the Police firing range are moving forward.

Pennyfield Lockhouse is being readied for lease.

An entry fee will be charged at Great Falls (MD) sometime next year. The kiosk-type collection booth will be erected at the foot of the hill near the entry circle.

NOTES FROM THE MINUTES OF THE AUGUST 5 BOARD OF DIRECTORS MEETING.....

The August 5, 1989 meeting of the Association's Board of Directors was held at the home of President Hal Larsen in McLean.

Initial discussion centered in the presentation of the Environmental Committee dealing with the Canal Parkway (also called South Cumberland/Airport Road) and the Wiley Ford Bridge, as summarized in this newsletter.

The Board approved a motion to oppose the proposed parkway along the canal (1) because it doesn't serve the needs of the people of Cumberland; and (2) the proposed grade construction of the Wiley Ford Bridge does not meet the needs of the Park. The Association will present its position at the meeting of the C&O Canal NHP Commission on September 9, 1989.

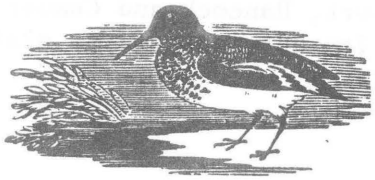
Association members in Cumberland and surrounding areas have expressed an interest in greater participation in Association affairs. An Allegany Coordinating Committee representing areas west of Sidling Hill has been formed and members in the area will be selected to serve on all Permanent Committees of the Association.

Reports were also received from the Treasurer and the Level Walker Chair.

Treasurer Dave Johnson showed an excess of income over budget of $427 (106%), while expense of $4,770 was 59% of budget, all of this as of August 5, 1989.

Karen Gray, in the Level Walker report, stated that as of July 30 eleven persons assigned levels were not currently members in good standing of the Association. On that date she sent letters reminding them of this requirement. Several have now renewed their membership.

One level is without walkers. There are 120 level walkers, of which only 46 have submitted one or more reports within the past year. During the period May - August, 1989, 31 reports were received for 20 levels. She expressed concern about lack of reports. Quality of reports received has been good.



NOTES FROM THE JUNE 25 BOARD OF DIRECTORS' MEETING.....

The June 25 meeting of the Board of Directors was held at the library in Williamsport. Board members present: Victor Conrad, Bill Davies, Vernon Davis, Karen Gray, Judy Hecht, Sandra Hemingway, Dave Johnson, Hal Larsen, Orrin Long, Bettyjane Myers, Charles Otstot, Tom Perry, and Ken Rollins. Board members absent: Donna Boies, Ralph Donnelly, Mimi Eller, Alan Hedin, Butch Henley, Helen Rosen, Lyman Stucker, and Edith Wilkerson. The following motions were made at this meeting:

1. Western Bypass -- Motion: That the Association strongly oppose construction of any western bypass, on grounds that an eastern bypass would be far more effective in relieving the Beltway of long-distance interstate traffic, and that a western bypass would harm the immediate Canal environment and lead to development inimical to the Canal. Motion passed unanimously.
2. Dickerson Incinerator -- Motion: That the Association take a position on the Dickerson incinerator that there should be no runoff or seepage on the Canal and to put this position into the record of the Montgomery County hearing on this matter in July. Motion passed unanimously.
3. Cumberland Prison Site -- Motion: To express the Association's opposition to the location of a Federal prison on the Mexico Farms site adjacent to the Canal and to state this opposition in a letter to the Federal Bureau of Prisons. Motion passed unanimously.
4. CSX Georgetown Branch -- Motion: To issue a statement in support of the proposal for the Georgetown Branch as stated in the master plan of the Coalition for the Capital Crescent Trail and to present it to the Montgomery County Planning Board. Motion passed unanimously.
5. Permanent Archives Committee -- Motion: That the Association establish a permanent archives committee. Motion passed unanimously.
6. "Dear Colleague" Letter Proposal -- Motion: To commend Carol Galaty for her initiative and to ask her to refine the letter and kit for presentation to Congresswoman Morella, and to work closely with the Information Officer on this. Motion passed with two dissenting votes. (Background: Ms. Galaty proposed that the Association prepare a "Dear Colleague" letter to be accompanied by a kit containing brochures and maps related to the Canal, the letter and kit to be circulated by Congresswoman Morella to her Hill colleagues.)
7. Ferry Farm, Stafford County, Virginia -- Motion: That the Association send Stafford County an endorsement of its efforts to acquire Ferry Farm. Motion passed unanimously. (Background: Ferry Farm was George Washington's boyhood home, and is threatened with intensive development; this site should be preserved for the public.)
8. 1991 Appalachian Trail Conference (ATC) Conference -- Motion: To ask Rita Hirrlinger to proceed to prepare for an exhibit for the 1991 ATC conference. Motion passed unanimously. (Background: The ATC conference will be held in Williamstown, Massachusetts; Ms. Hirrlinger believes the Association should have a booth at the conference.)
9. Sierra Club Request for Contribution -- Motion: That the Association not support the Sierra Club campaign on global warming. Motion passed unanimously.

STUDY TO RESEARCH ROLE OF AFRICAN AMERICANS IN THE HISTORY OF THE C & O CANAL

Funded by the National Park Service, a five-year study to identify African Americans who were involved in the construction and operation of the C & O Canal will be undertaken by Coppin State College with assistance from the C & O Canal National Historical Park. Three professors at Coppin State, an historically black college in Baltimore, will direct the study.

Suggested by former Canal superintendent Richard L. Stanton, the study will be officially announced at a press conference in Baltimore on September 29. Preliminary research has revealed the names of 32 African Americans who worked on the Canal, one of whom was Henry Williams of Hancock who was captain of Canal Boat No. 52.

Plans call for the publication of brochures as the study progresses, and of a book illustrated with photographs at the end of the study. The C & O Canal NHP will revise its interpretive materials to include the contribution of African Americans to the Canal.

LETTERS TO THE EDITOR

Dear Editor:

A sudden quick blast of wind in mid-June left 80 or more trees and large branches criss-crossing the towpath, chiefly between the Beltway and Widewater. Trees also fell across trails on the Gold Mine Tract. In an unbelievably short time, the Park Service had cleared both towpath and trails. Except for dying brush in the woodlands, little trace of the June storm remains.

Some sizeable logs lie close to the towpath. Their presence recalls the wish of an early Park supporter, Grant Conway, who wanted sections of fallen logs placed strategically along the towpath as resting places for weary towpath users. Park Service workers grumbled about placing the "Conway logs," but the logs served a good purpose for a number of years until natural decay overtook them.

Besides removing storm-felled trees, Park Service workers recently cleared growth from the wall above Catfish Hole that literally supports the canal and towpath on a narrow shelf above the river. Without the vigilant eye of the Park Service, this engineering marvel of the early 1800's might eventually crumble. (One wonders why similar care seems to be missing at Monocacy Aqueduct where young sycamores, mulberry and other trees have been sprouting sturdy branches all summer.)

Midsummer mowing "skinned" much of the canal bank near Washington, leaving it a green desert with little promise of fall wildflowers. The area between the Tavern and the stop-lock bridge, on the other hand, has not been mowed since late spring. As a result, a few purple ironweeds and rosy Joe Pye weeds are attracting dozens of butterflies. Spotted jewel weed, elephant's foot, heal-all, and other fall flowers are also starting to bloom. The natural wildflower garden at Lock 18 was left unmowed for the entire summer and was filled with blooming day lilies and daisy fleabane for several weeks.

The trail starting at the old campground below Carderock continues to bear the marks of the sludge dumped there last spring. Hikers are gradually making a bypass around storm-fallen trees. Above the Tavern, a number of trees still show the scars left by maintenance workers in the spring and several unsightly places remain where sludge was dumped. Here and elsewhere where natural growth has disappeared, the canal bank continues to erode.

The Maryland Heritage Program reported another rare plan discovered in the Park near Washington. The specific site is not being revealed. Local wildflower watchers have also found another site for the green dragon. One plant was going to seed.

The pair of resident eagles on Conn Island successfully raised two offspring this year under many watchful eyes. The young birds could be seen recently perched in a dead tree in mid-river, flexing their wings or calmly observing the surrounding scene. The return of the eagles for the fourth year is cause for celebration but generally bird numbers continue to decline, relying on the relative abundance of singing males during the breeding season as an indicator. Indigo buntings used to make themselves heard frequently all along the nearby canal, but this year a bird-watcher (or listener) could depend on hearing them in only a few places.

For newcomers or casual visitors, the Park continues to hold undeniable attraction. Those familiar with it over the years can only regret the passing of some of its wild beauty. The disappearance of birds can be attributed at least in part to the destruction of far-away tropical forests where the same birds used to spend part of the year. We have only ourselves to blame for the growing scarcity or complete loss of leather flower, passion flower, virgin's bower, tickseed sunflower, chicory, different kinds of clover, goldenrod and boneset, and many other wild plants. Not only the canal bank but also the areas around the old lock-keeper's houses, and even the canal prism in some places where the canal is not watered, are all kept well manicured. The historical accuracy of such manicuring might be questioned. Certainly something of beauty has been lost.

Helen Louise Johnston
Bethesda, MD

Postscript (2 weeks later): The wildflower garden and canal bank below the Tavern have been mowed, with little left but dead stubble.

Dear Editor:

We would like to inquire about the possibility of receiving a free subscription of your publication for a newly established Biblioteka Ekologiczna in Poznan.

This library is the first attempt to create an independent library which provides non-censored environmental information to Polish readers. Due to the scarce resources, we are unable to purchase the materials, therefore your assistance is needed.

The collection contains already over 40000 books and magazines from the US based Green Library. Materials are being catalogued and the collection enjoys a growing public interest. Our library is open to everyone on an equal basis.

Please let us know if the support from you will be available.

We look forward to hearing from you.

Jarek Fiszer, Director
Library Acq. Dept. Ecological Library
P.O. Box 76, 60-340 Poznan 38, Poland

HIKE TAPE GIVEN TO ASSOCIATION

Former Superintendent Richard Stanton has kindly given the Association the video tape made by Edie Roudebush and Chris Jones during the 1989 Justice Douglas Reunion Hike. The film was shown at the banquet at Hogate's on April 29. At that time, several people expressed an interest in having copies.

The tape is 19 minutes long. If at least six copies are made, the cost is $14.00 per copy. Postage and handling are $2.70. Anyone wishing to have a copy should send $16.70 to Hal Larsen, 1314 Kurtz Road, McLean, Virginia 22101. Orders should be placed by October 1.

"POTOMAC RIVER EXPEDITION '87 REPORT"

The Interstate Commission on the Potomac River Basin (ICPRB) has prepared a report on the 12-day, 200-mile trip down the Potomac from Cumberland to Washington, led by Dick Stanton and including staff from the ICPRB and the C & O Canal National Historical Park. The report discusses observations of certain aspects of the river and shoreline and how they are used. It highlights how these uses of the river and adjacent C & O Canal Park impact the river today, and how they may change in the future.

Copies of the report are available free from the ICPRB Publications Office, Suite 300, 6110 Executive Boulevard, Rockville, Maryland 20852; telephone (301) 984-1908.

BACKYARD WILDLIFE HABITAT PROGRAM

The Backyard Wildlife Habitat Program has been offered by the National Wildlife Federation since 1973. The program is designed to encourage homeowners to establish "mini-refuges" for wildlife. Yards of more than 350 homeowners in Maryland and Virginia and two in the District of Columbia have been certified as wildlife habitats. The yards range from 40 square feet to several hundred acres. For more information write: The Backyard Wildlife Habitat Program, Att: Toni Pepin, National Wildlife Federation, 1400 16th St, NW., Washington, DC 20036.

--reprinted from In the Anacostia Watershed published by the Interstate Commission on the Potomac River Basin

V olunteers
I n the
P ark

Report by Joan Paull

It's hard to believe that we have done as much this year. In January, Hal Larsen, Dave Johnson, Bejay Myers, Marilyn and Russell Stearns, Pat and James White, and Joan Paull removed vegetation from the aqueduct and lock walls in Riley's Lock in Seneca. Also, four large bags of trash were collected. Ranger Frank worked right along with us.

Collecting trash, removing vegetation from the Pennyfield lockhouse and covering a dangerous hole were the activities of the February worktrip. This time it was Bill Speck, Pat and James White, Hal Larsen, Barbara Shapiro, and Austin Cullen who did the job. Ranger Frank was there pitching in the whole time.

Three hundred saplings were planted just beyond Elmer's School Road in March. The object was to control sediment from the local farms. Forty pounds of grass seed were planted on the banks of the nearby stream to help control erosion. Pat and James White, Bill Speck Bill Pritchard (Frederick), Matt Butts (Hagerstown), Jim and Sally Bryant, Dave Johnson, and Joan Paull worked along with Ranger "Mac."

There was no April worktrip because of the through hike. However, in May we assembled 14 picnic tables. Cindy and Greg Donaldson, Karen and Harold Hubbell, Dave Johnson, Hal Larsen and Joan Paull did the job. Ranger Frank was there to supervise. We were pleased that we did so many.

The final worktrip for the summer was at the Tavern in June. Ivy was choking the trees. Hal and Jane Larsen, Pat and James White, and Joan Paull handled the job while Sally and Jim Bryant and Dave Johnson went to Georgetown with Ranger Frank to cut hanging vegetation. The other job at the Tavern was to cut kudzu from the bank of the canal.

Just because it is summer doesn't mean that we quit. No sir! Now we help with the Concerts on the Canal at the Foundry. This year Jane Larsen has really done the job almost by herself. She missed only one concert! The other helpers were Sylvia Heflin, Karen Gray and Joan Paull.

Now get set for our fall worktrips. In September and October come to the Great Falls Tavern anytime between 9 and noon. Bring workgloves, long-sleeved shirt, and long pants. You may stay as long as you wish. In November and December, we will be working at the Riley Lock in Seneca. Meet at the parking lot at Riley's Lock by 9 AM. Again, stay as long as you wish. This time, add a screwdriver (old), putty knife, or weed digger and plastic jar.

Join us--it's fun to be a C&O Canal "VIP."

WORKTRIP SCHEDULE

Saturday, September 9 - Great Falls Tavern
Saturday, October 21 - Great Falls Tavern
Saturday, November 4 - Riley's Lock in Seneca
Saturday, December 2 - Riley's Lock in Seneca

All trips between 9 AM and noon

It is a good idea to call Joan Paull (301) 384-8584 to check in. Sometimes there is a last-minute change in plans or a Park emergency.

REPORT FROM LOCK #73

Reports from observers at Lock 73 credit the Cumberland Canal Boat Festival (August 12-13) with between 1,300 and 1,500 visitors. A good showing for a weekend of ambivalent, but mostly grey skies over the Alleghenies.

Hoisting the C&O Canal Association "tent" and hovering over prospective members, teeshirt shoppers and general question askers were Ellen Holway and Elizabeth Scott. Hal and Jane Larsen joined in the Sunday afternoon fun and helped tear down the booth.

Festival features: crafts--ceramics, caning, quilting, barrel making--and period exhibits during the pre-revolutionary time and during the 1800's. Plenty of food, live music and tours of the canal boat--the centerpiece of the festival--and the lockhouse. Thanks to John Millar, Festival chair, Rita Knox, Rick Erisman and other C&O Canal NHP staff for receiving all those guests with great good will. All came to enjoy--and they did.

--Elizabeth Scott

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

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

Superintendent - Vacant. . . . . .
Acting Superintendent - James D Young. x200
Acting Assistant Superintendent - Linda Toms 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 - Gordon Gay. x214

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, Chris Lea, Chris Jones, Nancy Campanella, Frank Cucurullo
Administrative Technician - Steve Long . . . . . .(301)443-0024

GEORGETOWN VISITORS CENTER, 1055 Thomas Jefferson Street, Washington, DC
(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) 739-6179; 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.

ALLEHENY 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

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

Georgetown Barge Operation . . . . . .(202)472-4376
Abner Cloud House. . . . . .(202)472-2679
Fletcher's Boat House. . . . . .(202)244-0461
Canal Clipper, Great Falls Tavern. . . . . .(301)299-2026
Swain's Lock . . . . . .(301)299-9006
Western Maryland Station Center. . . . . .(301)722-8226

CALENDAR OF COMING EVENTS

Saturday, September 2 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Wednesday, September 6 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, September 9 - VIP Worktrip, Great Falls Tavern; see page 22.
Saturday, September 9 - C&O Canal NHP Commission Meeting; call Park Headquarters, 301-739-4200 for exact time and location.
Saturday, September 23 - Level Walker Hike, Little Orleans. See page 14.
Sunday, September 24 - C&O Canal Assn. Board of Directors meeting; call 703-356-1809.
Wednesday, September 27 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, September 30 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday & Sunday, September 30-October 1 - Overnight backpacker, McMahon's Mill-Lock 38; call Ken Rollins, 804-448-2934 or Hal Larsen, 703-356-1809.
Sunday, October 1 - Mystery Walk, Edwards Ferry, 2 PM; call 301-739-6179 or 301-739-4204 for details.
Wednesday, October 4 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, October 7 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, October 7 - Apple Butter Festival, Berkeley Springs, WV; call Gil Hill, 301-983-9284 or 301-496-1877.
Saturday, October 7 - Canal-Maryland Heights Walk, Sandy Hook Bridge eight miles to Stone Fort on Maryland Heights, 10 AM; call 301-739-6179 or 301-739-4204 for details.
Sunday, October 8 - Brunswick-Weverton Walk, 6 miles, 2 PM; call 301-739-6179 or 301-739-4204.
Saturday, October 14 - Potomac River canoe trip, Brunswick-Monocacy Creek; call Carl Linden 301-229-2398.
Saturday, October 14 - Autumn Glory Bike Ride, 24 mile round-trip bicycle ride, Brunswick to Monocacy, 10 AM; call 301-739-6179 or 301-739-4204 for details.
Sunday, October 15 - Williamsport Walk--short walk offering historical perspectives, 2 PM; call 301-739-6179 or 301-739-4204 for details.
Saturday, October 21 - Annual Heritage Hike, Williamsport to McMahon's Mill; see page 1 and reservation form on last page.
Saturday, October 21 - VIP Worktrip, Great Falls Tavern; see page 22.
Wednesday, October 25 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, October 28 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
November & December - Volunteer for service with Association Speaker's Bureau; call Hal Larsen, 703-356-1809 or Gil Hill, 301-983-9284.
Wednesday, November 1 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, November 4 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, November 4 - Tentative Overnight Bike Trip; call Bill Speck, 301-229-8140.
Saturday, November 4 - VIP Worktrip, Riley's Lock; see page 22.
Saturday, November 4 - Brunswick to Cramptons Gap 10-mile towpath-Appalachian Trail hike, 10 AM; call 301-739-6179 or 301-739-4204 for details.
Sunday, November 12 - Ore Banks Walk, rugged 3-mile off-trail hike, Antietam area, 2 PM; call 301-739-6179 or 301-739-4204 for details.
WEDNESDAY, NOVEMBER 15 - DEADLINE FOR SUBMISSION OF MATERIALS FOR DECEMBER ALONG THE TOWPATH.
Saturday, November 18 - Level Walker Hike, Great Falls to Swains Lock; see page 14.
Sunday, November 19 - Grand Season Finale Hike-1989 Reunion, Brunswick Campground with hike to Lander and return, 2 PM; call 301-739-6179 or 301-739-4204 for details.
Saturday, November 25 - Sights and Sounds nature walk; call 301-443-0024.
Wednesday, November 29 - Sights and Sounds nature walk; call 301-443-0024.
Saturday, December 2 - Sights and Sounds nature walk; call 301-443-0024.
Saturday, December 2 - VIP Worktrip, Riley's Lock; see page 22.
Sunday, December 3 - C&O Canal Assn. Board of Directors meeting; call 703-356-1809.
Wednesday, December 6 - Sights and Sounds nature walk; call 301-443-0024.

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 301-622-3985

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.

RESERVATION FOR C&O CANAL ASSOCIATION HERITAGE HIKE, Oct. 21, 1989

To: C&O Canal Association, P.O. Box 366, Glen Echo, Md. 20812-0366

Please reserve _____ places for dinner @ $11; total enclosed _____

Name _____ Phone (_____) _____

Address _____

Make check payable to C&O Canal Association. Reservations must be received by Oct. 14. They will not be acknowledged; a list will be maintained at the door.

To help in planning: _____ of us expect to ride the bus; we will park _____ vehicle(s) at McMahon's.

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

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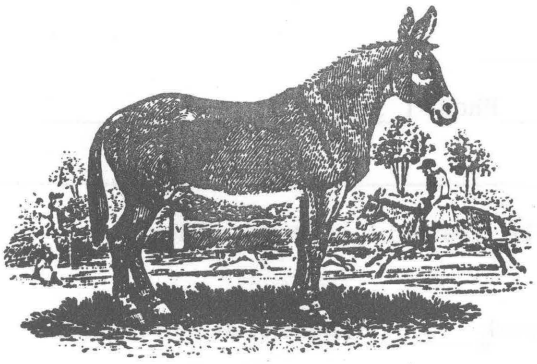

1 The Mule

JOHN C FRYE
3122 KAETZEL ROAD
GAPLAND, MD 21736