

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 XXII

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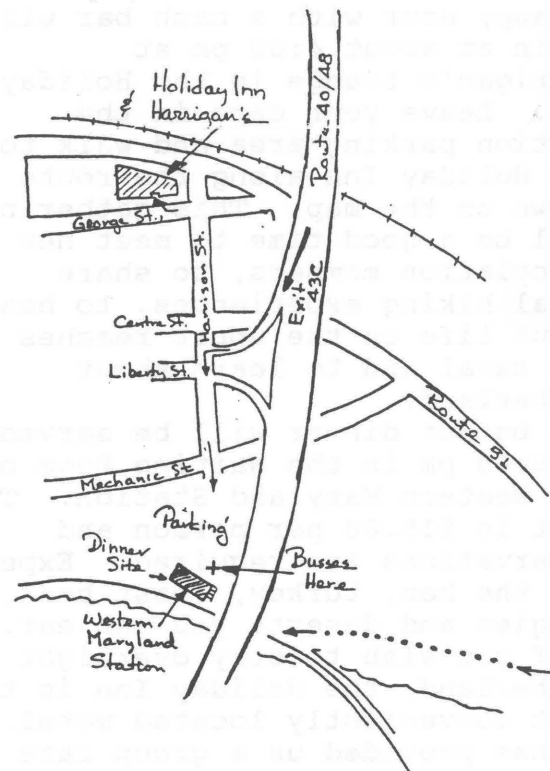
NUMBER 3

1990 HERITAGE HIKE NOW SCHEDULED FOR OCTOBER 27
This Year's Hike From Spring Gap to Cumberland

On Saturday, October 27, the Association will host its annual Heritage Hike. Walk along with the memory of canal boat folks as they cover the last eleven miles back home to Cumberland. It has been a long walk from Georgetown, and now there are only four more locks to navigate, and then the large basin and dock at the Queen City of Western Maryland. There will be a friendly get together and supper with family and friends where canal stories will be shared and news of the times discovered.

For us, the hike will begin at 1:00 pm at the Spring Gap Recreation Area. This time will allow participants to drive to Cumberland on Saturday morning. The mileage from Washington is about 130 miles, talking Interstate 270 to Frederick; I-70 to Hancock; and US 40/48 to Cumberland. Allow two and a half hours at least. At Cumberland, leave the main Highway 40 at the "Downtown" exit number 43 C. Then turn left onto Harrison Street, drive two blocks, cross Mechanic Street and enter the parking lot of the Western Maryland Station

(See map.).



Cumberland-Finish of
1989 Heritage Hike

Shuttle buses will move hikers from this parking area to Spring

Gap at 11:00 am and 11:30 am. The charge for this shuttle is \$2 per person. Bring your lunch to eat at Spring Gap before we begin the hike. This is a lovely riverside picnic place, but there is no water here. After the usual opening ceremonies, we will begin hiking at 1:00 pm.

The hike will take us past the reconstructed canal boat at Lock 75; the Mexico Farms area, the site of the planned Federal Prison; the Wiley Ford bridge site and then along the flood dike from which we will have a spectacular view of Cumberland and the mountains to the west. The hike ends at the Western Maryland Station. The C&O Canal Park Center in the station will be open as well as the world famous Cumberland Industrial Museum located on the lower level of the Station.

Happy Hour with a cash bar will begin at about 4:00 pm at Harrigan's Lounge in the Holiday Inn. Leave your cars in the station parking area and walk to the Holiday Inn along the route shown on the map. This gathering will be a good time to meet new Association members, to share canal hiking experiences, to hear about life on the upper reaches of the canal and to learn about Cumberland.

A buffet dinner will be served at 6:00 pm in the Waiting Room of the Western Maryland Station. The cost is \$15.00 per person and reservations are required. Expect all the ham, turkey, roast beef, veggies and deserts you can eat.

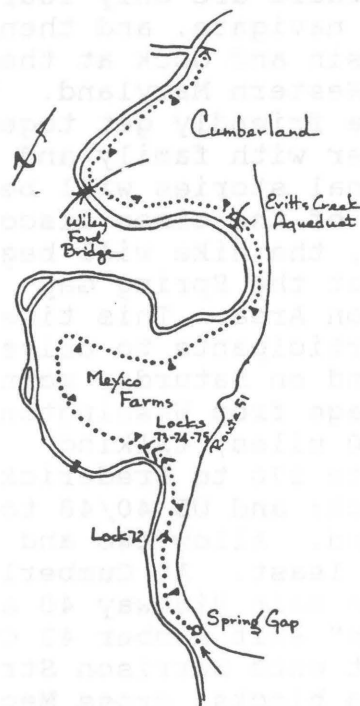
If you wish to stay overnight in Cumberland, the Holiday Inn is the most conveniently located motel. It has provided us a group rate of \$58.00 for a room and breakfast (and four can share a room). Please make your reservations directly with Holiday Inn (301)724-8800. Be sure to identify yourself as a C&O Canal Association member to get the special rate. Our block of rooms

will be held until October 15. After that, although the special rate will still hold, room availability will be on a first come basis. There are other motels in the Cumberland area. In La Vale which is about six miles west of Cumberland on US 48: Best Western Braddock Motor Inn--(301)729-3300; Continental Motor Inn--(301)729-2311; and Slumberland (301)729-2880. Three miles south of Cumberland on US220 is The Maryland--(301)729-2836.

C&O Park Superintendent Thomas Hobbs has arranged to open Spring Gap for those wishing to camp overnight Friday and Saturday. Remember that there is no water available at the Spring Gap park area.

Please use the reservation form found later in this newsletter and return it by October 20. On your form also please indicate whether you plan to camp or stay in a motel.

For additional information on this year's Heritage Hike, call Charles Otstot--(703)538-5446--or Rita Bauman--(703)503-9323.



Route of 1990
Heritage Hike

President's Column:

When someone dies, one inevitably recalls his last conversation with him. I talked to Bill Davies by phone two days before his June 27 death. I had called to brief him on the preceding day's Board meeting, which he had not attended. His last words to me concerned a group of 1954 hike photographs; during the next few days he was going to identify the people in them and to make proper captions. He never did this, for his time ran out, and there is no one else who can do it.

Just as Bill Davies is not here now to identify the participants in the famous hike, neither is he here to answer questions based on his knowledge of the C&O Canal. His connections go back to the very beginning, when Justice William O. Douglas made his protest walk from Cumberland to Washington to persuade the newspaper editors to support a C&O Canal National Historical Park rather than the freeway then being advocated. Bill Davies helped found the C&O Canal Association and was active in its affairs to the very end. He served the organization in many capacities, including as president. For many years, he was first vice president, the position he held when he died.

Bill defended the canal with determination, vigilantly watching out for encroachments. He led the way in seeking protection against developers, polluters and others who would defile this fragile strip. A geologist, he made a serious study of the canal and the Potomac River, particularly its natural and geological features.

Many Association members having had longer acquaintance with Bill knew him much better than I, a relative late-comer. Yet I believe I understand the deep sorrow felt by his long-time comrades who spent so many hours on the canal with him. I first

met him when he led an interpretive walk at Seneca, where he explained the rock formations at the former sandstone quarries. One could spot him as an expert in this field. I got to know him better during the past six years as board member and president. We clashed sometimes, especially on policy matters, but I always knew he was sincerely devoted to the canal and sought solutions to its problems. I think I recognize as well as anyone how much we have lost, for his knowledge was very great. Furthermore, he was the last living founder. We can no longer go to him for the gospel on what happened in the beginning.

Bill Davies's presence will undoubtedly continue to be felt because of his legacy: his uncompleted work at the National Archives and the book he was writing on the Potomac and its geology. The Association may want to consider completing the book as a tribute to Bill but more importantly as an addition to the literature on the Potomac and the canal. Many programs Bill initiated are still going on, but other things, like his signposts along the towpath hike routes, will now be only memories. Bill was a dynamic personality, and we will miss him greatly.

--Hal Larsen

News Item

On August 5th, the Board of Directors appointed Carl Linden, a Bethesda resident, to replace First Vice President William Davies, who succumbed to cardiac arrest on June 27. Dr. Linden, who is a professor and Soviet specialist at George Washington University, is a former Association president and a long-time member.

From the Editor:

My wife and I have finally finished walking the 184.5 miles of the Canal towpath from Cumberland to Georgetown, a project we started last September. It was a good experience. The finish was a bit of a letdown, however. We both expected something dramatic, after the long hike, if not a cannon ball over the Potomac at least a slingshot whistling into the sky. None of that. Only picnickers and fishermen and sunbathers and strollers underneath a bright June sky, with no one paying the slightest attention to our arrival and no one seemingly conscious of our achievement.

The whole trip was memorable with each section of the Canal trying to outdo the last. The final section was the particularly interesting even though it was over a section I had walked and commuted on many times. This time we saw it in relation to the rest of the canal upstream. This time we also had our trusty Hahn guidebook to tell us about all that we had missed during previous trips: the Little Falls skirting canal part of which is now the bed of the C&O Canal, the Abner Cloud House, the Georgetown canal incline, the Alexandria Canal Aqueduct, and then locks that passed through the sundrenched back streets of modern Georgetown. All in all, a thoroughly delightful trip, one we were almost sad to finish. We immediately began to make plans for taking the trip again, this time on bicycles.

I encourage all who can to do the Cumberland-Georgetown trip at least once. I would like to emphasize that walking the towpath is not just a summer or spring or fall exercise. I for one think that winter hiking has a lot to say for it. Some have complained

of walking in a tunnel of trees that doesn't let the hiker see much of the surrounding countryside. In the winter, the leaves are gone, and a whole other world is out there. Try it.

I received several interesting letters during the past several months from readers around the country. What I did not receive were many contributions from other readers. Please brush up your writing skills and serve as my reporters of the canal, its people and history. I would be particularly interested in interviews of people who remember first hand life along the Canal, items for the naturalists corner, photos of the canal and life along it, or anything else for that matter that relates to the Canal and the Association. I might not use everything, but I will certainly try to use what might be of interest to you the readers.

One of the letters I received deserves special mention. G. B. Calkins is a new member of the Association who is interested enough in its activities to read the newsletter and make several good suggestions. He or she (the writer does not make clear which) accuses contributors to "Along the Towpath" of "Towpathmanship - the natural inclination in any organization to talk as though everyone out there is an old hand." He/she speculates that at least 40% of the membership is a relative newcomer to the Association and suggests that "every issue of 'Towpath' contain a special page, or at least a well-marked section, devoted to that 40%." In this section might be discussed some of our long-time activities with explanations of what a "level walk" is, for example. A good idea. Who would like to take up such a column? Perhaps reader Calkins her/himself. For you newcomers

out there, I would suggest that a good start toward knowing more about the Canal would be to purchase Thomas Hahn's "Towpath Guide to the C&O Canal" which discusses in detail the major sights along the towpath as well as some of its minutiae. Then I would suggest you spend as much time as you can exploring all that the Canal Park has to offer.

--Don Besom

News Item

On August 5th, the Board of Directors decided to withdraw the Association's participation in the Wiley Ford Bridge case. In this litigation, the Association, together with the Maryland Conservation Council, the Preservation Society of Allegany County, and the Allegany C&O Canal Preservation Association, sought in a suit against the Federal Highway Administration and the Maryland State Highway Administration an injunction to delay plans to rebuild the Wiley Ford Bridge across the Potomac River while consideration is given to the provision for raising the Ford Avenue bridge across the canal at the approach to the river bridge.

The Association joined this suit in January in an action by the Executive Committee, a decision left standing by the Board at its February 4, 1990 meeting. Since then, counsel for the litigants has vigorously pursued an effort to reach an acceptable agreement with respect to the canal crossing. They believed the Wiley Ford Bridge rebuilding was the occasions to provide for a raised bridge over the canal in order to permit rewatering and to allow hikers and bikers to pass under the crossing rather than at the

grade level as it is today.

Since then, crucial support for this position from the National Park Service and the Maryland State Historical Officer has been absent, which was viewed as a serious detriment to the plaintiff's cause. In addition, the State Highway Administration offered a settlement in return for dropping the suit. The Executive Committee, on July 12th, found this settlement acceptable and so informed counsel. The Board of Directors then on August 5th approved the Executive Committee's action and voted to withdraw from the suit.

Several factors with respect to this canal grade crossing were relevant to the Board's decision: The Park Service will not be ready to rewater the canal in the Cumberland area for many years; the Steering Committee established to consider the plans for a parkway between Cumberland and South Cumberland is including in the planning provision for a raised-bridge canal crossing as a corollary to building the parkway; the State Historical Officer believes the project to rebuild the Wiley Ford Bridge has no adverse environmental impact on the canal since it does not change the existing situation at the canal crossing in any way; and the State Highway Administration has indicated its willingness to consider favorably a raised bridge at a later date. The bridge over the canal, however, lies within Cumberland's boundaries. The question, then, is unclear -- who has responsibility for the bridge, the city or the state?

The Association participates in the parkway steering committee and in its subordinate technical committee and will continue to do so. The steering committee will choose the route for the new parkway from among three

alternatives now being studied. A fourth alternative is to do nothing. Generally, however, everyone involved believes the present access routes to and through South Cumberland are woefully inadequate and should be upgraded.

--Hal Larsen

Call For Nominations For 1991 Elections

The Association's Nominating Committee is seeking candidates for next year's election to be conducted at the Annual Meeting on March 2, 1991. Members are encouraged to nominate themselves or other Association members for the officer positions (President, First Vice President, Second Vice President/Level Walker Chair, Secretary, Treasurer, Information Officer) or for membership on the Board of Directors.

Nominations may be submitted by phone or letter to the Chairman or any member of the Nominating Committee:

Orrin Long, Chairman
3321 Hartwell Court
Falls Church, VA 22042
(703) 560-5433

Carl Linden
6406 Ridge Road
Bethesda, MD 20816
H: (301) 229-2398
O: (202) 494-1645

Louis Odom
8401 Forrester Boulevard
Springfield, VA 22152
(703) 569-0111

Thaxter Swan
5705 Kirkwood Drive
Bethesda, MD 20816
(301) 320-4161

Special Appropriations Announced for Rewatering Canal

It was a pleasure to be present in Williamsport for the August 18 press release announcing major appropriations in the House and Senate for the rewatering of sections of the C&O Canal. On hand were federal and state officials, the Park Superintendent, along with officials and residents of the town of Williamsport, including several members of the Association. The group gathered in late afternoon at the "Canal House" (locally referred to as the "Mule House") and then moved to the historic Cushwa Basin for inspection of the areas included in the project, which has been in the exploratory stage for more than three years.

In her opening remarks, Congresswoman Beverly Byron spoke enthusiastically of the \$1.4 million appropriation which has cleared committee in the House. This sum, though far less than will be required to accomplish everything, will be sufficient to fund both the Williamsport section and one more.

Senator Barbara Mikulski promised her active support in the Senate, where she will press for \$2.5 million, so that Williamsport, Brunswick and Hancock can all have watered sections adjacent to them.

Superintendent of the Park Tom Hobbs, speaking at the historic Conococheague Aqueduct, said that the replacement of the missing wall of that structure will not be included in the first phase of the rewatering but, along with the restoration of the Cushwa Basin, is envisioned in future plans. For the present, the section under consideration for rewatering will run about 1500 feet from the

eastern side of the Aqueduct down to the Potomac Edison access road, passing through Lift Lock 44. As for the dream of having an operating barge pass through the lock, Mrs. Byron said that she looks to the communities contiguous to the rewatered sections to cooperate with the federal government to make the dream become a reality.

Williamsport Mayor John Slayman and local historian Melvin Kaplan, both of whom are members of the Canal Association, spoke about the influence of the Canal in the past and present in the Williamsport community and recalled the names of persons still living who once shared in its busy commerce.



Williamsport Rewatering Ceremony

L to R Congresswoman Beverly Byron, Senator Barbara Mikulski
State Senator Patricia Cushwa

State Senator Patricia Cushwa pointed with pride to the support of the community for the Canal rewatering project. All of us who love the "big ditch" and want to share it with our contemporaries (and with those who come after us) will rejoice at the prospects which have been opened up for the restoration and increased usage of

the Canal. My wife, Linda, and I were honored to be asked to be on hand to report this happy occasion to the membership of the Association.

--Thomas L. Perry

Entrance Fees Established at Great Falls

The National Park Service was scheduled to begin collecting entrance fees at Great Falls, Maryland on August 1. Startup was postponed, however, because construction of the collection kiosk at the entrance to the parking area was not completed on schedule. It now appears that collection of fees will begin in October.

The fees, \$3.00 per automobile (including all passengers) and \$1.00 for visitors on foot, bicycle or motorcycle, will be valid for seven days. An annual pass can be purchased for \$10.00. Golden Eagle, Golden Age and Golden Access Passports which allow unlimited access to all national park areas, will also be honored.

The Park Service does not plan to collect entry fees at any other point on the C&O Canal. Visitors entering the Great Falls area by towpath from Anglers Inn or Swains Lock will not be charged.

Planning continues for restoration of the bridges to the falls overlook on Olmstead Island, which has been inaccessible since 1972. If work is accomplished on schedule, the overlook should be open to visitors by autumn 1991.

While entry fees have been common for many years at larger national parks such as Yellowstone and Grand Canyon, the number of fee areas has expanded broadly since 1987. Proceeds are used by NPS to augment appropriations for the more than 350 national park

areas throughout the country. Other parks in the National Capital Region that currently have fees include Harpers Ferry, Antietam Battlefield, Manassas Battlefield, Fort Washington, Prince William Forrest and Great Falls, Virginia.

--Dave Johnson

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Canal Boats Go To Fall Schedule

The canal boats, Georgetown and Canal Clipper, will convert from summer to fall schedules on September 16. During the summer season, public trips on the mule-drawn boats depart from Foundry Mall and Great Falls Tavern Wednesdays through Sundays at 10:30 AM, 1:00 PM and 3 PM. During the fall season, through October 14, the boats will operate on Saturdays and Sundays at the same times. The Georgetown will also have afternoon trips Wednesdays through Fridays. Following the last trip on October 14, the boats will be laid up until next April.

--Dave Johnson

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Capital Crescent Trail Update

This fall the U.S. Congress and the Montgomery County Council will consider important matters affecting the future of the C&O Canal and the Capital Crescent Trail. President Bush included \$7 million in the FY 91 budget to complete the purchase of the D.C. section of the abandoned B&O Georgetown Branch rail line. If appropriated by Congress, these funds, plus the \$4 million approved in FY 90, will enable the National Park Service to acquire

the right-of-way adjacent to the Canal between Key Bridge and Arizona Avenue and on the Palisades above Canal Road and the Clara Barton Parkway. It is currently leased by the Park Service from the Georgetown Branch Foundation. The Foundation was created by local businessman Kingdon Gould, Jr., who purchased the property from CSX.

Acquisition by the Park Service will protect and augment the C&O Canal NHP. Conversion of the parallel railroad right-of-way to a bicycling trail will relieve the congestion on one of the most heavily used portions of the towpath and help alleviate the conflict between cyclists and pedestrians. Failure of the NPS to acquire the land could seriously impair the Park's integrity in the future. The Association has endorsed a letter from the Coalition for the Capital Crescent Trail (CCCT) to Senator Byrd and Representative Yates, chairmen of the Senate and House Interior subcommittees, urging support of the appropriation.

In Maryland, the trail between Silver Spring and Bethesda will be built as part of the light rail transitway. Funds for this segment of the trail are included in Montgomery County's capital improvement budget. Construction is expected to take four years. Therefore, CCCT (of which the Association is a member) is currently directing its emphasis on the section between Bethesda and the District line, where the trail is to be developed by the County Parks Department. However, the county has not included any funding for development of this section in the FY 91 budget. In addition, the County Council has not resolved the issue of excursion trains using the right-of-way south of Bethesda. The Council has stated that it intends to develop a hiker-biker

trail on the right-of-way and will allow excursion rail only if "compatible with a usable, safe trail on the right-of-way, and without excessive cost to the county." However, they voted to continue to "study" the question. It is hoped that the Council will act this fall to move forward with the trail. The Council's transportation and environmental committee is scheduled to discuss next steps for the trail west of Bethesda on September 24. The Association has written to each council member, asking him to delete the rail proposal from further consideration and to provide initial funding to develop the first part of the trail from the Bethesda business district to Little Falls Parkway.

The Park Service opposes excursion trains along the canal, because the right-of-way is not wide enough for both a bicycle trail and a railroad track. Excursion rail along the canal would require deforesting and recontouring the park, which is unacceptable or dropping the separate bicycle trail and leaving cyclists on the towpath to compete with walkers and joggers. Additionally, the train would be a dangerous safety hazard to park visitors in busy areas, such as Fletchers Boathouse.

In the meantime, CCCT has established a stewardship program to maintain an interim trail until a permanent hiker-biker trail is constructed. In Montgomery County, both trash and vegetation need to be controlled to keep the right-of-way open for hikers. The Association has undertaken responsibility for the section in the park below Arizona Avenue. Since this section of the Crescent Trail is adjacent to the Canal, it is not necessary to keep it "open" pending permanent improvement for bicycles, since hikers can use the towpath. Vegetation, therefore,

will not be disturbed, and we will concentrate on trash pickup as a volunteer and/or level walker effort.

Association members can assist these initiatives in several ways. First, by urging their senators and representatives to support the appropriation for the Park Service. Second, by participating in trail maintenance and other activities of the CCCT. In addition, Montgomery County residents can let the County Council know that they support early action to begin planning and construction of the Capital Crescent Trail in the section south of Bethesda.

--Dave Johnson

A Potomac River Overview, With Gilbert Gude

The geography, natural and human history, and present condition of the Potomac River were all covered in a course presented this summer at Georgetown University. The instructor was retired Maryland Congressman Gilbert Gude, who was the key sponsor in the House of Representatives for the bill that created the C&O Canal National Historical Park in 1971. Mr. Gude, a member of the C&O Canal Association, is the author of two books on the Potomac Valley, Where the Potomac Begins (1984) and Small Town Destiny (1989).

The five class sessions traced the river from its source in the mountains of West Virginia and western Maryland to the Chesapeake Bay. Much emphasis was on the evolution of the valley as a transportation corridor, by road, rail and, of course, canal, as well as the development of natural resources -- fish, coal, timber -- and other industries. Throughout, the life of people in the valley

-- colonial planters, watermen, miners -- was examined. Modern environmental problems, such as acid drainage, waste disposal, industrial toxins, and flood control, and their solutions were considered in detail.

The course was highlighted by three field trips that retraced the tour of the valley that Mr. Gude led while a member of Congress. The class excursions included visits to the Fairfax Stone, Bloomington Dam, abandoned coal mine sites, the canal terminus at Cumberland, Paw Paw, Williamsport, National Colonial Farm, Port Tobacco, St. Mary's City, and Point Lookout. Mr. Gude's knowledge of and research into these areas permitted him to share with the class a fascinating combination of history, politics, economics and science which would be very difficult to get from any other single source.

The non-credit course will be repeated in the fall. Registration information may be obtained from the School for Summer and Continuing Education, Georgetown University, Washington, D.C. 20057. Telephone (202) 687-5942.

Dr. Dave Gardner's popular Montgomery College course "The C&O Canal: A Living History," is also on the fall schedule. For information on this class which will be given on the Rockville campus, contact Montgomery College Continuing Education at (301) 279-5188.

Additional Legal Defense Fund
Donations Sought

Attorney's fees for the Wiley Ford Bridge suit have outpaced contributions received for the Association's Legal Defense Fund.

As reported in the last issue of "Along the Towpath," the fund was established to cover costs of legal actions that may be taken to protect the park from threats to its environment, integrity and quality.

The initial use of the fund has been to participate with other organizations in the suit to ensure that replacement of the bridge over the Potomac River at Wiley Ford will not preclude the elimination of the at-grade canal crossing at Ford Avenue.

We thank those members who have contributed to the fund and encourage others to join them in supporting this effort. Due to the costs of the suit, the fund is in a deficit status. As you know, the fund is separate from the Association's general operating budget, which is financed by membership dues. Contributions in any amount are welcome. Please include the stub found later in this newsletter with your gift to ensure that it will be credited to the Legal Defense Fund.



Hikers on the 1989 Heritage Hike
L to R Dave Johnson, Jim Bryant,
Pat Barnett, Lyman Stucker,
Jean Brown, Bill Speck

Volunteers In the Park

Fall is here -- time to mark your calendars with some dates for our work trips. Save

October 6 - Lock #33. Work with the level walkers.

November 3 - Ferry Hill. Help Lee.

December 1 - Great Falls Tavern.

Who cared that it was cool, snow was on the ground, there was a fog and at times a mist. Six people came to Great Falls Tavern to help get the boats and mules ready for the April boat season. Charles Ayres and his wife from Bel Air, Dave Johnson, Keith Kridenoff from Baltimore, Bill Speck and Pat White worked a total of 27 hours! They scraped the boat to get it ready for painting and prepared the harness for the mules.

There was no April work trip because of the Douglas Hike and no work trip in June because of the concerts.

In May, Joan Paull, Paul Twigg and Pat White parked at the Abner Cloud House and then went with Ranger Frank to Georgetown to cut overhang and to remove weeds from walls and fences.

Jane Larsen saved the day at the summer concerts. She was there for 6 of the 7 concerts, chalking up 24 hours of service in the process. Joan Paull covered three of the concerts.

--Joan Paull

Letters to the Editor:

Dear Mr. Besom:

"Reminiscences of the C&O Canal" by Vic Conrad, which appeared in your last issue was a bit of nostalgia for me. While Vic is several years older, I do recall his family living in Williamsport

for the few years that Vic describes.

I was born there and from the time I was eight or nine years old until well into high school spent almost every suitable summer day along the canal and Potomac River. These were delightful, fun-filled days as my companions and I swam, not only in the canal but in the then crystal clear waters of the Potomac. After a swim we would go up on the river bottom that separated the canal and the river, and play ball for a while and then go back in the river again - sans bathing suits, of course. We spent a good bit of time along the river because the boys with whom I was associated were the Castle brothers, Ed and Leroy. They had a task to perform and that was to watch over the grazing habits of several cows that their family owned. The river bottom served as their pasture from morning until evening.

The swimming spot that Vic referred to above the Williamsport aqueduct was known as Turtle Pond. There was a small inlet there leading into a boat house from which kids often jumped. Most of my canal swimming was confined to below Lock 44 because the cows wandered in that direction. Our favorite spot was the waste weir, about three quarters of a mile below the lock. One of its advantages was that you could dive directly into the water from the weir. The aqueduct also afforded this opportunity, although this was rather risky business since one could be arrested for doing so, and the overseer, Jimmy Richards, kept a rather strict surveillance of that area. Along with my companions I swam there on a number occasions. Of course after the aqueduct fell, all the allure was gone since the restored upper side, consisting of narrow board

planks and supports were no substitute for the broad and heavy limestone blocks that had provided a walkway.

Vic mentioned something with which I am totally unfamiliar. He stated that a canal boat knocked out the side of the aqueduct. I believe that all accounts of the event stated that the heavy limestone blocks simply gave way. I cannot visualize a lightboat causing this mishap. As soon as stones began falling, the boatsmen (I think his name was Myers), with great presence of mind, leaped to the towpath and severed the towline, thereby preventing the mules from going over the side and down to an almost certain death in the Conococheague Creek below. Like all the townspeople I rushed down to the scene, having been awakened by the cascading waterfall crashing into the Conococheague. As Vic noted, people from Hagerstown filled all available trolley cars (and extras were made available), to gaze at what had to be a once-in-the-lifetime scene. The large stones filled the creek bed below, making passageway by skiff or canoe under the arches rather hazardous for many years thereafter.

Mention was also made in the account of danger for swimmers in the wake created by a moving boat. I have a problem with this, since mules pulling boats upstream traveled only at a two or three mile an hour pace. When one considers how broad these boats were from bow to stern, very little backwash was created. In fact on occasion we used to cling to the rudder of lightboats when no one was aware of our presence.

Aside from swimming and ice skating, the canal, specifically in the Williamsport area, offered other forms of recreational activity. Strollers took advantage of cool evenings and the shade from bordering trees on hot

summer days. Canoeing was also popular. But for the most part, the townspeople got their recreational kicks from the ball games at the river bottom. Spectators in our community gathered in large numbers along the gentle slope leading to the towpath behind right field. This was a weekly fixture.

I have also seen dice games taking place along the towpath, with some of the sporting gentry vying with each other for both skill and accuracy as they tossed the cubes on the fine gravel surface. Nor was this the only game of chance taking place. On a small grassy offset bordering the upper, or western, side of the aqueduct, and sheltered by lofty shade trees, four or five gentlemen regularly during the summer, assembled for a friendly game of poker. That was my introduction to gambling, and I watched with awe. And while my presence was tolerated, I was not warmly welcomed.

One aspect of canal life that has received little attention was how the vernacular heard among boatsmen came into almost everyday usage in the street - at least in Williamsport. For instance, if an automobile was being driven somewhat erratically in town, the driver was likely to be assailed by the shout: "Muskrat on your rudder." Or if a tipsy or inexperienced motorist came to a stop against a tree or up on the curb, it would not be unusual for a stentorian cry, "Canal boat on the towpath!" to rent the atmosphere. At the ball games, if a runner was slow of foot or laggard in running toward a base, he was certain to hear not one but a chorus of shouts of "Put out another mule!" emanating from spectators.

As I look back on those early years, I find myself valuing anew the diverse ways in which the

canal impinged upon the lives of those who plied its waterways and those of adjacent communities.

Sincerely,

Abner Kaplan
Baltimore, MD

June 20, 1990

Don--

I was much impressed with the June issue of "Towpath" - good pictures and articles. I read it from cover to cover.

The canal is fascinating to me - I learned about it while visiting Hagerstown, MD four summers ago - followed all along as many places as I could find: Harpers Ferry, Shepardstown, Paw-Paw Tunnel, Antietam - so interesting - and all those aqueducts.

Last fall I drove across northern NY State and followed the Erie Canal - Rochester, Lockport, Herkima, Syracuse - all outstanding places on the Mohawk River.

Then this May-June, I was in Toronto and drove east an hour or so to Petersborough and saw the hydraulic lift lock on the Trent Severn Canal that connects Georgia Bay and Quinte Bay and Lake Ontario - wonder if your readers know about this one. The locks life 65 feet. Most interesting and were built almost 90 years ago and still function just as well as in 1903.

Wondered if anything more has been done to save the Railroad lift bridge at Williamsport. When I saw it 4 years ago, it was in pretty bad shape. Sure hope some junk dealer doesn't get to it with a cutting torch when no one is around.

Keep up the good work.

Jim Beardsley

A California C&O Canal booster

Dear Editor:

Here are some suggestions about ways to encourage new members to take part in Association activities. I am one of them.

For example, your name doesn't appear in or near your "From the Editor" column. Oops, there it is on the facing page in small, fuzzy print. Make it big and clear and attached to what you write. We need to get to know who is who in the outfit.

This is a big newsletter ("Along the Towpath") and it could be easy to get lost. This may seem that way because of my lack of knowledge about "what's happening" (I just joined). But it might also be thought of as "Towpathmanship" - the natural inclination in any organization to talk as though everyone out there is an old hand.

I'm guessing, but would 40% sound excessive for the peripheral members: those who don't really know what is going on, who need to be recognized, and for whom I'll suggest a way to get them over the door sill and into the club - if that's what they want?

My suggestion is that every issue of "Towpath" contain a special page, or at least a well-marked section, devoted to that "40%." For example, what is a "level walk," and what is the Level Walker's Program? What are we to expect from walking, say 5 miles: exhaustion, cramps, euphoria, etc? And how should people of various ages and fitness see these walks? Where are places like Seneca, Little Orleans, Dam 5, Cabin John Culvert, and so forth? What should one bring to a hike, including clothing, shoes, food & drink, sunglasses, cameras, and the like? Finally, how about

telling us what is so nice about walking along a canal: what do you do on a hike that makes it a good thing?

Them's my sentiments.

Yours sincerely,
G.B. Calkins

Naturalist's Corner

All along the towpath, the pulse of birds moving north in the spring is a time of obvious increase. As days lengthen and masses of birds in full breeding plumage stream in, their songs, cries, chirps, and calls can be heard day and night. So many varieties nest along or within flight distance of the 184 miles of the towpath that it's probably poor taste to complain about those moving farther north or west.

The return movement is more subtle and begins even while it's still summer. Before July ends, the scarlet tanager has been quiet for several days, and I finally realize what's up: he's gone. Within the next two or three weeks, mixed gaggles of blackbirds begin to form, moving ahead of me in noisy flocks on the dusty towpath and up into sycamore trees that flake down bark and brown curling leaves. On grey overcast days in late August, nighthawks appear in large daytime numbers, performing their aerials under a lowering sky. Warblers come through and fill the trees, but greatly subdued and intent on feeding tasks.

The last weeks of September and the first weeks of October are stunning. Days are still warm. Leaves are changing color and thinning out, and the kinds and numbers of birds leaving town mix with those passing through and overlap the abundant resident populations of woodpeckers,

titmice, finches, Carolinas, and nuthatches. A hike on September 25 may yield: flocks of migrating cockoos, yellow and black billed; thrushes in variety, usually mute; both kinglets; warblers from bay breasted to yellow throat; rose breasted grosbeaks in assorted color phases. Each year brings a reward. The red headed woodpecker, usually elusive in this area, may appear in noisy, combative groups, chasing each other about without regard for the observer. A mid-morning kettle of broad winged hawks spirals upward out of sight to be replaced by an osprey flying so low that his frowning browline and yellow eye are visible.

With this abundance, it is tough to avoid the, "It's only a . . ." trap. "It's only a downy," turns out to be the first sapsucker taking up winter residence. "It's only a flock of finches," turns out to be cedar waxwings aplenty. But abundance gives way to moderation as November arrives. Canadian geese, juncos, and white throated sparrows settle in. As 1990 draws to a close, I hope that the orioles and tanagers, the bunting and the ovenbird, the woodthrush, the green heron find equally hospitable homes south of here safe from timbering, wars, insecticides, development. I want to see all of them along the towpath in 1991.

--Ann Briggs

[Editor's note: "It's only a bald eagle," I thought as I watched the large bird fly ahead of my kayak as I paddled near Anglers Inn.]

You would have enjoyed our first September walk! About a dozen people meandered up the towpath from Great Falls Tavern, back along the little creek to the

river, returning by the riverside trail. That trail is much more "walkable" than it used to be. No longer do we have to clamber over and around logs and trees downed by long-ago floods.

An adult bald eagle gave us an early show, perched patiently on the gaunt dead tree in mid-river below the dam. As we followed the river-bank, a half-dozen cormorants also put on a good display, swimming, landing on a half-submerged log or rock, drying their outstretched wings, and then swimming again. Several egrets stalked along the shore of a mid-river island, preceded by a great blue heron. Other great blues stood patiently on the river bank - waiting perhaps for an unsuspecting fish to swim by.

We found several ripe pawpaws. I greedily ate one - just to test it. It was mellow and sweet. The usual fall sunflowers, cone flowers and wingstem painted the sunny spots a bright yellow.

An old log near the towpath proved to be an "apartment house" for skinks of different sizes. The smallest - no more than 2 or 3 inches long - disappeared quickly when an observer got too close. Others basked undisturbed in the warm sun.

For times each month, groups saunter forth together from the Tavern. They start at 10 am on the first and last Wednesdays and Saturdays each month of the year. They explore not only the flora and fauna along the towpath but also in the adjacent woodlands. Three Canal Association members lead the walks, started with Lee Struble's guidance 17 years ago and conducted under Park auspices on a regular schedule since then.

COME AND JOIN US - WE WOULD LOVE TO HAVE YOU COME! Learn with us to know and enjoy the hidden wonders of the Park.

--Helen L. Johnston



Turkey Vulture
Sighted Along Towpath

C&O CANAL ASSOCIATION NEWS

An Association Board Meeting was held on June 24, 1990, at Williamsport Library in Williamsport. During the course of the meeting, the following motions were passed:

1. Liability Insurance - That both Helen Rosen and William Evans be thanked for their advice on liability insurance for the Association and that the two survey applications which were received by submitted for pricing and policy language be considered at the August 5 meeting.
2. Appointment To Fill Vacancy on Board of Director Created By Death of Vernon Davis - That the President contact the unelected candidates (from the slate presented at the annual meeting) in order of counts until one accepts and that person will become the new board member.
3. Attorney's Fees - That the Board authorizes an additional \$500 for the expenses of Charles Montange, the attorney handling the Wiley Ford Bridge litigation for the Association, to be charged to the Legal Defense Fund and that a committee be established to write a letter of agreement

between the four organizations detailing the procedures for financial authorization commitments for Mr. Montange's further action on our behalf, including an agreement by the four organizations to open their books to authorized representatives of each.

4. Committee Appointments -

President Larsen reported the following committee appointments:

Publication Committee--Nancy Long, Chair

Environmental Committee--Nancy Long, member

Crescent Trail Liaison--Dave Johnson

Legal Committee--William Evans, Gordon Lang, Bill Speck

Nominating Committee--Orrin Long, Chair; Carl Linden; Bettyjane Myers; Louis Odom; Thaxter Swan

Heritage Hike Committee--Charles Ostot, Chair; Rita Bauman; Fred Blumenthal; John Fondersmith; Arthur Stier; Doug Bussen.

5. Conference on Historic Canals -

That the Association participate in the 1990 Conference on Historic Canals, if it is held.

6. Student Volunteer - That the Association sponsor a student volunteer for the Park Service for CY 1990 at a cost of \$1,000.

7. Transferring Banks - That the Association transfer its bank account to the Crestar Bank which has lower service charges and higher interest rates.

The Association held a board meeting on August 5, 1990, at the Glen Echo Town Hall. The following motions were passed at that meeting:

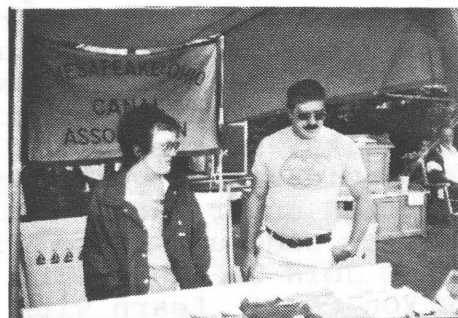
1. Candidates to Replace Bill Davies as First Vice-President - That the President contact the following individuals in the following order (as indicated from the vote of the Board members) until one accepts the appointment of First Vice-President: Carl Linden, John Chandler, Tom Perry, Bettyjane Myers and Doug Mussen.

2. Wiley Ford Bridge - That letters be addressed to the Director of the National Capital Region and the Commission, requesting that the agreement regarding the Wiley Ford Bridge be reduced to a formal agreement between the NPS and the State as to intentions and specifications.

That the Board endorse the action taken by the Executive Committee on July 12th and withdraw from the Wiley Ford Bridge Litigation.

That the Board defer consideration of any further contributions to Mr. Montange, Attorney-at-Law, for his expenses incurred in the Wiley Ford litigation.

3. Budget - That \$50 be reprogrammed from the Allegany Regional Committee and put under Dues and Contributions.



Mr. & Mrs. Charles Ayres of Bel Air, Md manning the Association exhibit at the Cumberland Canal Festival

COMING EVENTS

<u>Month</u>	<u>Date</u>	<u>Day</u>	<u>Event</u>
October	6	Sat	VIP work trip at Lock #33 between 9 am and 12. Call Joan Paull for details <u>(301)384-8584.</u>
	6/7	Sat/Sun	Berkeley Springs, W.Va. Apple Butter Festival. The Association will have a booth, and you are welcome to help. Call Rita Bauman <u>(703)503-9323.</u>
	6/7	Sat/Sun	Brunswick Railroad Renaissance Festival and Centennial Celebration - 10:00 am to 5:00 pm. A celebration of the town's B&O Railroad heritage, includes a train excursion, railroad museum, crafts, antiques, a 10 k race, good entertainment and food. For more information call Town Hall <u>(301)694-6040.</u>
	13	Sat	VIP work trip at Great Falls Tavern as a part of Montgomery County Community Service Day. 9 am - 12. Call Joan Paull for details <u>(301)384-8584.</u>
	27	Sat	Annual Heritage Hike - Spring Gap to Cumberland. (See elsewhere in this newsletter for details of <u>hike.</u>)
November	3	Sat	VIP work trip at Ferry Hill. 9 am - 12. Call Joan Paull for details <u>(301)384-8584.</u>
	10	Sat	Walk the Antietam Level with Ken Rollins. See elsewhere in this issue for details. Call Ken Rollins - <u>(804)448-2934.</u>
December	1	Sat	VIP work trip at Great Falls Tavern. 9 am - 12. Call Joan Paull <u>(301)384-8584.</u>
	8	Sat	Walk levels 17 and part of 16 and return. Bring your lunch and meet at Noland's Ferry parking lot at 10:30. Call Karen Gray - <u>(202)333-6947.</u>

On Saturday, November 10, Ken Rollins will host a walk along his Level, 27, from Antietam Creek Aqueduct to the Shepardstown Bridge. Ken will describe the area when he first saw it in 1957 and review the changes that have occurred through the years. For those who do not care for a round trip of 6.8 miles, a shuttle can be easily arranged. Bring your lunch and meet at the parking lot below the Shepardstown Bridge at 10:30 am.

ON THE LEVEL...notes and news on the Level Walker Program

by Karen Gray, Level Walker Chair

825 New Hampshire Ave. NW #304, Washington, DC 20036

202/333-6947

HIKES FOR EVERYONE: Anyone and everyone is welcome at these hikes sponsored by the Level Walker program. Walks are roundtrip and usually between 5-8 miles. They are relaxed and informal and walkers bring a snack or lunch, or get together after the hike at a nearby restaurant.

Sat. Sept. 22, 10:30 a.m.: Dam 5, walking upstream to McCoy's Ferry. From Williamsport take Rt. 68 west to Rt. 56 and go 1/2 mi. to the Dam 5 Rd., turn left and proceed for 2.8 miles to Dam 5 parking area.

Sat. Nov. 10, 10:30 a.m.: Shepherdstown, Lock 38, walking downstream to Antietam Aqueduct. Ken Rollins, the level walker for this level will lead the walk, providing information along the way. Accessible from Rt. 34 by a road opposite to Ferry Hill Mansion, the Canal Park headquarters.

Sat. Dec. 8, 10:00 a.m.: Nolands Ferry walking downstream to Monocacy Aqueduct. Take the Nolands Ferry Rd. from Rt. 28 (about 4 mi. east of Point of Rocks). Meet in the parking area at the end of the road.

Sat. Feb. 2, 10:30 a.m.: Hancock, walking downstream. Meet in the Canal Visitors Center near the west end of town. Those who wish will get together at Weavers in Hancock for lunch following the walk.

LEVEL WALKER NEEDED FOR LEVEL 54, MILES 146.6-149.7, Lock 59 to Lock 60.

This level lies in a wild and remote part of the canal above Little Orleans and below the Paw Paw tunnel and adjacent to Maryland's Green Ridge State Forest. It is ideal for a biker or good hiker as there is little litter. Please contact me if you are interested in this level.

EXCERPTS FROM LEVEL WALKER REPORTS FOR THE QUARTER MAY THROUGH JULY

Note: Next deadline for the December "Towpath" is November 5.

- 01 0.0- 2.3 Tidal Lock to Old Boat Incline
Margot Foster (5/16-17) Observations included a duck with 5 ducklings, geese and goslings, and the usual camp of homeless under the bridge.
Leslie H. Sobin (7/28) Picked up 3 bags of litter--most of it from the vicinity of the Sea Catch Restaurant.
- 02 2.3- 5.0 Old Boat Incline to Lock 5
Margot Foster (5/18) Usual canoes, but also a rowboat.
- 03 5.0- 7.5 Lock 5 to Cabin John Creek Culvert
James & Joan Wilson (6/2-4, 5/19-21, 5/6-7) Reported 85-94 walkers/joggers and 88-131 cyclists. Milepost 6 knocked over.
Howard & Helen Rosen (6/22) Also reported down mile marker #6.
- 06 12.3- 14.3 Cropley (canal bridge) to Great Falls/Lock 20
Helen Johnston (June report for period) Mowing late enough to allow spring wildflowers to bloom and seed but impacted early summer bloomers. Mowing cut wild Iris at water's edge. School children do most clean up.
- 10 22.8- 25.0 Seneca Aqueduct to MP 25/Tenfoot Island
Leslie Meil (7/3&17, 5/12) Complemented NPS on cleanup after July 4. Notes an increasing number of disposable diapers among his litter.
Michael Werth (6/9) Reported little litter and towpath condition good.
- 11 25.0- 27.2 MP 15/Tenfoot Island to Sycamore Landing
Harold Learned (6/20) "It is a real pleasure to have a reason to walk the canal on such a find June day!"

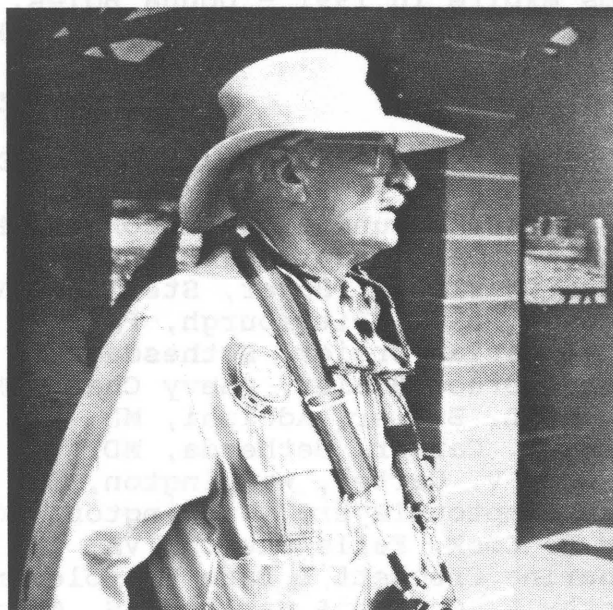
- 12 27.2- 30.8 Sycamore Landing to Edwards Ferry/Lock 25
Lucy Beths (5/26) Found 12 small tents and a large one at Hiker/Biker. Area clean. Reported man and boys harassing a large turtle.
Anton Steuer (7/7) Found towpath in good condition, little litter.
- 13 30.8- 33.2 Edwards Ferry/Lock 25 to Harrison Is. (low end)
Berton G. Grose (6/17) Saw 3 deer, 6 rabbits, heron and wood duck.
Donald Groelsema (7/25) Surprised by water in entire level. Found species of protected red cardinal flower along this level.
- 14 33.2- 35.5 Harrison Is. (downstream end) to Whites Ferry
Patricia S. Schindler (6/20) with Betty Henson, Betty Bushell and Herbert Madison Level clean, newly mowed. Flora and fauna list.
- 15 35.5- 39.4 Whites Ferry to Lock 26 (Woods Lock)
Herbert C. Madison (5/16) with Betty Bushell and Pat Schindler Reported finding remains of fire crackers, sky rockets and sparklers. Saw or heard 27 species of birds and saw equal number of blooming plants. Milepost 38 is missing. Apparent permanent camper at Hiker/Biker.
- 16 39.4- 42.2 Lock 26 (Woods Lock) to Monocacy Aqueduct
Douglas Norr (5/27) Met 10 fisherman walking along path and a large group of people with fish and 5 gallon buckets of nuts.
- 17 42.2- 44.6 Monocacy Aqueduct to Noland's Ferry (end of road)
Dr. & Mrs. Robert Ledley (5/26) Noted trees growing in aqueduct.
Alan & Win Fox (7/17) Noted minor vandalism on aqueduct.
- 22 58.0- 60.7 Weaverton/Lock 31 to Harpers Ferry/Lock 33
Dorothy D. Johnson (5/23) Met 2 backpackers in route to Maine having started from Georgia in mid-March.
- 29 74.0- 76.7 Lock 39 to Snyder's Landing (boat ramp)
Marshall Grotenhuis (5/16) Reports no noticeable growth in culvert hole.
- 33 84.4- 88.1 Dam 4 to McMahon's (Charles) Mill
Paul & Rita Marth (5/12) Found a large tree across the towpath. Noted they had skated on the canal near Carderock at Christmas.
- 34 88.1- 91.0 McMahon's Mill to Foreman's Fy. (Opequon Jct.H/B)
Thomas Perry (7/17) --with Scout troop of 24 boys and 7 adults. Found a towline obstructing the towpath and slackwater warning sign missing.
- 35 91.0- 93.0 Forman's Fy. (Opequon Jct.H/B) to Lock 43
Ruth & Tack Swann (7/7) Reported the lock house newly painted.
- 37 94.4- 99.3 Falling Waters to Williamsport/Lock 44
William J. Evans (6/17) Reports much litter in watered part of canal.
- 40 105.0-106.8 Old Nettle Bridge piers to Dam 5
Judy Hecht (5/20) Met horseback riders on her level for first time. Reported seeing 4-5' snake climbing a tree.
- 41 106.8-108.6 Dam 5 to Four Locks/Lock 47
Arthur W. Stier (5/28) Found an abandoned campfire they put out.
- 42 108.6-110.4 Four Locks/Lock 47 to McCoys Ferry/Culvert 142
Tim Kernan (7/4) Reported railroad track in Lock 47 that wasn't there before. Transported a hiker with badly blistered feet.
- 43 110.4-112.4 McCoys Ferry/Culvert 142 to Fort Frederick
Karen Gray (6/22) Total of 24 cyclists more than usual. Culverts newly mowed. Water level greatly reduced in upper 1/2 of level.
- 52 136.6-140.9 Sideling Hill Cr.Aqueduct to 15 Mi.Cr.Aqueduct
Alan & Win Fox (5/13, prior to reassignment to #17) Level very clean.
Rexford A. Hinkle (6/28-7/1) His full descriptive report prepared during a roundtrip bike ride of canal, Great Falls to Cumberland.
- 60 159.7-162.3 Culvert opposite Ltl.Cacapon to Town Creek Aqueduct
Keith D. Kridenoff (5/19) Much storm debris from a few days earlier.
- 66 175.5-177.7 North Branch/Lock 74 to Mexico Farms/Culvert 235
James Sartwell (5/27) Towpath very clean, saw groundhog, rabbit.

**C&O CANAL ASSOCIATION
LEVELS AND WALKERS**

<u>01</u>	<u>0.0- 2.3 /Tidal Lock</u> Davis, Judy; Foster, Margot; Gaillard, Mrs. David; Linden, Carl; Sobin, Leslie	<u>16</u>	<u>39.4-42.2 /Woods Lock 26</u> Breedlove., Jr., Charles; Carter, Thomas; Norr, Douglas
<u>02</u>	<u>2.3-5.0 /Old Boat Incline</u> Dougherty, Beth; Mintz, Shoshana	<u>17</u>	<u>42.2-44.6 /Monocacy Aqueduct</u> Fox, Win & Alan; Ledley, Mr./Mrs. Robert; Ward, Jim & Joanne
<u>03</u>	<u>5.0-7.5 /Lock 5</u> Rosen, Howard & Helen; Wilson, Jim & Joan	<u>18</u>	<u>44.6-48.2 /Nolands Ferry</u> Hendrickson, Norma; Madeoy, Marlow
<u>04</u>	<u>7.5-9.4 /Cabin John Creek</u> Carpenter, Carol; Lederman, Florence; Rosen, Howard & Helen	<u>19</u>	<u>48.2-51.5 /Pt. of Rocks</u> Anderson, John; Stucker, Lyman
<u>05</u>	<u>9.4-12.3 /7 Locks-Lock 14</u> Greenberg, Robert; Haddy, Theresa; Kahn, Robert	<u>20</u>	<u>51.5-55.0 /Catoctin Aqueduct</u> Boies, Bob & Donna; Savage, David & Jane
<u>06</u>	<u>12.3-14.3 /Cropley bridge</u> Johnston, Helen; Klich, Adriana; Martin, Jerome	<u>21</u>	<u>55.0-58.0 /Brunswick-Lk.30</u> Johnson, Dave
<u>07</u>	<u>14.3-16.6 /Gt. Falls-Lock 20</u> Korff, Arthur & Anne; Netschert, Juliana; Rios, Renaldo	<u>22</u>	<u>58.0- 60.7 /Weverton-Lk.31</u> Hill, Gill (James G.); Johnson, Dorothy
<u>08</u>	<u>16.6-19.6 /Swains Lock 21</u> Kurman, Dr.&Mrs. Robert; McClaine, Kay; Paull, Joan	<u>23</u>	<u>60.7-62.3 /Harpers Fy-Lk.33</u> Henley, Butch; Howard, Ron; Rabson, Bob & Eileen
<u>09</u>	<u>19.6-22.8 /Pennyfield Lk. 22</u> Brown, Jeff; Clague, William	<u>24</u>	<u>62.3-65.1 /Dam 3</u> Murdock, Clifton; Savage, Kate
<u>10</u>	<u>22.8-25.0 /Seneca Aqueduct</u> Kinter, Alice & George; Lawson, Peggy; Lerner, Pauline; Little, Betsy;	<u>25</u>	<u>65.1-67.0 /Dargan Quarry</u> McCarthy, Linda
<u>11</u>	<u>25.0-27.2 /MP 25-Tenfoot Is.</u> Freedman, Sharon; Heflin, Sylvia; Learned, Harold	<u>26</u>	<u>67.0-69.4 /Mtn. Lock 37</u> Murray, Brian; Stevenson, Robert
<u>12</u>	<u>27.2-30.8 /Sycamore Landing</u> Beths, Lucy; Otstot, Charles; Steuer, Anton	<u>27</u>	<u>69.4-72.8 /Antietam Aqueduct</u> Rollins, Ken; Stockslager, Robert
<u>13</u>	<u>30.8-33.2 /Edwards Fy-Lock 25</u> Bookman, Charles; Groelsema, Donald; Grose, Bert	<u>28</u>	<u>72.8-74.0 /Shepherdstown/L38</u> Camplair, George; Frye, John
<u>14</u>	<u>33.2-35.5 /S.end Harrison Is.</u> Bushell, Betty; Henson, Betty; Horton, Gladys; Madison, Herb; Schindler, Pat; Silva, Polly; Stokley, Robert & Dorothy	<u>29</u>	<u>74.0-76.7 /Lock 39</u> Grotenhuis, Marshall
<u>15</u>	<u>35.5-39.4 /Whites Ferry</u> Bushell, Betty; Henson, Betty; Madison, Herb; Mahn, Gertrude; Schindler, Pat	<u>30</u>	<u>76.7-79.4 /Snyders Landing</u> Cramer, Sr., Harold
		<u>31</u>	<u>79.4-81.6 /Lock 40</u> Cramer, Jr., Harold; Murray, James & Susan
		<u>32</u>	<u>81.6-84.4 /Marsh Run Culvrt</u> Myers, Beejay; Wilkerson, Edith
		<u>33</u>	<u>84.4-88.1 /Dam 4</u> Cornellier, Therese; Marth, Paul & Rita
		<u>34</u>	<u>88.1-91.0 /McMahons Mill</u> Conrad, Victor; Perry, Tom

**C&O CANAL ASSOCIATION
LEVELS AND WALKERS**

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|--|---|
| <p>35 <u>91.0-93.0 /Formans Ferry</u>
Swann, Ruth & Tack</p> <p>36 <u>93.0-94.4 /Lock 43</u>
Evans, William</p> <p>37 <u>94.4-99.3 /Falling Waters</u>
Crocker, Anne; Evans, Bill;
Geller, Sylvia; Holway, Ellen</p> <p>38 <u>99.3-102.3 /Williamsport-#44</u>
Kaplan, Melvin; Kershner, Dan
& Alma; Whalen, Bill</p> <p>39 <u>102.3-105.0 /High Rock Quarry</u>
Deiter, Dolly;
Sullivan, Sue Ann</p> <p>40 <u>105.0-106.8 /Old Nettle Br.</u>
Hecht, Judy</p> <p>41 <u>106.8-108.6 /Dam 5</u>
Stier, Arthur</p> <p>42 <u>108.6-110.4 /Four Locks-Lk#47</u>
Kernan, Tim; Ziegler, John</p> <p>43 <u>110.4-112.4 /McCoys Ferry</u>
Gray, Karen; Long, Orrin</p> <p>44 <u>112.4-114.5 /Fort Frederick</u>
Larsen, Mr./Mrs. Harold</p> <p>45 <u>114.5-116.0 /Ernestville</u>
Doherty, James</p> <p>46 <u>116.0-120.0 /Licking Creek</u>
Dougherty, Beth</p> <p>47 <u>120.0-124.1 /Little Pool</u>
Bryant, Jim & Sally</p> <p>48 <u>124.1-127.4 /Hancock</u>
Will, Richard</p> <p>49 <u>127.4-130.0 /Round Top Mill</u>
Donnelly, Ralph</p> <p>50 <u>130.0-134.1 /Lock 53</u>
Haley, Frances;
Scott, Elizabeth</p> <p>51 <u>134.1-136.6 /Dam 6</u>
Woodward, John & Emmie</p> <p>52 <u>136.6-140.9 /Sideling Hill</u>
Hinkle, Rex;
Minichiello, Kent</p> <p>53 <u>140.9-146.6 /15 Mile Cr.</u>
Steed, Robert</p> <p>54 <u>146.6-149.7 /Lock 59</u>
[level unassigned]</p> <p>55 <u>149.7-151.2 /Lock 60</u>
Odom, Lou</p> <p>56 <u>151.2-153.1 /Kasecamp Rd.</u>
White, Pat and James</p> <p>57 <u>153.1-154.5 /Lock 61</u>
McConnel, Murray;
White, Pat & James</p> | <p>58 <u>154.5-156.2 /Lock 63 1/3</u>
Franklin, Alan & Kit;
Mopsik, Judie & Fred</p> <p>59 <u>156.2-159.7 /Paw Paw</u>
Chandler, John;
Stevenson, Robert</p> <p>60 <u>159.7-162.3 /Ltl.Cacapon</u>
Kridenoff, Keith</p> <p>61 <u>162.3-164.8 /Town Creek</u>
Ayres, Mr./Mrs. Charles;
Van Lowe, William</p> <p>62 <u>164.8-167.0 /Lock 68</u>
Daspit, Frank & Hennessy,
Nell</p> <p>63 <u>167.0-170.8 /Oldtown Lock 71</u>
Foley, Dave</p> <p>64 <u>170.8-173.4 /Kelly Rd Culvt.</u>
Foley, Martha; Vernon, Ed</p> <p>65 <u>173.4-175.5 /Spring Gap</u>
Geyer, Dick; Scally, Dave</p> <p>66 <u>175.5-177.7 /North Branch</u>
Collins, Mel; Sartwell, Jim</p> <p>67 <u>177.7-180.7 /Mexico Farms</u>
Mussen, Douglas</p> <p>68 <u>180.7-182.6 /Evitts Creek</u>
Miltenberger, Dr. F.W.</p> <p>69 <u>182.6-184.5 /Wiley Ford</u>
Miltenberger, Dr. F.W.</p> |
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Ken Rollins
on 1989 Heritage Hike

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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. Contributions should be received by the 15th of the month before an issue is due to come out.

Editor is Don Besom who welcomes contributions from the membership. His address is 6604 Rannoch Court, Bethesda, MD 20817. Associate Editors are Katherine Savage and Nancy Hartsock. Production and Distribution assistance is provided by Susan "Butch" Henley, Anne Briggs, Judy Hecht, Mary Blackwell. Correspondents include Melvin Collins in Allegheny County, Mr. & Mrs. Earl Mills in Harpers Ferry, and all other members who wish to contribute. Photographer is Betsy Little.

1989-90 Association officers

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First Vice President: Carl Linden, 6404 Ridge Drive, Bethesda, MD 20816 (301)229-2398

2d VP & Level Walker Chairperson: Karen M. Gray, 825 New Hampshire Ave., NW, #304, Washington, D.C. 20037 (202)333-6947

Secretary: Helen Shaw, 8721 Burning Tree Road, Bethesda, MD 20817 (301)365-1933

Treasurer: David M. Johnson, 9211 Wadsworth Dr., Bethesda, MD 20817 (301)530-7473.

Information Officer: Sandra Hemingway, 4701 Kenmore Ave., Alexandria, VA 22304 (703)823-1489

Board of Directors: Terms expire in 1993 - Dick Stanton, Nancy Long, Kenneth Rollins, Thomas Conlon, Rita Bauman. Terms expire in 1992 - Victor P. Conrad, 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, John S. Thomson.

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THE ASSOCIATION WELCOMES NEW MEMBERS

The Accokeek Foundation, Accokeek, MD
Bill & Amy Alexander, Gaithersburg, MD
Mr/Mrs Charles R. Baker, Sterling, VA
Thomas G. Bice, Pittsburgh, PA
John & Marian Breier, Bethesda, MD
Carol & Bruce Butler, Chevy Chase, MD
Douglas L. Butler, Adelphi, MD
Thomas J. Carter, Bethesda, MD
Woodbury V. Carter, Washington, DC
Ellen Compton-Tejera, Washington, DC
John R. Cook, Falls Church, VA
Catherine Crockett & Lafe E. Solomon, Bethesda, MD
Dorothy L. Culjat & Carleton S. Chard, Arlington, VA
David M. Dorsen, Washington, DC
David M. Dowling, Brookeville, MD
Edwina Foster, Washington, DC
Dennis & Laura-Beth Goodman, Bethesda, MD

Gene & Helene Granof, Bethesda, MD
Thomas Griffin, Washington, DC
Herb Gunther, Baltimore, MD
A. W. Hagedorn, Silver Spring, MD
Paul Herrick, Rockville, MD
Carl R. & Alma L. Hinkle, Harrisburg, PA
Gary Hoachlander, Berkeley, CA
John V. Holberton, Rockville, MD
Frank Johnson, Cabin John, MD
Shirley & Marshall Keys, Potomac, MD
The Larry P. Loy Family, Winchester, VA
The Jack Lyburn Family, Westminster, MD
Barbara & Jeff Mandula, Washington, DC
Betsy Mateer, Cabin John, MD
Rich Mendelowitz, Arlington, VA
Edward Terhune Miller, Washington, DC
Win Proudman, Chevy Chase, MD
Robert & Anita Roberts, Bethesda, MD
Joe Rogers, Dayton, VA
Dr. & Mrs. Joseph A. Romeo, Potomac, MD
Dr. D. E. Scarborough, Raleigh, NC
Charles Simanek, Washington, DC
Howard W. Solomon, Bethesda, MD
Patricia J. Surman, Mt. Ranier, MD
KC Thompson, Alexandria, VA
Joseph P. Tragert, Washington, DC
Willis VanDevanter, Poolesville, MD
Angharad Waite, Washington, DC
Alex Wessel, Baltimore, MD

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LEGAL DEFENSE FUND

Enclosed is my contribution in the amount of \$_____ for the
Legal Defense Fund of the C&O Canal Association.

Name: _____

Address: _____

Please make your check payable to "C&O Canal Association" and mail it
to P.O. Box 366; Glen Echo, MD 20812-0366.

RESERVATION FORM FOR HERITAGE HIKE DINNER

Please reserve_____dinner at \$15 per dinner. Total enclosed
\$_____.

Name_____

(Please print)

Reservations are due NO LATER THAN OCTOBER 20. Make checks payable
to C&O Canal Association and mail this form to the Association at Box
366, Glen Echo, MD 20812-0366. Reservations will not be
acknowledged; your name will be listed and checked at the dinner.

Camping: I plan to camp at Spring Gap, Friday_____, Saturday_____.

There will be_____persons in my party.

Moteling: I plan to motel_____. # in party_____.

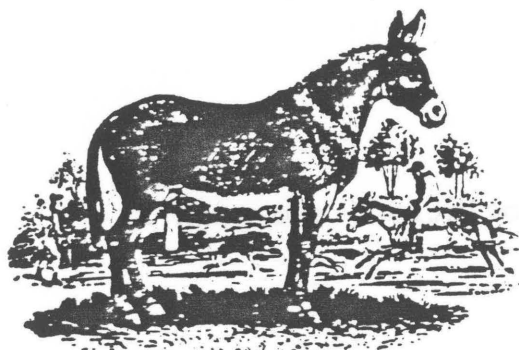
(Please make your reservations directly with a motel.)

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

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DATED MATERIAL - PLEASE EXPEDITE



1 The Mule

JOHN C FRYE
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GAPLAND, MD 21736