



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

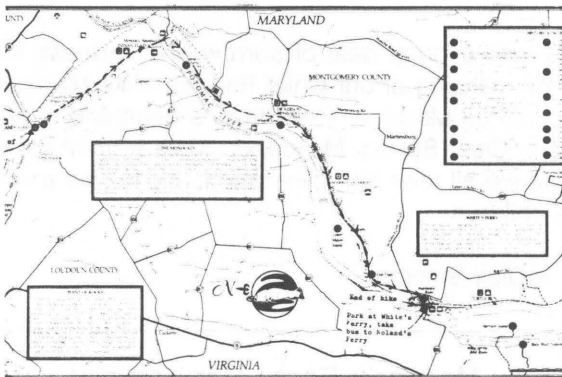
VOLUME XXIII

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NUMBER 1

37TH WILLIAM O. DOUGLAS REUNION HIKE, NOLAND'S FERRY TO WHITE'S FERRY, SCHEDULED FOR APRIL 27

This year's William O. Douglas Reunion Hike will be held on Saturday, April 27. The 9.1 mile hike will begin at Noland's Ferry and proceed down the Canal to White's Ferry, followed by a happy hour and dinner at the Upper Montgomery Volunteer Fire Station in Beallsville.



Map of this year's Douglas Hike
Noland's Ferry to White's Ferry

Buses for the start of the hike will leave from White's Ferry. Hikers should park their cars at White's Ferry in the ample parking lot located next to the towpath. The fare for the bus transportation is \$3.00, collected as you board the bus. The buses will transport hikers to Noland's Ferry to begin the hike. The first bus will leave White's Ferry at 10:45 a.m. and the second and last at 11:30 a.m.

A brief ribbon-cutting ceremony will be held at Noland's Ferry (milemark 44.6) at noon to mark the official start of the hike. The nearby Monocacy Aqueduct (milemark 42.2) would make a good lunch stop.

Once back at White's Ferry, hikers will reclaim their cars and drive to Beallsville, a distance of about 9 miles. The happy hour and dinner will be held at the Upper Montgomery Volunteer Fire Station, which is located on

the east side of Maryland Route 109 just north of Maryland Route 28 (the main intersection of Beallsville). There is ample parking. The happy hour will begin at 4:30 p.m. The buffet dinner will start at 6:00 p.m. The cost for the dinner is \$17.00, which includes the happy hour refreshments. Reservations are required. Those interested in participating should return the reservation form found elsewhere in this issue of the newsletter as soon as possible but no later than April 20.



Participants in the first Douglas Hike

The after-dinner program will include a slide presentation by Dick Stanton, former Superintendent of the C&O National Historical Park. For additional information about the hike, call Hal Larsen (703-356-1809) or John Fondersmith (202-667-1357).

Hike Highlights

The section of the canal from Noland's Ferry to White's Ferry has a number of interesting features. The outstanding attraction is the magnificent seven arch Monocacy Aqueduct which carried the Canal over the

Monocacy River. Below the Monocacy is Spink's Ferry (Lock 27) and a long passage by PEPCO's coal burning power plant at Dickerson. Further downstream is Wood's Lock (Lock 26). There is always some activity at White's Ferry and an opportunity to watch the ferry operation.

Directions

To reach White's Ferry from the Washington area, use River Road (Maryland Route 190), turn right on Seneca Road (Maryland Route 112), left on Darnestown Road (Maryland route 28) to Dawsonville and left on White's Ferry Road (Maryland Route 107) to Poolesville. Continue west through Poolesville on White's Ferry road approximately 6 miles to White's Ferry.

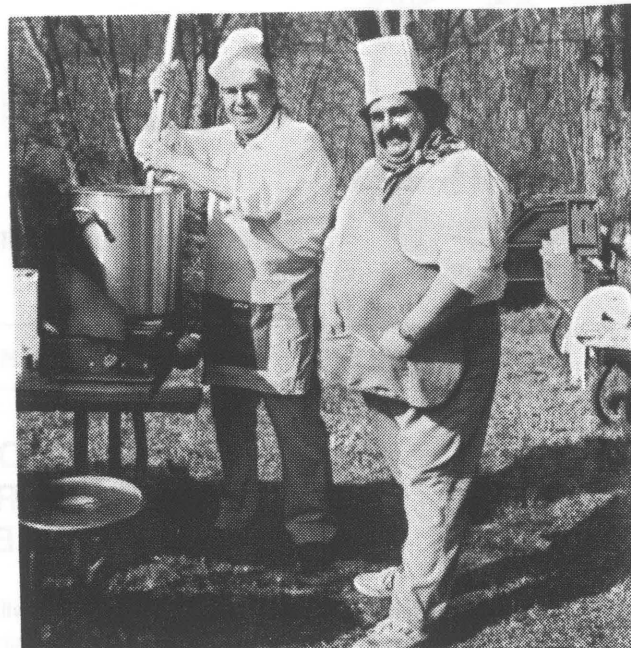
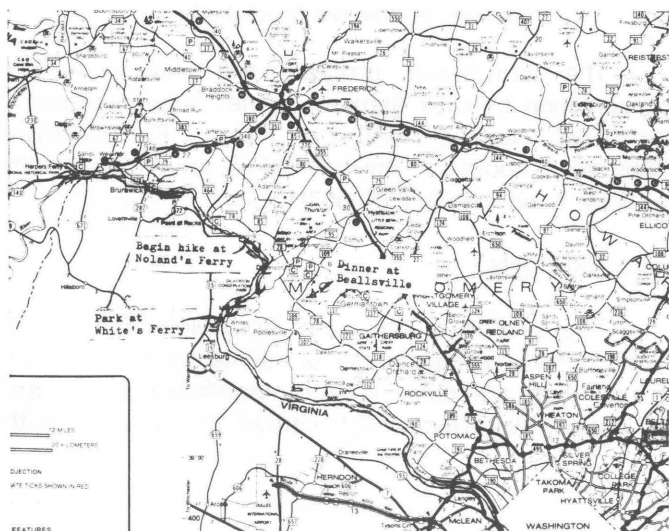
Coming from the Frederick area or further west, take I-270 to the Hyattstown exit just south of the Montgomery County line and then take Maryland Route 109 to Poolesville. Turn right onto White's Ferry Road as described above.

From Virginia, cross into Maryland by the American Legion Bridge (I-495) and proceed on River Road as indicated above. From further west, cross into Maryland on the Point of Rocks Bridge (U.S. Route 15) and proceed west by Maryland Routes 28 to Beallsville, then south on Maryland Route 109 to Poolesville. Turn right and proceed to White's Ferry.

Another alternative from Virginia is to cross the Potomac River on the White's Ferry, using the White's Ferry Road off Virginia Route 15 north of Leesburg. Cost of the ferry is \$2.25 per car.

At the end of the hike, drive east from White's Ferry to Poolesville, turn north (left) on Maryland Route 109 and proceed 3 miles to Beallsville. The Upper Montgomery Volunteer Fire Station is just north of Route 128 in Beallsville.

C&O Canal Association members have permission to camp at White's Ferry on Friday night, April 26 and Saturday night, April 27.



Mike Mastrangelo with Dick Stanton at a 1989 C&O Canal Through Hike cook out

In Memoriam

It is with a great deal of sorrow and sadness that we note the passing of our Chief Ranger, Mike Mastrangelo. Mike died on March 9, 1991, from a heart attack near his home in Clear Spring, Maryland. Mike was 42 years old, and we will all miss him very much. He leaves a wife and three children.

---Dick Stanton

Harper's Ferry Happening: Association General Meeting--March 2, 1991

The clouds parted and the sun came out - thanks undoubtedly to the presence of Lyman Stucker - on this, the most important day of the C&O Canal Association's year. Hikers started things off by joining Ranger John Frye for an interpretive walk on the towpath from Harper's Ferry to Goodheart's Lock. The walkers, 60 strong, had arrived by NPS shuttle from the sleek new visitors' center at Cavalier Heights. Fair weather and mild breezes put the group in a good humor, ready to absorb the facts and fables John offered as he invoked old Canal denizens, discoursed on black powder and early billboard advertising, explained why "Salty Dog" is a misnomer, related Civil War engagements and the saga of John Brown, and talked about the two Virginias and the issue of secession. It was the pleasantest way to get a history

lesson.

In the afternoon, walkers joined about 50 other members at Cliffside Motel for the annual meeting of the Association. Five-term president Hal Larsen delivered the State of the Association address and called for reports from each program head. Then, the event we'd all been waiting for: the election of officers and board members. (See elsewhere in this issue for reports and results.) After a standing ovation, Hal passed the torch, gavel, lectern and the C&O Canal Company's \$5 bill to Dave Johnson. Our new president is a strong leader, enthusiastic hiker and an expert on canals.

Congratulating themselves on their wise choices, members bent elbows at happy hour and then savored elegant chicken-and-wild-rice banquet. To round out this good year and perfect day was a slide show, in Dick Stanton's inimitable style, of a canoe trip through the Paw Paw Bends of the Potomac River. It was at once poetry, philosophy, herbal treatise and shimmering photography - all to the accompaniment of an insistent banjo and Dick's seductive tones.

And so the year ends and another begins. The president retires; long live the president.

---Jane Larsen

President's Report

It wasn't the best of years, it wasn't the worst of years. It was, simply, a damn good year. Membership rolls swelled, and we look forward to more increase under Rita Bauman's able leadership of the Membership Committee. We participated in several canal festivals along the Potomac. Our membership brochure was distributed far and wide, and we enjoyed greater press exposure. To attract and keep members, we have expanded programs of particular interest to them. Various people contributed to this effort:

Gill Hill, the former membership chairman, and Rita Bauman kept up the momentum on their programs.

Sandra Hemingway's diligent work broadened publicity.

Ellen Holway administered the membership records with great efficiency.

And Joan Paull, top sergeant of the volunteer corps, added substantially to the attractions for new members.

Ken Rollins, as Programs Committee Chairman, organized hiking, biking and canoeing events. Although we didn't have many of these outings, they are well on the way to becoming regular activities. Many people helped in leading these events, and we thank the National Park

Service for their assistance. As always, we could depend on rangers and maintenance people for whatever support we needed.

Our participation in the Volunteers in Parks program became more regular when Joan Paull established schedules for these workdays. This year's tasks ranged from cleanups along the Canal to sorting 170-year-old newspapers at the park archives at Ferry Farm. Other jobs included trail maintenance and clerical assignments in the Great Falls office. Did you ever wax tack? It's lots of fun.

Under Karen Grey's supervision, the level-walker program had a banner year. Karen accommodated everyone who wanted a level, assigned walkers to levels not adequately covered, and kept nearly the entire towpath under someone's watchful eye. Her reporting and record-keeping are superb.

During the period the Environmental Committee, with Dick Stanton as Chair, was very active. The Association was involved in advocacy with respect to the proposed Canal parkway in Cumberland and the Capital Crescent Trail. Although Dick took time off for his book on the C&O and the Potomac basin, he followed events and supported and advised us during his brief sabbatical. He is now reviving the committee with new and old members to increase its role in the Association's most important responsibility--advocacy.

Our treasurer, Dave Johnson, wore his green eyeshade with distinction. His careful management and record-keeping have enabled us to show modest gains, and we have a hefty net balance for the year's accounts.

In other respects we have done less well, notably in getting an archives program going. We were unable to find a way to preserve and store the growing collection in our possession. In addition, our publications progress foundered with committee chairman Vernon Davis's untimely death and our inability to find a qualified replacement. For this reason, we shelved the plan to publish an accommodations guide.

Thanks to editor Don Besom's wizardry in desktop publishing, we have a new format for "Along the Towpath." By expanding the scope and using more photographs, Don has created a top-notch newsletter. But he still could use some help: please send him articles for publication.

Other people contributed in other ways to the furtherance of our aims. Some work was behind the scenes:

--The advice by the lawyers on our legal committee,

particularly Bill Evans and Bill Speck.

--Butch Henley's management of the computerized personnel records.

--And the annual audit by John Chandler and Ken Rollins.

These and many others made contributions crucial to the Association's functioning.

As I take leave as your president, I am satisfied with our increase in many areas; I regret the shortcomings in others. But I think we have every reason to expect to make progress on all fronts and I pledge continued efforts to this end. I encourage all members to participate as much as they can in the Association's work, to advance our organization in its importance as an advocate, and to promote the fellowship that is a major ingredient in our success.

---Hal Larsen

From the Editor:

Spring on the Canal brings with it the warm smell of damp earth, the bright colors of fresh flowers and the musical sounds of birds. People crowd the towpath again, in celebration of a new season in the park. Another cycle has begun, and the ebb and flow of life along the Canal continues. In recognition of the arrival of spring and a full schedule of activities sponsored by the Association and the Park Service, we have included in this issue the account of a bicycle trip along the towpath made over 20 ago years by one of our members and her husband which appeared in the first issue of the Smithsonian magazine. The photos are by Dave Scally, who has dedicated many hours photographing the Canal and its environs. The article and pictures are intended to encourage us all to get out and enjoy the beauty and the adventure of the C&O Canal NHP. It can also serve as an introduction to the Canal for newcomers and provide tips for those who would like to travel its length.

Help! We are looking for a few good people to work on the newsletter. As always, we need the contributions of everyone in the form of photos and articles. We also need people to type contributions into their computers. This issue has been produced on WordPerfect, so anyone with WordPerfect at home could type articles onto a diskette and save the editor great amounts of time in pure typing. We also need someone to take over the distribution of the newsletter. Once it has been printed, it

must be bundled/stamped/bagged and carted to the post office. Anyone interested in helping in any of these areas would be making a major contribution to ensuring that "Along the Towpath" remains a publication that is useful, interesting and timely. Give the editor a call at 301-320-6108, if you would like to be a member of the newsletter team.

---Don Besom

Riding History's Path On a Bicycle Built for Two

When Jack retired from the Air Force, we settled in Washington, D.C. in time for our Silver Anniversary. My present was a tandem bicycle. We discovered that the towpath of the Old Chesapeake and Ohio Canal was an ideal place to ride it and we have logged over 200 miles in a year on weekends and holidays.



As the path worked its wiles on us, we rode farther and farther, until finally the lure of that corridor through vaulted cathedral of trees was too much for us. We looked at each other one day and decided to ride the whole distance--184 miles from Cumberland, Maryland, to Georgetown, paralleling the Potomac River most of the way.

A great deal of time and anticipation went into planning our adventure. We wanted to travel as lightly as possible, so we decided not to take camping equipment but line up places to spend the night in towns that adjoin the towpath. We planned to start our trip in Cumberland and ride downstream, hopefully covering about 30 miles a day. Our first stopover had to be Paw Paw, West Virginia, since this is the only Canal town 25 to 30 miles from Cumberland. Our next overnight stops would be in Hancock, Williamsport, Shepherdstown, Harpers Ferry and Whites Ferry.

We made several advance trips by car to these towns, looking for motels, tourist homes or kindhearted souls

who would take us in. At Paw Paw there were only a few houses, a post office, a cafe' and a service station whose attendant suggested we ask Mrs. Margaret Golden for lodging. She proved to be our first kindhearted soul. We found motels in Hancock, Williamsport and Harpers Ferry that were not too far from the towpath. In Shepherdstown, a quaint college town, we were not so lucky. We scoured the countryside and at a small neat farmhouse, quite close to the towpath, found our second kindhearted soul. The only other place to line up was Whites Ferry where one of the few remaining cable-guided, fresh-water ferries on the east coast operates. We chose a fishing cabin and now were all set.

How to pack a bike

What to take, or rather, what not to take? I always travel with half my closet neatly packed into several suitcases, a makeup case, shoe case, and anything else I can get away with. Obviously, this was out. We settled on cardboard boxes that would fit into our metal baskets. Jack waterproofed them and we took large plastic bags to encase them in the event of rain. We took the clothes on our backs and one change, with the hope of doing a little hand laundry on the way. We each took an extra pair of shoes and slacks, as well as sweaters, jackets and ponchos. We rolled our clothes and stuffed them into the cardboard boxes, the overflow going into two old musette bags that we snapped on to the baskets like saddlebags. We fastened our canteen of water to the rear. A few cans of Vienna sausage, deviled ham and the like would serve for our first lunches, and we could buy more along the way. We also carried a spare tire and tube, bicycle pump, toolbox and first-aid needs, including snake-bite kit. Jack, with his military training and natural foresight, never overlooked a single contingency. I think he even carried a list of our next of kin. When everything was loaded our gear weighed more than 50 pounds, not including our camera equipment.

Friends drove us up to Cumberland on Sunday morning late in September, our tandem on a rack at the rear of the car. The air was wonderfully soft and fresh. The roadside where our friends let us off was bright with brown-eyed Susans. The road bisected the towpath here, two miles from the path's true ending. We decided to be honest Johns and go upstream to the very end. With a final wave we blithely pushed off.

The path was rutted and overgrown with grass and we found that with the extra load it wasn't like breezing along on a carefree weekend jaunt. Guiding at first was difficult and we really had to push on the pedals. Of course guiding was not in my domain. The first thing the person who rides in the number two position of a tandem must do is abandon himself to the mercy of the man up front.

I couldn't guide, nor did I have brakes. I could only pedal like mad and backseat drive a bit. It was a case of total commitment; wither thou goest I go, whether it looks safe or not.

The path began dwindling off. The waterless Canal was only a slight depression in the land; then suddenly it stopped. Just a smooth grassy meadow lay ahead where boys were playing football. We halted and looked at this unimpressive ending of an ambitious project, then we wheeled the bike around and began our journey.

Oh, but it was a lovely day and we felt ready for our adventure--alive and strong. We had conditioned ourselves well in the weeks before, and the 28 miles to Paw Paw made a beautiful ride on a smooth path, with now and then the Potomac glistening through giant sycamores and oaks.

Canalboats could barely fit locks

When we had been riding about ten miles we came to Lock 75, last lock in the Canal but our first. Most locks are now in poor repair with a little water flowing over their rotting timbers. In their day they could raise or lower a barge eight feet. Going upstream, barges were lifted from sea level in Georgetown to 605 feet at Cumberland. These mule-drawn vessels were 92 feet long and 14 feet 6 inches wide. Since the locks were only 15 feet wide it was a tight squeeze going though.



Crabtree Lock #68

The barge captain and his family lived on board, frequently with a dog or a cat or two. When two barges met, one had to drop its towline, so it was unhitched from the mules and pulled aboard. When the other barge had passed, the waiting captain would tie the line to his dog which would swim over to the towpath with it so it could again be hitched to the mules. Young boys often drove the mules. They worked in shifts; one team pulled for six

hours while the other took it easy on the barge deck.

The locks were taken care of by lock tenders. They were on duty 24 hours a day, made about \$150 a year and were provided with an acre of land and a house. Some locks became known by the tender's name. Lock 67 was called Darkey's Lock and was famous for Mr. Darkey's seven redhaired daughters. On one lockhouse we found--chiseled deeply in the stone block--this declaration: "D + R, 1843." All four edges of the block were lovingly decorated with crisscrossed stars. A scrawl below this scratched in with a sharp rock proclaimed: "Ricky Moats, 18,000 B.C." We dismissed this one as not being too authentic.

Flowers and shrubs grow around many lockhouses, remnants of some long-ago plantings. A huge lilac bush stood alone at Lockhouse 69, planted, I imagined, by some lonely lock tender's wife and perhaps her only memorial. I must return there one spring to see if the blooms are purple or white and silently salute the long-ago planter.

We found several families living in the lockhouses. Isaac T. Long, for example, a retired railroad worker, has lived in one with his wife for the last 27 years. The Longs came out to greet us as we pulled up and asked us to sign their logbook. Their lockhouse, they said, was the last one built before the 1924 flood. The towpath traffic of Boy Scouts and bird watchers, hikers and cyclists parading by their door every day has made their life interesting and exciting. Mr. Long and I walked through his gnarled apple orchard picking up fruit and talking quietly. Then they stuffed our saddlebags with apples and waved goodbye.

Two ducks and a woodchuck

Now the afternoon shadows were growing long. Ahead a woodchuck, late for his supper, waddled up the path. A thin layer of pale green algae covered the water in the Canal, and a few valiant water lilies struggled through it. Around the next bend were two white ducks, heads curled on their backs, asleep in the late afternoon sun.

We had been really slugging along for the last hour, wondering if Paw Paw was only a fantasy, and getting a little anxious since it was almost dark. Our legs felt the strain of this first day and our derrieres were numb. Then through a break in the trees we saw the highway bridge. We turned off the path and pumped up the long hill that led to Paw Paw and hopefully a hot bath, food and a soft bed. When we finally dismounted at Mrs. Golden's, I knew what the poet meant when he spoke of: "Two vast and trunkless legs of stone." We were not sure when we put a foot down that it would land where we had intended. Not finding Mrs. Golden at home, we walked stiffly over to

the cafe' for the key, as she had directed. Gladys, who had worked for Mrs. Golden for years, returned with us, looking us over to see if we would "do." I guess we passed inspection. We desperately wanted to soak our poor muscles in a tub but Gladys informed us that the cafe' would close shortly, so off we went, dust and all and ate an enormous steak dinner. Before we finished, a small group had gathered around our table, full of friendliness and curiosity about our trip.

Back at the house Mrs. Golden made us feel as if we were old friends. We must come and have some cantaloupe, and she knew we must be tired, and shouldn't we put the bicycle inside the porch so it would be safe? That evening she reminisced about the old days on the Canal. She recalled walking along the towpath with her beau when along came a barge and gave them a lift home. It was late when we put our aching legs to bed.

The next morning, Monday, found us skimming down the same long hill, our legs feeling strained, but better. The tops of the hills around us were shrouded in mist, and our fingertips tingled with the cold. But by the time we got back on the towpath the sun had burned through and felt warm on our backs.

Soon Paw Paw tunnel loomed ahead. It was built between 1836 and 1850, cutting 3,000 feet through a mountain. I wasn't too excited about entering it. I have a "thing" about tunnels--especially dark, carved-out-of-the-rock ones like this. Yet I knew we were committed so I gritted my teeth and we started through. Soon our bike headlight, even supplemented by a flashlight, wasn't enough to see, so we got off and pushed. I mumbled something about the darkness. Jack said that if I took off my dark glasses it might help.



A view from north end of Paw Paw Tunnel
for those who missed such scenes last winter

The only sounds were the plod-plod of our shoes on the gravel-covered stone walkway and the drip-drip from overhead bricks. When we emerged, the sun looked brighter, and every tree, rock and puddle seemed larger than life. A wooden boardwalk extended from the tunnel, crossing high boulders. The towpath here was quarried out of solid rock, a 200-foot wall paralleling the path on one side. Tiny lavender flowers grew in the rock crannies high above us, and beyond, the mountains rose. It was wild and wonderful spot.

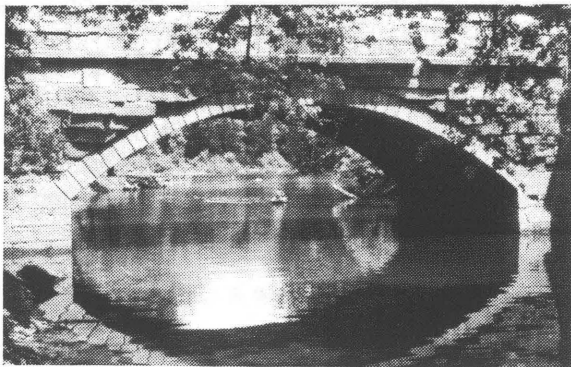
Soon the river came back into view. It was very quiet here. Except for the distant cawing of crows and the pinging snap of a twig against our tires, there wasn't a sound.

At Lock 62 we came to Sorrell Ridge, one of many Hiker-Biker-Overnighters on the towpath. These are camping areas cleared and maintained by the National Park Service. Most have toilets, pumps and picnic tables. It was good to sip cool water from an old-fashioned iron pump after our rather stale canteen water.

Grim momento of Antietam

At Lock 59 a sycamore has a rusted gun barrel possible of Civil War vintage locked between its stark white limbs. During the Civil War, Southern troops tried unsuccessfully to destroy the dams which supplied water for the Canal. Robert E. Lee, after Gettysburg, was near surrender when he was forced to remain in Williamsport because of the flooded Potomac. And then there was the bloody battle at Antietam Creek where thousands were killed. Standing now under the ancient sycamore, we found it hard to imagine all that death and struggle.

Death and struggle were part of the building of the Canal, too. Rival clans of Irish and German laborers fought and may died of cholera. In St. Patrick's churchyard, at Little Orleans, we saw the graves of laborers and their families. As we got back on the path a whole flock of goldfinches like bright bits of sunlights flew up from the trees and then were gone.



15 Mile Creek Aqueduct at Little Orleans

We had been pedaling along and watching some fishermen on the Potomac when we became aware of a high rocky hill on our left. About 75 feet up was a concavity, an anticline, like a great unblinking eye. Devil's Eyebrow, it's called. I scrambled up and sat inside it. Nearby are entrances to abandoned mineshafts--extremely dangerous. I slithered down from Devil's Eyebrow, rock dust flying, with Jack at the bottom to catch me.

Soon after, dusty and bedraggled, we pulled off the path to go into Hancock for the night. Of course we had to get off and push up another long hill to the motel. We found our room quite small, what with our gear and the bicycle, all nine feet of it, but I could have slept in a crack that night.

As we left Hancock, heading for Williamsport, we finally felt that we had gotten our "legs." It had taken two days of tough seasoning, but now the aches and cramps were gone and we felt good. There was water in the Canal along here, and the thin film of algae cracked into a wild mosaic as water bugs skittered across it. Sometimes the surface was entirely unbroken and I felt as if I could walk on it wither sinking.

At Big Pool, the Canal diggers got a brief reprieve for here was a wide natural depression which they had only to fill with water and presto: instant Canal. Now young elms grow close to the path with surface roots making a corduroy surface. The wide water here looked like a peaceful lake, but the sun perversely went behind some clouds so it was impossible to take the picture we wanted.

Anything for a picture

When we reached the end of Big Pool, jogging our teeth loose on the roots, the sun came back out. Jack said, "Let's go back." "Whither thou goest--," I said.

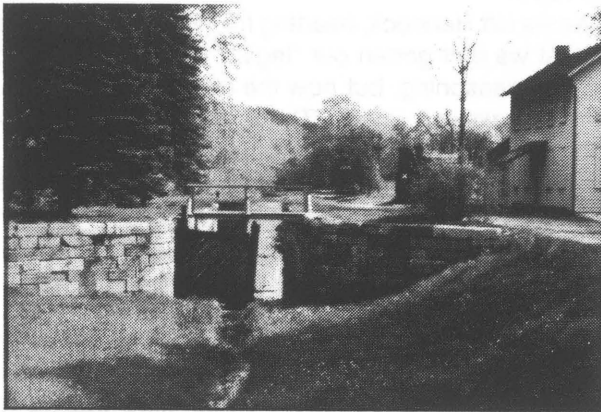
We turned and rode the two miles back over the roots and got the shot. But after all that, it wasn't worth the effort.

To be fair, the man in the number one seat did have a few functions other than being undisputed leader. He served as cobweb breaker, gnat catcher and, if you will, hood ornament.

About midafternoon we began slowing down. We have read that six-day bicycle racers sip water laced with lemon juice to refresh themselves, but we found that several squares of bitter-sweet chocolate gave us that extra spurt of energy we needed when the level towpath seemed to be going uphill.

People in Williamsport are used to Canal travelers so we caused only a slight stir among the townspeople when we came off the towpath and rode up the main street--and I do mean UP. We had to push up steep hills for about two miles to our motel. I simply collapsed on the grass outside.

But it was a splendid whirling, flying, mad descent down those hills the next morning, dodging school buses and early-morning pedestrians and landing finally in Jeanie's Confectionary for breakfast. We ate hurriedly for we were going to visit Mr. "Hooper" Wolfe, author of a recent book, "I Drove Mules on the C and O Canal." We found him in his apartment over his store, a sprightly gentleman of 75. He started driving mules on the Canal when he was ten, earning \$8 a month. At 19 he married a barge captain's daughter and quit. He published his book himself and is now taking orders, mailing it out, and supervising a second edition. It's a delight, full of anecdotes about the customs and folklore of that era.



Lock 44 in Williamsport

We started late from Williamsport on our fourth and what proved to be our roughest day. At a place called Falling Waters the guidebook advised that we leave the towpath and take a detour around rough terrain. But detours were for "trepid" travelers, so we decided to forego it. We had reason to question that decision. The water just above Dam Four was deep enough to float barges so no canal was dug. A path for the mules was cut out of solid rock. They must have been skinny mules for the path was very narrow between a sheer rock wall and the river. We had to push over most of this three-mile section, but now and then we would feel brave and mount up. Once when we were feeling daring, the path took a downward plunge. Our momentum threw our feet off the pedals, and for a minute we headed straight for the Potomac. Then Jack regained control and we shakily got off and pushed again.

Around one bend we were confronted by an enormous rockfall. Rather than unload our 50 pounds of gear, we lifted and tugged and pulled our bike over. We realized that we had just passed the midpoint of the towpath, but we were too exhausted to celebrate.

About three miles above Shepherdstown there are many caves looking like huge pockmarks in the high rocky hill bordering the path. One of these is Killiansburg

Cave where, it is said, many women and children took refuge during the battle of Antietam.

We pulled off the towpath at Mountain Lock, a recreational area, and came out on a country road that led uphill, of course, to our lodging at Mr. Iseminger's farmhouse. Our host met us, trailed by three cats. He was tall with close-cropped white hair, and he had flowers everywhere to welcome us. He plied us with hamburgers, huge slices of red and yellow tomatoes and homemade applesauce.

Next morning we awoke to rain on the tin roof, one of those steady downpours that usually last all day. Fortunately we had only planned to go to Harpers Ferry, a distance of seven miles. We broke out our ponchos, and Mr. Iseminger gave me a small jar of his own apple butter as a parting gift. Jack got a stirrup cup of homemade grape wine (Mr. Iseminger said, "I wouldn't presume to offer the lady spirits.")

At first, as we pedaled along, the rain was rather pleasant. It fell softly and the trees looked as if each leaf had been polished. I was enjoying it all and thinking of it as part of the Total Experience. Then it began to pour harder and harder. Rain streamed down my face like a waterfall, while Jack yelled, "Keep pedaling." The last half mile to our motel across from Harpers Ferry was the roughest. We left the towpath, pushed up an embankment to the railroad tracks and lifted and bumped the bike across to get to the road that led to the highway that led to our motel. All this time I was aware of an old man sitting on a dilapidated porch, swigging on a bottle and watching us with complete detachment.

When we left the motel early next morning we were still a little soggy, but the rain was over and the clouds were high-flying mare's tails. Mist lingered over the craggy cliffs. Back down the highway and over the tracks we went. The old man was still sitting on the porch with his bottle as if he had never moved.

That day we saw our only snake while we were having lunch on an old fishing wharf. He was swimming across the Potomac, and we were amazed at how swiftly he came and how the current had no effect on his course. He reached shore and slithered away.

As we neared Whites Ferry the canal was clogged with fallen trees. They made wonderful places for sunbathing turtles. At our approach they dived into the water domino fashion. And suddenly three full-grown wild turkeys ran ahead of us along the towpath, then melted into the brush.

We take a spill

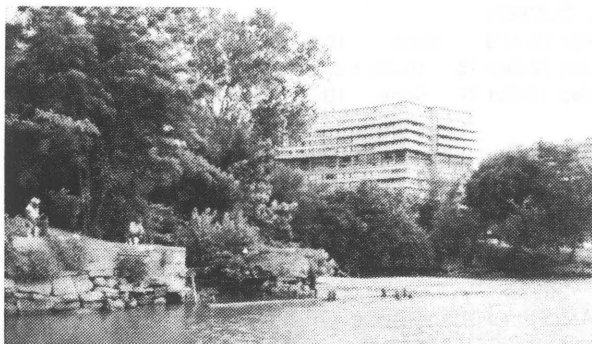
The path had turned into two deep-rutted tracks in the mud. A Boy Scout troop overtook us on their single bikes. Ours, being twice as long, had a tendency to

fishtail in the slick parts, and thus we took our only fall of the trip.



Lock 24 and Seneca Aqueduct

Mud was splattered us to our hips when we pulled into Whites Ferry. Retrieving a cache of provisions and gear that we had previously left with the caretaker, we parked in front of our cabin. When we left next morning we had company--Tramp, a sleek black Labrador, resident dog at Whites. It was a beautiful clear morning and Tramp ran ahead of the bike, black plume of a tail flying, scaring up whirring flights of wild geese from the Canal. He finally joined a Boy Scout troop and headed home. So, it was our last day, with 35 miles to cover. We were like horses eager for the hay and the home barn. The trail was good. We whirled past Seneca and Swains Landing, the path getting more and more crowded as we neared Great Falls. We rode for a while with Boy Scouts making their 35 mile badge; we had almost 184 miles under our tires. We pedaled through Georgetown, within the District of Columbia, and down to the really-and-truly end of the path at Tidewater Lock.



Mile 0 and Georgetown Tide Lock

There our 20-year-old daughter met us with the car. "Hi, Mom," she said, "you look awful."

---Dorothy Geary

[From: "Smithsonian Magazine," August 1970.]

Capital Crescent Trail Update

Montgomery County Executive Neal Potter included \$80,000 for the Capital Crescent Trail in his requested FY-92 capital improvement program budget submitted to the County Council in January. If approved, the funding would allow the county's Parks Department to develop a concept plan for recreational use of the 3.3-mile section of the Georgetown Branch right-of-way from Bethesda to the C&O Canal NHP at the District line. It would also cover design and construction drawings for the portion of this section between Bethesda Avenue and Little Falls Parkway. Development of the trail would be proposed following completion of the plan. The present concept is for a 10' wide asphalt bicycle path and a parallel soft-surface pedestrian trail. The construction schedule, cost, and design of the trail cannot be finally determined until the plan has been completed.

Early development of this central section of the trail has become one of the key objectives of the Coalition for the Capital Crescent Trail, now that the National Park Service has funds for the section of the abandoned railroad within the C&O Canal NHP. Among other primary goals identified by CCCT at a retreat on January 25 is working with the Park Service to plan the C&O Canal section of the trail. The Bethesda to Silver Spring segment remains entangled in the political and funding questions surrounding the proposed light-rail transitway.

The Coalition for the Capital Crescent Trail is comprised of about three dozen local, regional and national conservation, recreational and civic organizations, including the C&O Canal Association. In December, the Coalition held an enjoyable hike on the trail from the canal, at Fletchers Boathouse, to Bethesda. NPS Director James Ridenour joined the hikers on that occasion. The next scheduled CCCT event will be on May 18, hiking from Little Falls Parkway to the Rock Creek trestle. Coalition volunteers meet at 9 a.m. on the last Sunday of each month to work on trail maintenance and cleanup. Interested persons may call the Coalition on 202-234-4874 to find the location of planned worktrips.

--- Dave Johnson

DIRECTORY C&O CANAL NHP TELEPHONE NUMBERS & PERSONNEL

HEADQUARTERS: Box 4, Sharpsburg, MD 21782 (301) 739-4200
 Superintendent - Thomas O. Hobbsx200
 Assistant Superintendent - James D. Young x202
 Administrative Officer - Chris Streng x204
 Chief of Maintenance - Sam May x239 or (301)678-5548
 Chief Ranger - Mike Mastrangelo x222
 Curator - Lee Strublex231(cottage), x230(archives)
 Chief, Interpretation & Visitor Services - Gordon Gay x223

PALISADES DISTRICT: 11710 MacArthur Blvd, Potomac, MD 20854
 Great Falls Tavern
 general information recording (301)299-2026
 specific information requests (301)443-0024
 Rangers - Tom Nash, Chris Lea, Chris Jones, Frank Cucurullo .(301)443-0024
 Administrative Technician - Kevin Fry(301)443-0024

GEORGETOWN VISITORS CENTER: 1055 Thomas Jefferson St., Washington, D.C.
 Foundry Mall (202)653-5844
 Ranger - Terry Barbot

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, x237; (301)739-6179; or after hours (301)739-6179

District Ranger - Dwight Stinson
 Rangers - John C. Frye, James Seibert, Roland Hamilton, Fred Biers

The Piedmont District begins at Milepost 31 just above Edwards Ferry and ends at Milepost 106 approximately 0.8 mile below Dam 5.

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

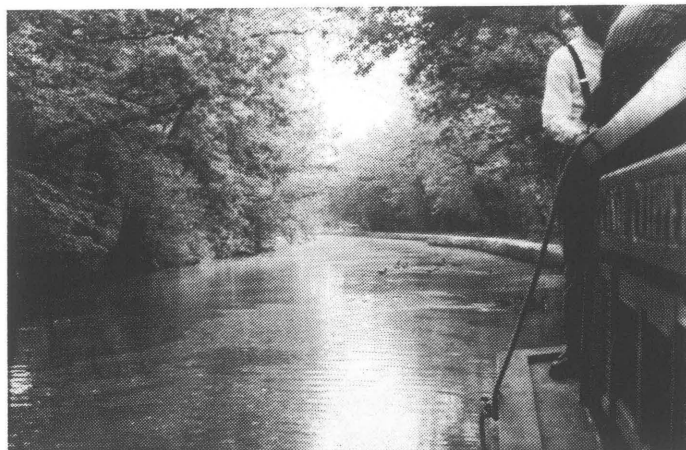
District Ranger - Martin Gallery
 Rangers - Rick Erisman, Paul Apple, Ken Newbraugh, Roger Ross, Rita Knox, William Orndorff, Robert Gray

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

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

1991 Canal Boat Season Opens In April

The park's two mule-drawn canal boats will resume operations in April. Costumed Park Service personnel take the boats and passengers back in time to 1876. As the mules tow the boats, visitors learn about the history of the C&O Canal and the lives of the families who lived and worked on it. Passengers experience locking through, and by song and story, the crews help the riders picture life in another era.



A typical scene from one of the canal boats
 (photo courtesy of Dave Scally)

The GEORGETOWN, departing from Lock 3 at Foundry Mall, will operate Wednesday through Sunday, beginning on April 10. The GEORGETOWN passes many historic buildings and recalls the commerce and industry of the waterfront when canal boats waited to unload their cargoes.

The CANAL CLIPPER, from Great Falls Tavern, will operate on Saturdays and Sundays only from April 13 through June 9 and Wednesday through Sunday, beginning on June 12. The CANAL CLIPPER travels through quiet countryside beside the Potomac River and reflects on the lives of the men and women who worked the canal.

Departure times for the boats are:

	Wed - Fri	Sat - Sun
GEORGETOWN		
Apr 10-Jun 9	1 & 3 pm	10:30 am; 1 & 3 pm
Jun 12-Sep 15	10:30; 1 & 3	10:30 am; 1 & 3 pm
Sep 18-Oct 27	1 & 3 pm	10:30 am; 1 & 3 pm
CANAL CLIPPER		
Apr 13-Ju 9	None	10:30 am; 1 & 3 pm
Jun 12-Sep 15	10:30; 1 & 3	10:30 am; 1 & 3 pm
Sep 18-Oct 27	None	10:30 am; 1 & 3 pm

The boats will not operate on Mondays or Tuesdays.

Virginia Canals Meeting Scheduled for Leesburg

A tour of the Goose Creek Navigation in Loudoun County will be the feature of the annual meeting of the Virginia Canals and Navigations Society on May 1 to 5, 1991.

The Goose Creek and Little River Navigation Company was chartered in 1832 and organized in 1839.

It was supported by the Chesapeake and Ohio Canal Company, which saw it as a source of revenue traffic. The C&O Canal Co. sponsored an engineering survey of Goose Creek in 1802, and in 1807-08 built the two-chamber river lock combine just downstream from Edwards Ferry to allow Goose Creek boats to enter the C&O Canal. However, construction did not begin on Goose Creek until 1849, and, although sections were completed and opened to navigation during the next few years, the GC&LRNCo. failed in 1857.

The VC&NS field trip on Saturday, May 4, will include stops at Aldie Mill, which was owned by Charles F. Mercer, first president of the C&O Canal Company; Oatlands, the home of George Carter, president of the GC&LRNCo.; and Cookes Mill, with remains of a canal lock, dam, and lockkeeper's house.

On Sunday, May 5, the tour will continue on the Maryland side of the Potomac to visit the river locks at Edwards Ferry, which were built to pass boats between the C&O Canal and Goose Creek. Captain Paul Kreynus and the batteau "Lord Chesterfield" will be on the Potomac to take meeting participants across the river from Edwards Ferry to the mouth of Goose Creek and up the creek to view the well-preserved Elizabeth Mills (Clapham's) double lock.

Headquarters for the weekend will be the Carrodock Inn, located on the southern outskirts of Leesburg. For additional information, costs and registration forms, please contact Vivienne Mitchell, 601 Wilkes Street, #102, Alexandria, VA 22314 or Lynn Howlett, 6826 Rosemont Drive, McClean, VA 22101.

Goose Creek Atlas Available

The GOOSE CREEK SCENIC RIVER ATLAS, prepared by Dr. William E. Trout III, is available from Virginia Canals and Navigations Society. The 18-page publication covers 37 miles of Goose Creek, including the entire Goose Creek State Scenic River in Loudoun County and Little River up to Aldie Mill. Special attention is given to the lower eleven miles of Goose Creek made navigable by the Goose Creek and Little River Navigation Company in the 1850s. The atlas includes a history of the company and an automobile guide to the accessible canal sites.

The atlas is designed for historians, canoeists, planners, and others interested in local history and open-space preservation. All of the known mill, canal and lock sites are marked on the latest topo maps.

The author Bill Trout, is well-known to canal enthusiasts. He is president of the American Canal Society, past-president of VC&NS and a member of the C&O Canal Association.

Copies of the atlas are available for \$3 ppd from Richard A. Davis, VC&NS Sales; Route 2, Box 254; Lexington, VA 24450.

Potomac River Greenway Project Undertaken

The conservation and enhancement of the Potomac River, its tributaries and environs as a greenway system protecting the natural, recreational, historical, and cultural features of the river valley for present and future generations is the objective of nearly two dozen public and private agencies which met this winter to explore how a Potomac Greenway might be developed. Convened by The Conservation Fund, headquartered in Arlington, Virginia, the meetings were organized to see who is doing what on the Potomac and to begin to identify common interests and opportunities for cooperation.

Initial discussions centered on the function, size, type and location of the organization needed, the level of commitment of all involved, and what each member of this working group is able to contribute to the greater coordinated effort. A committee was appointed to draft a charter for the organization.

Other issues to be resolved include deciding whether to undertake a short-term scoping study of the river. This two-to-three month effort could give a current picture of the river's protection, existing constituent groups, protection tools, legislation, as well as gaps in all of the above, and provide information needed to develop strategic and master plans for the river segments. A major issue will be whether legislation to designate the Potomac a National River or Greenway should be reintroduced, longer term goals suggested included master plans for each river segment, including a 10-year vision statement for the river, encouragement of scenic viewshed easements, protection of islands in all portions of the river, and accelerated land acquisition for parks on both sides of the river by county and regional park authorities.

The following agencies and organizations participated in the initial meetings: the Accokeek Foundation, American Rivers, Chesapeake Bay Foundation, C&O Canal Association, The Conservation Fund, U.S. Forest Service, Interstate Commission of the Potomac River Basin, Maryland Department of Natural Resources, Maryland Greenways Commission, Maryland - National Capital Park and Planning Commission, Metropolitan Washington Council of Governments, National Park Service, Rails to Trails Conservancy, Trust for Public Lands, Northern Virginia Regional Park Authority, West Virginia Division of Culture and History, and Xerox Realty Corporation.

The Conservation Fund is serving as the interim secretariat for the group. Another meeting has been scheduled for April.

---Dave Johnson

Association News

Events From the Past Season

On January 19th, over 30 members, both new and old met at Carderock. After a brief talk on the Canal, Dave Johnson led the group downstream. Upon their return approximately two hours later, the group had refreshments and listened to Karen Gray and Ken Rollins talk about the level walkers program and the history of the Association. It was a beautiful day weatherwise and, from all comments received, the hike was enjoyed by all.

Volunteers in the Park

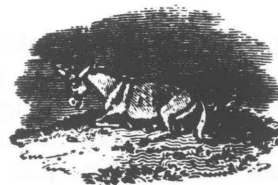
If you weren't along, you have missed some fun times with the Volunteers in the Park (VIP) crew. Especially the saga of Bill and the boots.

The park may have been closed, but that didn't stop Pat and James White, Bejay Myers, Marilyn and Russ Stearns and Joan Paull from driving to Harpers Ferry to work on Lock 33. The group removed vegetation from the walls of the lock and what a change afterward!

We worked with Lee Strubble at Ferry Hill in November. Pat White reorganized a notebook of pictures and drawings; Dave Johnson, John Schell and Joan Paull sorted, labeled and arranged slides; Jane and Hal Larsen reorganized and consolidated a file cabinet; and James White helped with pictures, brushed iron and was man Friday doing all kinds of odd jobs. Jane and Hal returned on November 17 to complete the file cabinet job.

Hard to believe, but eleven people reported in December. Dave Johnson, James White, Hal Larsen, Bill Speck, and Susan and Jim sanded the boot benches and worked in the barn. Pat White, Bejay Myers, Russ Stearns and Joan Paull scraped and chipped paint on the lock fence at Great Falls. Meanwhile, Jane Larsen oiled new collars and harness for the mules.

Our plan to have January and February off got reversed. January found us having a good time in the Tavern counting and folding flyers and addressing and stuffing envelopes. A great deal of laughter was heard from Sally and Jim Bryant, Dave Johnson, Russ Stearns, Pat White and Bill Speck. Hal Larsen and Joan Paull



worked along the gold mine trail, then joined the merry-making.

Dave Johnson has been donating at least one day a week answering the phone in the Great Falls Tavern. If you could help answer phones, please call Frank at the Tavern. Most of the calls are to take boat reservations for the spring.

We will never forget Bill and the boots at the February work trip. I think he was trying to put size 9 into size 7, but he did it! Then he almost sank in the mire. The Canal was drained at Mile 11, so we used the chance to clear the prism of logs, branches and trash. Pat and James White, Bunny and Dave Johnson, Russ Stearns, Bill Speck and Joan Paull worked all morning. Meanwhile, Bejay Myers worked in the office duplicating material for the park.

For the coming months, we need people! Remember you may come anytime between 9 and 12 on the first Saturday of any month. Upcoming VIP trips include:

April 6 - Edward's Ferry area.

May 4 - Meet at Abner.

June 1 - Great Falls Tavern.

Everyone is welcome on these and any VIP programs, but it would be wise to contact Joan Paull (301-384-8584) and let her know you are planning to come and get from her any last minute details.

1990-91 Association Officers

President: David M. Johnson - 9211 Wadsworth Dr.; Bethesda, MD 20817; 301-530-7473 First Vice President: Harold A. Larsen - 1314 Kurtz Road; McLean, VA 22101; 703-356-1809 2ndVP & 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 Rd.; Bethesda, MD 20817; 301-365-1933 Treasurer: William J. Evans - 3813 Juniper Rd.; Baltimore, MD 21218; 301-243-6315 Information Officer: Rhonda Strickland - Rt. 1, Box 896; Shepardstown, WV 25443; 304-876-9456. Board of Directors: Terms expire in 1994 - Ralph H. Donnelly, John C. Frye, Carl Linden, Linda Perry, Lyman Stucker. 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, Donna Boies.

Association Board Meeting Held December 2, 1990

The Association Board met in Glen Echo on December 2, 1990. The following motions were approved:

**C&O CANAL ASSOCIATION
FINANCIAL STATEMENT**

January 1 through December 31, 1990

Summary of Operations

	<u>Income</u>	<u>Expense</u>	<u>Net</u>
Administrative functions	9,772	8,376	1,396
Special events (hikes, etc.)	3,568	3,533	35
Patches, T-Shirts, Totes	549	336	213
Davies Legal Fund	<u>845</u>	<u>500</u>	<u>345</u>
Total	14,734	12,745	1,989

Financial Position

	<u>12/31/90</u>	<u>12/31/89</u>	<u>Inc/Dcr</u>
Assets:			
Cash	10,289	7,763	2,526
Prepaid Expense	457	-0-	457
Accounts Receivable	49	-0-	49
Other Current Assets	50	-0-	50
Inventories	2,320	2,656	(336)
Net Property	410	262	148
Total Assets	13,575	10,681	2,894
Liabilities & Accum Op Results:			
Revenue for Subs Period	1,451	137	1,314
Accounts Payable	61	470	(409)
Davies Legal Fund	345	-0-	345
Accum Oper Results	<u>11,718</u>	<u>10,681</u>	<u>1,644</u>
Total Liab & Accum Op Results	13,575	10,681	2,894

Detail of Administrative Functions

	<u>1990</u>	<u>1989</u>	<u>Budget 91</u>
Income:			
Dues	9,075	8,280	9,200
Interest	500	499	500
Miscellaneous	197	244	-0-
Total	<u>9,772</u>	<u>9,023</u>	<u>9,700</u>
Expenses:			
Newsletter	3,755	4,170	5,080
President	546	552	700
Secretary	206	282	205
Treasurer	275	296	238
Information Officer	24	104	45
Level Walker Chair	75	78	82
Environmental Committee	68	83	100
Membership Coordinator	656	458	680
Membership Committee	625	587	1,000
Archives Committee	-0-	321	70
Programs Committee	27	-0-	30
Nominations Committee	64	-0-	25
Publications Committee	-0-	446	75
Volunteer Coordinator	-0-	-0-	25
Stationery	250	673	400
Dues, Contributions	275	335	275
NPS Grant	1,000	-0-	1,000
Depreciation	30	30	70
Davies Legal Fund	<u>500</u>	<u>-0-</u>	<u>500</u>
Total	8,376	8,415	10,600
Net Operating Result	1,396	608	(900)

1. Mailing the newsletter - Because of the delay in the mail services, the Association newsletter would be sent by first class mail, beginning with the March, 1991 issue.

2. Membership in Potomac Basin River Consortium - The Association would replace William Davies in the Consortium with a member of the board until it could be decided the value of membership in the organization to the Association. The individual selected is to report back to the board with recommendations on whether we should renew our membership in 1991.

3. The Bill Davies book - The Association will see how it can be of assistance in moving the Davies book toward publication.

4. 1991 budget projection - The 1991 budget projection as presented by Dave Johnson was accepted.

Board Meets on February 3, 1991

The Association Board met in Williamsport on February 3, 1991, during which the following motions were approved:

1. Canal rewatering - The Environmental Committee will meet with the Superintendent of the C&O Canal NHP to get information on the status of rewatering the Canal and report back to the Board by the next meeting.

2. Reimburse Orrin Long - Orrin Long will be reimbursed \$300 for the cost of the special mailing concerning nominations.

3. Fund for Pat Swain - A fund will be set up in honor of Pat Swain of Swain's Boathouse, who recently died, and the Association will make a contribution of \$25 in appreciation of her contribution to the pleasures of the C&O Canal.

Nature Notes

As February passes, we used to hear the "Old Sam Peabody" song of white-throated sparrows and the quiet trill of juncos. Their songs of wistful anticipation seemed to reflect their knowledge that soon they would be leaving our area for northern woodlands where they would breed and then return to us next fall. Small flocks would sometimes rise at the edge of the towpath and then settle back into the grasses again.

Song sparrows, too, used to start announcing "spring" from barren tree branches, even before humans were fully aware of the season's start to change. Occasionally we still hear their three short notes ending with a trill.

We are grateful for the cardinal's spring song, ringing

loud and clear on a frosty morning. We welcome the great blue herons standing stiffly on one leg on rocks overlooking Widewater or hiding in the dry cat-tails, waiting for unsuspecting prey.

But we can't help wondering where the small birds have gone to that used to rise in small flocks ahead of us as we took a solitary walk along the towpath on a morning that is still winter, but winter merging into spring.

---Helen L. Johnston, volunteer co-leader of "Sights and Sounds of the Seasons" walks, starting at 10 a.m. at the Great Falls Tavern on the first and last Wednesday and Saturday every month of the year. The other leaders are Betty Bushell and Betty Henson.

1991 Program Notes

Plans firmed up at publication time are listed in the calendar of events for 1991 to enable members to make their plans as far ahead as possible. Other events, particularly "Level Walker" hikes, may be added to the program during the year and will be described in subsequent newsletters. Events in the latter part of the year will be further described in later issue.

Detailed information can be obtained by calling the numbers provided in the calendar, and those who wish to participate are urged to notify coordinators as early as possible. A showing of intent is important, since coordinators have the option to cancel events if there is an apparent lack of interest. So don't wait until the last minute! Note that some of the events listed are sponsored by the National Park Service and are included in our calendar because they may be of interest to Association members.

The Association will have a booth at the canal and river town festivals listed in the events, and the Membership Chairman, Rita Bauman, always needs volunteers to tell visitors about our organization and to encourage membership. Past volunteers have found these festivals to be lots of fun. There are other local events in these towns which you may find interesting, and a call to any city hall or local enquiry will reward you with information.

The first Saturday of each month is the usual day for Volunteers in the Parks (VIP) work projects. Locations are purposely not planned in advance, since many needs cannot be foreseen, and efforts are directed to what is most needed at the moment - sometimes on an emergency basis. Projects usually last from 9:00 a.m. until noon, often followed by a lunch party. Sometimes volunteers like to make a day of it, but three hours is all that is requested, because most have other things to

CALENDAR OF UPCOMING EVENTS IN 1991

<u>Date</u>	<u>Day of Week</u>	<u>Event</u>
April 13	Sat	First Annual Children's Spring Hike. "Children" of all ages are welcome, but this one is designed especially to let the younger ones walk in Justice Douglas' footsteps and discover things he so loved about the Canal and its environs. It honors Justice Douglas' appreciation of young people - he usually managed to gather them around himself at the reunion hikes and he enjoyed a "show and tell" exchange with them. Rita Bauman 703-503-9323. Details elsewhere in the newsletter.
April 27	Sat	36th Annual William O. Douglas Reunion Hike. See details on page 1 and reservation form at the end of this issue of the newsletter.
May 4	Sat	VIP (Volunteers in the Parks) work trip. Joan Paull 301-384-8584.
May 11	Sat	Annual reception and Canal boat ride for new members at Great Falls, Maryland. See elsewhere in the newsletter for details. Rita Bauman 703-503-9323.
May 25	Sat	Family Bike Trip from Mouth of Seneca to Seneca with lunch stop at Broad Run. This is a moderate 19.4 mile trip chosen for easy accomplishment by all ages and intended especially for family groups. Shuttle accesses are easy, and we have ordered good weather. Coordinators are experienced bike trippers. Sammy DeForge 301-530-8830 and George Camplair 703-573-1728.
June 1	Sat	VIP workday. Joan Paull 301-384-8584.
June 8	Sat	Canoe from Violet's Lock to Great Falls in the Canal past such scenic spots as Blockhouse Point, the "William O. Douglas" level leading into Pennyfield Lock and Swann's Lock. This is a trip suitable for novices. Canoes and all equipment including personal flotation devices will be available. Previous experience is not necessary, but those who would like an introduction to canoeing might refer to "About Canoeing" found elsewhere in this newsletter. Carl Linden 301-229-2398 and Ken Rollins 804-448-2934.
June 22	Sat	2:00 p.m. - Glen Echo Town Hall. A visit with Professor Dave Gardner who teaches C&O Canal history and lore at Montgomery College and who will talk on the Canal and its history and geology.
June 22	Sat	Level Walker hike. Everyone is welcome. Meet at Paw Paw Tunnel parking lot at 11:00 am. See also Karen Gray's "On the Level" column elsewhere in the newsletter.
July 6	Sat	VIP workday Joan Paull 301-384-8584. Brunswick Festival and River Race. Volunteers for a C&O Association booth are needed. Call Rita Bauman 703-503-9323.
July 13, 14	Sat, Sun	Cumberland Canal Boat Festival. Arts, crafts, music, exhibits. Volunteers to man an Association booth are needed. Call Rita Bauman 703-503-9323.
July 20	Sat	Canoe the Potomac from Brunswick to the Monacacy. A chance to enjoy and river and possibly see bald eagles. Carl Linden 301-229-2398 or Ken Rollins 804-448-2934.
August 3	Sat	VIP workday. Joan Paull 301-384-8584.
August 24, 25	Sat, Sun	Williamsport C&O Canal Days. Parade, arts and crafts, food, exhibits. Volunteers needed to man C&O Canal Association booth. Rita Bauman 703-503-9323.
September 7	Sat	VIP workday. Joan Paull 301-384-8584.
September 7, 8	Sat, Sun	Hancock Apple Festival. Rita Bauman 703-503-9323.
September 14, 15	Sat, Sun	Annual Paw Paw Bends overnight canoe trip. Carl Linden 301-229-2398 or Ken Rollins 804-448-2934.
October 5	Sat	VIP workday. Joan Paull 301-384-8584.
October 5, 6	Sat, Sun	Overnight bike hike. Details in a later newsletter.
October 12, 13	Sat, Sun	Berkeley Springs Apple Butter Festival. Rita Bauman 703-503-9323.
October 19	Sat	Annual Heritage Hike - Shepardstown Bridge to Harpers Ferry with dinner at Hilltop House. More details in a later newsletter.
November 9	Sat	Level Walker hike. Details to be announced.
December 7	Sat	"Frostbite" hike. Watch for details in a later newsletter.

attend to on Saturdays. Other volunteers are needed to assist the Park Service with the every-other-Sunday **concerts in Georgetown**. Any time you expect to have a Saturday morning or Sunday afternoon to spare, call Joan Paul (301-384-8584) to see what you can do. You will find yourself in very good company for a rewarding experience.

Our program does not include all events sponsored by the Park Service, but information can be obtained on NPS activities by calling the C&O Canal Park Headquarters at 301-739-4200 or the Great Falls office at 301-443-0024. By the way, many find the "Sights and Sounds" nature walks at Great Falls very interesting.

Your comments, questions or suggestions on the Association's programs are welcome. Please relay them to Ken Rollins by calling 804-448-2934 or by writing him at Rt.4 Box 107, Ruther Glen, VA 22546.

---Ken Rollins

Children's Spring Hike

One Saturday, April 13, 1991, Isabelle Tram will lead a hike for children of the C&O Canal Association. Bugs, flowers, turtles, birds or anything else that is there will be looked at and talked about. The loop hike will start at the parking lot of the Point of Rocks Railway Station at 10:30 Saturday morning and proceed downstream. (While passenger trains don't run on Saturday, an occasional freight train might pass by the station.) This area is noted for its waterfowl, birds, and reptiles. As the length of the hike depends on how far we go and how much we look at, participants might want to bring a lunch.

Although this hike is geared toward our younger members, all young at heart are welcome. If you have questions, call Rita Bauman at 703-503-9323 or Karen Gray at 202-333-6947.

Other News

100 Kilometers in One Day: Annual Spring Tradition

May 4 is the date of the 18th annual towpath hike to Harpers Ferry--100 kilometers (62+ miles) in one day. The hike starts at 3 am at the Thompson Boat House. Usually 50 to 100 participants start the hike with most finishing sometime between 7 pm and midnight. Food and rest areas are provided along the Towpath--breakfast at Seneca, lunch at White's Ferry with additional meals and assistance provided at Monocacy, Point-of-Rocks and

Brunswick.

Training hikes for the 100-K walk are scheduled for each Saturday in March and April. Additional information and registration materials can be provided by contacting Mike McLain (202) 829-7749, Roger Clark (703) 548-4782 or Paul Kovenock (202) 333-5384. Also, C&O Canal Association members are welcome to participate as volunteers at food stops along the canal. History buffs among Association members will recall the first of these marathon hikes. On February 9, 1963, Attorney General Robert Kennedy walked 50 miles in one day, starting at Great Falls at 4:30 am. For foot gear he wore an old pair of cordovans, not sneakers. In case of emergency, he had a jeep-load of helpers right behind him on the towpath. The local papers and the wire services carried the story, and the C&O Canal towpath was discovered by the media in this country and in Europe. That's when I first heard of the towpath as a schoolboy back in Wisconsin, reading "Time" magazine's account of Bobby Kennedy's trek.

A craze for 50-mile hikes ensued among Kennedy's "New Frontiersmen" that included Congressional pages, secretaries, marines and even models. The French press reported that President DeGaulle had begun to take long walks. JFK's overweight press secretary, Pierre Salinger challenged the sedentary White House press corps to follow him on a 50-mile hike. Salinger changed his mind, however, after hobbling away from an 8-mile training hike around Burke Lake. The French cognoc industry sent a gift to Salinger--a "retired walker's survival kit"--after he decided not to make the 50-mile hike.

President Kennedy issued a "Fitness Challenge" to the nation. He also proposed to the Marine Corps Commandant David Shoup that 50-mile hikes be required of Marine trainees. The Washington press carried photos of 6 attractive Congressional secretaries hiking the towpath beyond Great Falls. Then 11 Senate page boys set off in 11 degree weather, followed by students, housewives. In due course, much of the country was on the move.

Robert Kennedy's hike nearly 30 years ago launched a fitness movement that has become a permanent part of American life. His hike also drew media attention to the towpath and may have helped build political support in Congress for establishing the C&O Canal as a National Park. The Kennedy hike also introduced me, a midwesterner, to the Canal and to long-distance hiking. Each year for 12 years, I've walked the towpath as a part of the Sierra Club's annual 100-K, one-day hike. C&O Canal Association members are welcome to join in this tradition.

---Paul Kovenock

CCA Beginner Canoeing on Canal at Fletcher's and Swain's

The Canoe Cruisers Association (CCA) offers beginning instruction all through the summer on the C&O Canal. The classes are held at Fletcher's Boat House on Tuesdays and at Swain's Lock on Thursdays, starting at 6:30 at both locations. Sessions begin May 14th at Fletcher's and May 16th at Swain's. All equipment and instruction is free of charge, and you may come as often as you like. The program is jointly sponsored by Fletcher's and Swain's, the National Park Service and the CCA. The CCA also offers basic Red Cross canoeing and beginning white water canoeing and kayaking on weekends during the summer. For more information, call Michael Hoon at 301-589-7533.

Meeting of the Potomac River Basin Consortium April 19th & 20th

The Potomac River Basin Consortium will hold its next meeting on April 19 and 20. Consortium members represent colleges, universities, historical societies and other organizations in the region that are interested in the river. The C&O Canal Association is a member organization. Membership is also open to individuals.

Those taking part in the two-day program will visit water treatment facilities for metropolitan Washington and other points of special interest in the Glen Echo and Great Falls area. On Friday, participants gather at 9:30 a.m. at the Dalecarlia Reservoir Water Treatment Plant for beverages and pastries, a briefing and a tour of the plant. At noon, box lunches will be provided. In the afternoon, there will be guided tours of Glen Echo's Chataqua, the Clara Barton House and the Union Arch. The evening dinner will be held at the Glen Echo Town Hall. Dr. Martin Gordon of the Army Corps of Engineers will be the dinner speaker. He will give a talk on General Montgomery Meigs. Meigs was the engineer for the construction during the mid-1800's of the Union Arch and a number of other important Corps of Engineers facilities in Washington. On Saturday morning at 9:00, the participants will meet in the auditorium of the NPS Visitors Center at the Great Falls Park in Virginia. Dr. Sam Hopper of the Virginia Canals and Navigation Society will speak on George Washington's "Old Potowmack Canal" and its tie-in with the C&O Canal. Dave Johnson, President of the C&O Canal Association, will give an overview of the C&O Canal, past and present. Following the presentations, Consortium members and guests will visit the Old

Potowmack Canal site and its remaining structures.

Interested Association members are invited to take part. Reservations will be necessary. If you wish to attend, please give Mr. Gilbert Gude a call at 301-229-6134, and he will send you further information and a registration form.

—Carl Linden

C&O Canal Members to Assist With MS Super Cities Walk

The Multiple Sclerosis Society will again sponsor the 20K (12 mile) "Super Cities" Walk along the C&O Canal on Sunday, April 7, 1991. Other local walks on the same day will be held at Reston Town Center and Potomac Mills Mall. The walk is a fund-raiser for MS. Walkers for the Canal section can start at the Pentagon and walk to Glen Echo or start at Avenel and walk to Glen Echo.

For the second year, C&O Canal Association volunteers will provide drinks and snacks (and information about the Association) to walkers as they pass through Great Falls. Last year, 4,700 participants walked the Canal and at least half of them came through the Great Falls location.

This activity requires 3-5 hours of time from approximately 9:00 a.m. to 1:00 p.m. on the day of the hike. The food/snack location will be adjacent to the Great Falls Tavern.

To volunteer, or for additional information, call Joan Paull (301-384-8584) or John Fondersmith (202-667-1357).

Updated Potomac River and C&O Canal Maps

The map shown on page 1 of this newsletter is part of 1 of 5 colorful strip maps of "The Potomac River and the C&O Canal" recently updated and republished by the Interstate Commission on the Potomac River Basin. The five maps extend from Georgetown to Opequon Junction (92 miles), almost exactly half the total distance of the Canal. The maps include notes on historical features, campsites, fishing spots and other attractions.

The five maps are packaged in an attractive packet and are available postpaid for \$6.00 from: Interstate Commission on the Potomac River Basin, Suite 300; 6110 Executive Boulevard; Rockville, MD 20857. Attention: Publications.

ON THE LEVEL... NOTES AND NEWS From the Level Walker Program

HIKES SPONSORED BY THE LEVEL WALKER PROGRAM -- EVERYONE IS WELCOME!

Saturday, June 22, 11 a.m. at the Paw Paw Tunnel parking area. Come and join us for one of the most unique experiences on the canal. We'll walk downstream through the tunnel to Lock 63 1/3--maybe further if the weather is good and the group feels like it. Bring your lunch and beverage. Good hikers can join some of us going "over the mountain" rather than through it on the way back. Bring a flashlight for the tunnel--it's dark inside!

DIRECTIONS> From Washington, take I 270 to Frederick, MD, then I 70 west to Hancock. Use the 2nd Exit at Hancock to Route 522 going south to Berkeley Springs, West Virginia. In Berkeley Springs turn west (right) on Route 9 (1 block before the Berkeley Springs State Park). Stay on Rt. 9 to Paw Paw, West Virginia (about 23 scenic miles). Follow Rt. 9 through Paw Paw and across the Potomac river into Maryland where it becomes Route 51. Go about 1/2 mile to the Paw Paw Tunnel parking area (down a short, steep slope on the right). Hike goes rain or shine. Call Karen Gray at 202/333-6947 if you need more information.

LEVELS IN NEED OF WALKERS--if you are interested call or drop me a card:

Below Hancock:	#46	From:	LICKING CREEK AQUEDUCT	Mile 116
		To	LOWER END OF LITTLE POOL	Mile 120
Below Paw Paw:	#57	From	LOCK 61	Mile 153.1
		To	LOCK 63 1/3	Mile 154.5
Below Cumberland:	#67	From	MEXICO FARMS	Mile 177.7
		To	EVITTS CREEK AQUEDUCT	Mile 180.7

There are other levels that can use additional walkers so if you are interested in joining the program but not in these levels, please contact me. I'll help you select a level that's right for you. Level walking is not difficult--its just a matter of visiting your level several times a year, picking up litter, and writing a report. When you decide on a level I'll send you a letter identifying your level (with a map on how to reach it if you need one), a basic instruction sheet, and report forms.

HIGHLIGHTS FROM LEVEL WALKER REPORTS, November '90 through January '91: Note Deadline: May 5 for February-April reports for the summer issue.

#1 Miles 0-2.3 Tidal Lock to Old Boat Incline:

Leslie Sobin, 12/25, collected 4 bags of litter. In mid-afternoon counted 48 walkers/runners.

#3 Miles 5-7.5 Lock 5 to Cabin John Creek:

Howard Rosen, Late Fall report on 42 walks, emphasizes need to require cyclists to have and use bell to warn walkers of their approach. Saw 2 great blue herons on the canal.

James and Joan Wilson, Dec. 5-8, reported new beaver activity at 6.2.

#6 Miles 12.3-14.3 Cropley to Great Falls:

Helen Johnston, December & Jan. 6, continues to lead nature walks 4 times a month in this area. Noted repairs to stop-lock bridge and Lock 20 walls. Less trash than in earlier years along the paths but severe problem at lock 18. Eagles on Conn Island a popular sight. Along with

[Level Walker Report Summaries continued....]

decline in wildflowers along the canal, she notes a sharp decline in the numbers of small winter birds such as Juncos, White-throats, song sparrows and titmice from 5-10 years ago.

[Comment from the Level Walker Chair: There is now an entrance fee at Great Falls and there are indications that more people are parking along MacArthur Blvd. and other canal access points in the area to avoid it. Level Walkers and other members should keep me informed of any signs and effects of such increased usage that they may observe.]

#07 Miles 14.3-16.6 Great Falls to Swains:

Jack Francis, 1/26, picked up garbage bags of bottles and cans and in 2 hours saw 60 hikers/joggers.

#8 Miles 16.6-19.6 Swains to Pennyfield:

Kay McClaine, 11/4, On an afternoon hike she found little litter but documented the heavy usage of this area with 41 walkers/runners, 22 picnickers, 2 horseback riders, 83 bikers, 12 canoes in canal. Florida, New Jersey, New Mexico and Minnesota cars among those that filled the parking lot at Swains.

#09 Miles 19.6-22.8 Pennyfield to Seneca:

Jeff Brown, 11/10, encountered a group of 3 adults with 10 kids on a biking/camping trip. Towpath muddy near MP 20.

Susan Marcus and Richard Greene, 1/19, saw 4 horseback riders and one horse galloping out of control at Violette's lock. Filled 3 garbage bags. Evidence of recent beaver cuttings.

Mary Gravalos, 1/20, noted towpath muddy in the vicinity of milepost 20. Encountered 8 backpackers among the others, and 2 horseback riders.

#10 Miles 22.8-25.0 Seneca to Tenfoot Island:

Peggy Lawson, 1/19, uses a dip net to retrieve cans from turn basin. Encountered 45 hikers and heavier usage than usual for January. One section of towpath very muddy.

#11 Miles 25.0-27.2 Tenfoot Island to Sycamore Landing:

Sharon Freedman, 12/26, found signs of a high wind with towpath littered with twigs and branches and one large tree down. Most pot holes in towpath repaired.

#14 Miles 33.2-35.5 Harrison Island to Whites Ferry:

Herbert Madison, Betty Bushell and Pat Schindler, 11/16, collected 6 bags of garbage, moved two tires with rims to towpath and notified Park Service for pickup. Reported sinkhole beside towpath near culvert #48. Noted dumping place for woody debris near lower end of level, partially hidden from towpath. Identified 19 species of birds and 5 species of wildflowers.

#15 Miles 35.5-39.4 Whites Ferry to Woods Lock:

Herbert Madison, 12/30, observed a young deer fall from rocky berm side ridge, cross the canal and towpath, plunge into the river and swim to the island with drops of blood in the snow behind it.

#17 Miles 42.2-44.6 Monocacy to Nolands Ferry:

Alan and Win Fox, 11/17, collected 3 bags of litter and noted need for repair to interpretive sign at the Aqueduct.

#18 Miles 44.6-48.2 Nolands Ferry to Point of Rocks:

Norma Hendrickson, 1/5, Found 2 stray cats huddled beside a tree in a cold rain--adopted them but notified County Humane Society in case they were lost and has begun their shots with vet.

Marlow Madeoy, 1/20, found towpath muddy in most areas with deep tire tracks. Noted trunk of dead tree partially fallen on another which could fall on towpath eventually. Picked up 4 bags of trash and bucket of grease.

ACTIVE LEVEL WALKERS ASSIGNMENTS
As of February 15, 1991

- | | | | |
|----|--|----|---|
| 01 | <u>Begins: Tidal Lock</u>
Judy Davis, Margot Foster,
Leslie Sobin | 19 | <u>Begins: Pt.of Rocks</u>
John Anderson, John Cook,
Lyman Stucker |
| 02 | <u>Begins: Old Boat Incline</u>
James Millar | 20 | <u>Begins: Catoctin Aqueduct</u>
Harry Horstman |
| 03 | <u>Begins: Lock 5</u>
Howard & Helen Rosen,
Jim & Joan Wilson | 21 | <u>Begins: Brunswick/Lock 30</u>
Dave Johnson |
| 04 | <u>Begins: Cabin John Creek</u>
Charles Bookman, Florence
Lederman, Howard & Helen Rosen | 22 | <u>Begins: Weverton/Lock 31</u>
Carol Galaty & Gill Hill,
Dorothy Johnson |
| 05 | <u>Begins: Seven Locks/Lock 14</u>
Robert Greenberg,
Theresa Haddy | 23 | <u>Begins: Harpers Ferry/Lock 33</u>
Ron Howard,
Bob & Eileen Rabson |
| 06 | <u>Begins: Cropley/canal bridge</u>
Helen Johnston | 24 | <u>Begins: Dam 3</u>
Clifton Murdock,
Kate Savage, Mike Vidmar |
| 07 | <u>Begins: Great Falls/Lock 20</u>
Jack Francis, Alice & George
Kinter, Renaldo Rios | 25 | <u>Begins: Dargan Quarry</u>
Sam Brown, Willis VanDevanter |
| 08 | <u>Begins: Swains/Lock 21</u>
Paul Davis, Kay McClaine | 26 | <u>Begins: Mountain/Lock 37</u>
Brian Murray, Robert Stevenson |
| 09 | <u>Begins: Pennyfield/Lock 22</u>
Jeff Brown, William Clague,
Mary Gravalos, | 27 | <u>Begins: Antietam Aqueduct</u>
Ken Rollins,
Robert Stockslager |
| 10 | <u>Begins: Seneca Aqueduct</u>
Peggy Lawson, Pauline Lerner,
Betsy Little, Leslie Meil,
Michael Werth | 28 | <u>Begins: Shepherdstown/Lock 38</u>
George Camplair, John Frye |
| 11 | <u>Begins: MP 25/Tenfoot Island</u>
Sharon Freedman,
Harold Learned | 29 | <u>Begins: Lock 39</u>
Marshall Grotenhuis |
| 12 | <u>Begins: Sycamore Landing</u>
Lucy Beths, Charles Otstot,
Anton Steuer | 30 | <u>Begins: Snyders Landing</u>
Art Cramer, Sr. |
| 13 | <u>Begins: Edwards Ferry/Lock 25</u>
Donald Groelsema, Bert Grose | 31 | <u>Begins: Lock 40</u>
Hal Cramer, Jr.,
James & Susan Murray |
| 14 | <u>Begins: Harrison Is.</u>
Betty Bushell, Betty Henson,
Herbert Madison,
Pat Schindler, Polly Silva | 32 | <u>Begins: Marsh Run Culvert</u>
Beejay Myers, Edith Wilkerson |
| 15 | <u>Begins: Whites Ferry</u>
Betty Bushell, Betty Henson,
Herbert Madison, Pat Schindler | 33 | <u>Begins: Dam 4</u>
Paul & Rita Marth |
| 16 | <u>Begins: Woods/Lock 26</u>
Bill Evans, Janet Lanman,
Douglas Norr | 34 | <u>Begins: McMahons/Charles Mill</u>
Thomas Perry |
| 17 | <u>Begins: Monocacy Aqueduct</u>
Bill Evans, Win & Alan Fox,
Mr./Mrs. Robert Ledley | 35 | <u>Begins: Formans Fy.</u>
Ruth & Tack Swann |
| 18 | <u>Begins: Nolands Ferry</u>
Norma Hendrickson,
Marlow Madeoy | 36 | <u>Begins: Lock 43</u>
Edward O'Malley |
| | | 37 | <u>Begins: Falling Waters</u>
Ellen Holway |
| | | 38 | <u>Begins: Williamsport/Lock 44</u>
Melvin Kaplan, Dan & Alma
Kershner, Bill Whalen |
| | | 39 | <u>Begins: High Rock Quarry</u>
Dolly Deiter |
| | | 40 | <u>Begins: Old Nessel Bridge</u>
Judy Hecht |
| | | 41 | <u>Begins: Dam 5</u>
Arthur Stier |

CONTINUED....

[Level Walker Report Summaries continued....]

#19 Miles 48.2-51.5 Point of Rocks to Catoctin Aqueduct:

Jack Cook, 1/27, Collected 6 bags of trash and removed 5 buckets. Reported culvert #76 has broken through and remains of 4 deer in canal probably left by hunters.

#21 Miles 55-58 Brunswick to Weaverton:

Dave Johnson, 12/12, reported the level in excellent condition though the Knoxville culvert deterioration continues. Met 2-man NPS maintenance crew clearing vegetation from culverts and outside banks around masonry--doing excellent job. Notes much less litter since gate moved to far side of CSX tracks in Weaverton area. Hopefully this will prevent continued heavy dumping along the berm bank although gate unpopular with canoeists.

#22 Miles 58-60.7 Weaverton to Harpers Ferry:

Dot Johnson, 11/14, found towpath quite clean. Met 3 Appalachian Trail backpackers among others.

#23 Miles 60.7-63 Harpers Ferry to Milepost 63:

Ron Howard, 1/1, met families out for a stroll. Moderate litter except large amounts in water in the canal.

Robert and Eileen Rabson, 1/20, filled 2 NPS trashcans with litter they picked up. Also noted large amount of litter in the canal.

#28 Miles 72.8-74 Shepherdstown to Lock 39:

George Camplair, 11/5, found little litter while riding his level during a through, week-long bike trip from Cumberland to Georgetown.

#29 Miles 74-76.7 Lock 39 to Snyders Landing:

Marshall Grotenhuis, 11/23, reports this level very clean.

#31 Miles 79.4-81.6 Lock 40 to Marsh Run:

James Murray, 11/19, found the level clean and in good condition.

#34 Miles 88.1-91 McMahons/Charles Mill to Formans Ferry:

Tom Perry, 10/22 & 11/9, walked over two days due to downpour first day, collecting 2 bags of garbage. Encountered one fat beaver.

#35 Miles 91-93 Formans Ferry to Lock 43:

Tack and Ruth Swan, 11/21, Towpath in excellent condition. Noted signs of beaver and saw heron.

#43 Miles 110.4-112.4 McCoy's Ferry to Fort Frederick:

Karen Gray, 11/10, removed 1 large bag of most beverage containers. Unusually large number of deer--stopped counting after a couple dozen. Wild Turkeys seen near Ft. Frederick as well as blue birds. Met no one while walking the level.

#44 Miles 112.4-114.5 Fort Frederick to Ernestville:

Jane and Harold Larsen, 11/11, note that water level at Big Pool continues to recede. Saw 18" snake (surprising in the cold) and great blue heron. No recent beaver cutting signs. Level in good condition. Little litter.

#52 Miles 136.6-140.9 Sideling Hill Creek Aqueduct to Little Orleans:

Rex Hinkle, 11/11 & 12/31, walked his level in December at a time when the ground was covered with a moderately deep, wet snow. No other humans encountered but incredible number of deer tracks in the snow.

#55 Miles 149.7-153.1 Lock 60 to Lock 61:

Herb Gunther, 11/3, found the level in good condition although a much litter around the RR trestle.

#68 & 69 Miles 180.7-184.5 Evitts Creek Aqueduct to Cumberland:

Milten Miltenberger, 20 walks in late 1990, reported during a Labor Day walk meeting 50 people. Motorcyclists using towpath between miles 183 and 184 where they have a hill climb set up. Saw an albino muskrat.

--Karen Gray, Level Walker Chair, 825 New Hampshire Ave. NW #304
Washington, DC 20037. Home phone: 202-333-694

ACTIVE LEVEL WALKERS CONTINUED:

- 42 Begins: Four Locks/Lock 47
Tim Kernan, John Ziegler
- 43 Begins: McCoys Ferry
Karen Gray
- 44 Begins: Fort Frederick
Mr./Mrs. Harold Larsen
- 45 Begins: Ernestville
James Doherty
- 46 Begins: Licking Creek Aqueduct
[VACANT]
- 47 Begins: MP 120/Little Pool
Jim & Sally Bryant
- 48 Begins: Hancock/Church St.
Richard Will
- 49 Begins: Round Top Cement Mill
Ralph Donnelly
- 50 Begins: Lock 53
Janice Plotczyk & Gren Whitman
- 51 Begins: Dam 6
Thomas Bice
- 52 Begins: Sideling Hill Aqueduct
Rex Hinkle
- 53 Begins: Little Orleans
John Wheeler
- 54 Begins: Lock 59
Paul Kovenock, Howard Solomon
- 55 Begins: Lock 60
Herb Gunther, Bill Price

- 56 Begins: Culvert 208
Herb Gunther,
Pat & James White
- 57 Begins: Lock 61
[VACANT]
- 58 Begins: Lock 63 1/3
Judie & Fred Mopsik
- 59 Begins: Paw Paw
John Chandler,
Robert Stevenson
- 60 Begins: opposite Ltl.Cacapon
Keith Kridenoff
- 61 Begins: Town Creek Aqueduct
Mr./Mrs. Charles Ayres
- 62 Begins: Lock 68
Frank Daspit & Nell Hennessy,
Richard Kowalczyk
- 63 Begins: Oldtown/Lock 71
Dave Foley,
Steve & Cheryl Nelson
- 64 Begins: Culvert 223
Sonny DeForge
- 65 Begins: Spring Gap Rec.Area
Marlyn Heintzelman
- 66 Begins: North Branch/Lock 74
Jim Sartwell
- 67 Begins: Mexico Farms
[VACANT]
- 68 Begins: Evitts Creek Aqueduct
Milt Miltenberger
- 69 Begins: Wiley Ford Bridge
Milt Miltenberger

The Association Welcomes
New Members

Bruce Adams & Peggy Engel, Bethesda, MD
Edward R. Ayre, Potomac, MD
Kenneth C. Bass, Great Falls, VA
Oren Cameron, Riverdale, MD
Ken Campbell, Little Orleans, MD
Carol Cataldo, Falls Church, VA
John T. Conrad, Germantown, MD
Isabel Craig, Fairfax, VA
Don Dean, Potomac, MD
Dorothy W. Drenner, Glen Burnie, MD
Frank Fishburne, Fairfax Station, VA
Ronald H. Fisher, Riverdale, MD
John & Brita Harris, Chevy Chase, MD
Eleanor Harvey, Bethesda, MD
James & Ardis Hill, Germantown, MD
Dr. Harry A. Horstman, Bethesda, MD
Richard Lampl, Rockville, MD
Susan Marcus & Richard Greene, Washington, DC
William O. Marks, Columbia, MD
Elmer W. Martin, Riverside, CA
Edward O'Malley, Reston, VA

Harry C. Robinson, Bethesda, MD
E. Rosasco, Falls Church, VA
Barsha J. Thompson, Washington, DC
Maria Vargas, Baltimore, MD
Jean M. Westermeyer, Harpers Ferry, WV

Editorial Staff

"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.

Canal Parkway Steering Committee Meets

The third Canal Parkway Steering Committee meeting took place in Cumberland on January 19, chaired by former U.S. Senator J. Glenn Beall, Jr. Hal Larsen attended as Association representative. The session was called to present the preliminary highway alternates to the committee members and to seek their advice and comments. In addition, the chairman sought endorsement for proceeding to a public meeting in the spring.

The consulting firm chosen by the committee in May 1990 to develop plans for the parkway and for park enhancements in the Cumberland area, Wallace, Roberts and Todd, presented detailed information and plans to describe the four parkway alternatives and the proposed park enhancements from Ford Avenue to the terminus in Cumberland. The committee members questioned the consultants and the Maryland State Highway Administrator, Hal Kasso, but made no final decisions which will be delayed until the spring meeting. Public input will be sought in the meantime.

The four canal parkway alternates are as follows:

1. No build. Existing Virginia Avenue underpass and street system would remain unchanged.
2. Upgrade existing Virginia Avenue and River Road.
3. A connection with Route 51 (Industrial Boulevard) and a new parkway south to Ford Avenue would be built. This route would have an interchange at Route 51 and would proceed through South Cumberland roughly on a line with Lexington Avenue, joining Ford Avenue approximately at its intersection with River Road.
4. A connection with Route 51 near Wineow Street and a new parkway south to Ford Avenue would be constructed. This alternative would place the road adjacent to the C&O Canal NHP for its distance from Wineow Street to a point at about Elizabeth Street in South Cumberland where the route would veer off to tie into Ford Avenue near the River Road intersection.

All alternatives would allow for an optional new overpass for Ford Avenue over the C&O Canal and the towpath.

The Association is on record as favoring Alternate 3. In participating in the Steering Committee deliberations, however, we are committed to considering all alternates.

Volunteers Needed in the Outdoors

People who have spare time or don't need a regular job are being asked to consider spending times as volunteers in national parks, forests and other public lands, where the need for unpaid help continues. Volunteers are needed as fire lookouts, campground hosts, historical researchers, wildlife observers, backcountry guides, trail workers and



other similar jobs.

Some of the available volunteer positions even supply housing, offer reimbursement for food and/or travel expenses, provide on-the-job training, or provide academic credit.

Anyone interested can purchase the American Hiking Society's 108 page annual directory of over 2,000 volunteer jobs in all states by sending \$5 for a single issue or \$15 for a three-year subscription to the AHS/Helping Out; 1015 31st Street, NW; Washington, D.C. 20007.

Classified

Found at Carderock:

After the new member's hike on Saturday, January 19, a white knitted hat, gray leather gloves and sunglasses were found at Carderock Pavillion. If they are yours, please contact Rita at 703-503-9323.

Free to good home:

Copy of Vol. 3 (Harpers Ferry to Ft. Frederick) of Tom Hahn's towpath guide. Call Jane or Hal Larsen, 703-356-1809.

In Memoriam

Just as we were going to press, we received word of the death C.J.S. 'Jack' Durham, one of the founders and past president of the Association. He leaves behind many friends in the area, including many who spent hours with him hiking the towpath he worked so hard to preserve. He also leaves the legacy of the Association itself dedicated to continuing the work he helped to start.

Reservation Form

37th William O. Douglas Reunion Hike Noland's Ferry to White's Ferry Saturday, April 27, 1991

Happy hour and dinner at Upper Montgomery Volunteer Fire Station in Beallsville, Maryland.

_____ I plan to attend the hike and dinner on April 27, 1991. Enclosed is \$ _____ (\$17.00 per person) for _____ person(s). The \$17 includes the happy hour which begins at 4:30 p.m. and the dinner which starts at 6:00 p.m.

_____ I plan to attend the happy hour and dinner only (\$17.00 per person indicated above).

_____ I plan to participate in the hike only.

Name _____

Address _____

Phone () _____

Guests _____

Note: A separate fee of \$3.00 to cover transportation from the White's Ferry parking area to the start of the hike at Noland's Ferry will be collected as you board the bus. First bus leaves White's Ferry at 10:45 a.m.

Please return this form with payment as soon as possible and no later than April 20, 1991 to:

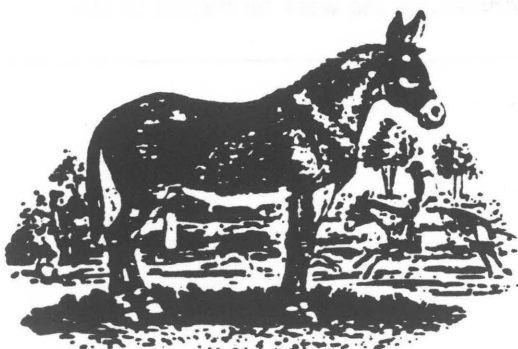
C&O Canal Association
P.O. Box 366
Glen Echo, MD 20812-0366

All checks should be made out to C&O Canal Association.

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



DATED MATERIAL - PLEASE EXPEDITE



1 The Mule

JOHN C FRYE
3122 KAETZEL ROAD
GAPLAND, MD 21736

F