



C & O Canal Association

ALONG THE TOWPATH

concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin

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JUSTICE DOUGLAS REUNION HIKE A HUGE SUCCESS

The C & O Canal Association's Annual Justice Douglas Reunion Hike was held on April 25th with a 12.5 mile walk on the towpath from McCoys Ferry to Hancock, followed by dinner at the local American Legion. This event marked the 38th time we have commemorated the historic effort to draw attention to the need to preserve the canal rather than convert it to a highway.

The hikers met at the National Park Service Visitor's Center and the NPS maintenance yard in Hancock, whence buses took them to McCoys Ferry for their hike upstream. The route passed historic Fort Frederick built in 1756 by Provincial Governor Horatio Gates to protect the frontier against the French and Indians, which it did until 1758. In June 1756 and again in June 1758, George Washington visited the fortification, which was abandoned after 1783. For a while in 1777, the fort was put into service as a prison camp. The facility was sold by Maryland in 1791, after which it was farmed until the state bought it back in 1922. The only action to occur here was a skirmish in December 25, 1861; the fort was garrisoned by Union troops in 1861-62 during the Civil War. In 1922, the old fort was deeded to the Maryland Department of Forests and Parks, and it was restored after the 1930's.

The hikers also passed Big Pool, the Western Maryland Railway (now CSX) bridge to Cherry Run, West Virginia, and the Licking Creek Aqueduct built by Enos Childs in 1838, said to be the largest single-arched aqueduct erected in this country. This structure had deteriorated by 1870. Also along the route were Little Pool, Locks 51 and 52, and the Tonoloway Creek Aqueduct.

The hike was most successful, with about 100 hikers who enjoyed the walk despite intermittent light showers, which let up long enough for a lunch break at the Licking Creek Aqueduct. Here they were met by Cumberland's Tom Conlon who came striding purposefully onto the scene from where he had parked his car about 50 feet away through the woods and joined us for lunch. Some people believed he had gone the distance, although old timers who knew how close the canal was to the highway were understandably unconvinced. Be that as it may, Tom's cheerful presence at the lunch site brought sunshine to this cloudy day.

After the dinner served to about 100 guests, President David Johnson presented several mule-shoe awards and Ken Rollins reminisced, regaling the assembled hikers with humorous tales about early amusements and tribulations along the canal.

The high point of this event was reached when Lyman Stucker entertained overnighing fellow hikers in his room in the Comfort Inn. Although his reputation for bringing sunny skies to any hike that he attends was perhaps a bit tarnished by the day's cloudy dampness, he easily redeemed himself by his hospitality as he and his guests gathered in order to further memorialize Justice Douglas and his 1954 deed with a few refreshments. It was an occasion for the swapping of stories that grew more elaborate as the evening wore on until there was a polite request from the management to lower the decibel level. A good time was had by all.

- - Hal Larsen

THE PRESIDENT'S COLUMN

Reclamation of the C & O Canal for a park began more than fifty years ago, and it is the prototype for many subsequent adaptations. Like rail-trail conversions in recent years, the restoration of old canals as towpath trails and as recreational waterways has attracted interest wherever remnants of these systems exist. Now it appears that the C & O Canal's reputation exceeds its reality. Recently, a panel of three professional consulting firms prepared a report on the Erie Canal Corridor Plan for the Finger Lakes region of western New York State.

The report begins by noting that "historic canals around the world have been restored and creatively adapted for contemporary use. European and Canadian canals are viewed as major tourist attractions, with outstanding cultural and recreational opportunities. More recently, efforts have been made in this country to recognize, protect, and develop the special qualities and opportunities of our own canals."

The consultants go on to summarize the European, British, and Canadian canal systems, which are largely still operational and open for boating. They then come to the Chesapeake & Ohio Canal, which they describe as follows:

"The C & O Canal, which runs for more than 150 miles along the Potomac River from Washington, D.C. to the Shenandoah Mountains, is a National Park. Barges are for hire along the Canal and can travel its full length. A hiking and biking trail has been developed along the Canal's tow path, and rest stops set up at strategic intervals where cars may stop to receive or discharge passengers using the trail where hikers and bikers and passengers on barges may cook."

Thanks to Association member Bill Trout, who is president of the American Canal Society, a NOTICE TO MARINERS has been issued:

"A TRAVEL ADVISORY has been issued by the American Canal Society to all C & O Canal mariners. Expect delays and confusion, especially on the way to the Shenandoah Mountains. Exercise extreme caution while portaging barges around locks and between watered sections, which may be over fifty miles apart."

Bill cites the Erie Canal consultants' report as a reason why professional canal studies, while admirable in their purpose, "should require the participation of canal buffs if they are to be of any use to anybody and not to be a waste of money." (Our appreciation goes to Bill Trout and also to David Ross, editor of the ACS bulletin American Canals, for sending us this report.)

While the New York consultants' misinformed description of today's C & O Canal is amusing, it makes us think about how great it would be if it were true. Although the prospect of a fully restored canal, where we could take a boat all the way to Cumberland (if not to the "Shenandoah Mountains"), is an impossible dream, many important and exciting things are happening in the Park. These include the soon to be reopened overlooks at Great Falls, the Capitol Crescent Trail, and the Williamsport and Hancock rewaterings. Less visible but equally important projects are taking place behind the scenes as well.

Very significant during the last year has been the selection of the Park for funding under the Heritage Education Program. This is particularly timely in 1992. One of the six strategic objectives of the Vail Agenda (the report of the 75th Anniversary Symposium steering committee to the Director of the National Park Service) is Education and Interpretation: "It should be the responsibility of the NPS to interpret and convey each park unit's ...contributions to the nation's values, character and experience." Among the specific recommendations for this objective is that

"the NPS should launch a specific program of educational outreach, directed at schools and community groups and designed to maximize the public's access to the unique ecological, historical, cultural, and geologic lessons contained in the park system."

The C & O Canal National Historical Park was one of just two parks in the entire National Park system to receive Heritage Education funds this year. The funds are sufficient to support one ranger (with a degree in education) to begin to develop and produce materials for teachers and students along the canal. These will include curricula related to canal cultural history, engineering, architecture and the canal's natural and environmental aspects, for use in the schools and on-site in the Park. The pilot project will be in

Washington County, but once established, it will be introduced into the elementary school systems in all of the jurisdictions from Washington, D.C. to Allegheny County.

Each year the Association includes some money in the budget to support a worthy project in the Park. Because the federal allocation for this program was less than requested in the proposal, the Superintendent requested that our donation this year be used to supplement the Heritage Education funds. Your Board of Directors was very pleased to authorize the purchase of a computer and software to produce the materials that will be provided to the schools, and we were able to make the presentation to the Park at the Douglas Hike dinner. The equipment has been installed and is now in use. I can't think of a better project in the Park for the Association to support this year.

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I am happy to introduce, with this issue, our new editor, Bob Perry. Bob, who lives with his wife, Jane, in Woodbridge, Virginia, is a retired U.S. Coast Guard Officer and is presently Director of Technical Services for Zeiders Enterprises, Inc. The Perrys have been members of the Association for four years. Our special thanks go to Don Besom, who edited the newsletter for the past two years, and has stepped down as he prepares for an overseas assignment for the State Department. And many thanks to Karen Gray, who contributed greatly to putting together our March issue.

- - Dave Johnson

NEW FROM THE BOARD OF DIRECTORS MEETING

The Association's Board of Directors met on Sunday, April 5, 1992, at the Glen Echo Town Hall. The President announced the appointment of Orrin Long as Chairman of the Environmental Committee, and of Helen Shaw as the Chairman of the Publications Committee.

The Board approved the authorization of \$500 for the Archives Committee, for the acquisition furnishing and equipment for storage and use of the Association's collection of records and documents.

The Board approved a motion to allocate the \$2,000 previously budgeted to support a Park Project, to acquire and donate to the Park, software, hardware, and supplies for use in the Heritage

Education Program.

The Board approved creation of a special one-year membership category for attendees at the International Conference on Historic Canals in October.

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THE VAIL AGENDA - PART I

Editor's note - this article, prepared by Dave Johnson, is a synopsis of the NPS Report which looks at the current condition of the NPS. Part II, Strategic Objectives and Recommendations, will appear in the next issue of "Along the Towpath."

The year 1991, which marked the 75th anniversary of the National Park Service, found the agency facing a broad range of challenges to its mission to manager and protect the National Park System. The growing population impacts upon park units, bringing economic and social activities that are inimical to the purposes the parks are designed to foster. Visitor levels and demographic mixes are changing, as are the number and type of sites that the Park Service must manage. The NPS has a phenomenally dedicated workforce, some of the nation's most treasured resources, and widespread public support. However, it suffers from declining morale, an increasingly diffuse set of park units, and programs that it is mandated to manage, and serious fiscal constraints.

To address these and related issues of critical importance, the Service initiated an intensive review of its responsibilities and prospects. This process was undertaken in cooperation with other leading institutions concerned with the management of the National Park System. The central focus of the process was the 75th Anniversary Symposium, "Our National Parks: Challenges and Strategies for the 21st Century", which was held in Vail Colorado in October 1991. This event brought together nearly 700 experts and interested parties from inside and outside the Park Service to consider the future of the National Park System.

The Symposium has been guided by a steering committee, charged with preparing a comprehensive report and set of recommendations for improved Park System stewardship and Park Service management for the Director of the National Park Service. The following material is excerpted from the steering committee's official report:

(The Vail Agenda - continued)

THE NATIONAL PARK SERVICE AFTER 75 YEARS - A Statement of Condition

The National Park Service has great strengths - and it has major problems. Without question, its greatest strength is its employees. For the vast majority of its employees, to work for the Park Service is to engage in an ever-renewing project of preserving and protecting some of the nation's and the world's most meaningful and enriching - and, often, most fragile and threatened - natural and cultural resources. Throughout the organization, the individuals who work for the Park Service are precisely those who are drawn to this challenge and who hold forcefully to personal stakes in the units and programs for which they are responsible. They are drawn despite a pay scale that is commonly on or two steps below that of comparably responsible and experienced employees in other sister federal agencies, and despite the common frustrations associated with bureaucracies and politics.

Beyond the energy and dedication of its employees, the second great strength of the Park Service is the quality of the heritage and recreational resources under its management. These resources are the foundation of the broad base of public support for the Service, and they are the source of the natural inclination to look to the Park Service to manage new resources that might warrant protection.

Some specific park units or programmatic responsibilities might, arguably, be better placed with other private, state, local, tribal, or federal agencies. Nevertheless, the broad range of resources and functions now managed by the National Park Service represents a permanent reality. Effective management of such a diffuse system requires the abandonment of any hope for a single, simple management philosophy. This is particularly difficult for an agency with its origins - and its identification in the public's mind - in the management and protection of the nation's most spectacular natural areas, the "crown jewels".

The National Park Service manages a portfolio of assets; it must learn and implement the strategies of a portfolio manager. This means recognizing that all of the units and programs of the agency contribute to public value, but that the

ways that these contributions are made and the forms that they take may be varied.

The units and programs of the National Park System, taken together, have an important story to tell - a story that is, at once, interesting, instructive, and inspiring. Unfortunately, there is widespread concern that the story is going untold; that without resources, training, research, appropriate facilities and leadership, the Park Service is in danger of becoming merely a provider of "drive through" tourism or, perhaps, merely a traffic cop stationed at scenic, interesting, or old places.

At the same time as new responsibilities have been added (and have attracted at least initial funding), the core operational budget of the Park Service has remained flat in real terms since 1983. Meanwhile, recreational visits to park units have risen sharply (25%) over the same period, reaching almost 260 million in 1990. Clearly, the capability of the Park Service to pursue its most central purposes of resource protection and public enjoyment is being stretched thinner and thinner.

The National Park System should be a source of national pride, community, and consensus. It should represent the land, the cultures and the experiences that have defined and sustained the people of the nation in the past, and upon which we must continue to depend in the future. But, today, the ability of the National Park Service to achieve the most fundamental aspects of its mission has been compromised. There is a wide and discouraging gap between the Service's potential and its current state, and the Service has arrived at a crossroads in its history.

Choices must now be made and action must now be taken by those who are responsible for the future of the National Park System - the Director and employees of the National Park Service, the Administration, Congress, and the concerned and committed public. If we fail to seize this opportunity for change, our common heritage will surely suffer.

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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. Articles for publication should be received by the 15th of the month prior to publication. - Editor

A TRIBUTE TO C & O CANAL LOCKTENDER

HARVEY BRANT . . .

FAREWELL TO A NEIGHBOR AND FRIEND

The March issue of "Along the Towpath" carried notice of the death of one of the last of the locktenders, Harvey Brant. In this space I would like to express a sense of personal loss, of a neighbor, friend, interpreter of the Canal and its life, a link of "living history" between ourselves and the past which we treasure.



In the funeral service Mr. Brant's pastor told the story of a little boy whose grandfather had died, and for whom no adult explanations of the loss sufficed to comfort him. "I don't care if we all do grow old and die", he said, "and I don't care if heaven is such a wonderful place; I still miss Grandpa sitting in his chair". I'm going to miss Harvey sitting on his front porch in full view of the lock he tended until the Canal ceased operation.

Each time I visited him as I was going to or from the Canal I had to remind him who I was. But once I got him started talking about Canal days he needed no prompting from me at all! And he was most kind to the various scout groups which I would bring to his porch steps. In fact, he had the ability to keep them spell-bound as they listened intently and raised questions of this man who seemed to them a carryover from a distant age and way of life.



Around the campfire I would try to impress on the scouts what a privilege was theirs in hearing first-hand from one of the few surviving operators of a system which had closed down 50 years before any of them had been born. For I well knew that, with advancing age, Mr. Brant wouldn't be there for all of the groups of scouts which I hoped to bring to his porch in the future. Actually, my friend's place has been vacant for a year already, as it had become inadvisable for him to live alone any longer, and he had gone with his family. Now I pass by that porch with a sense of finality and loss. The house stands vacant, but I think of my friend, and of what a privilege we had to know him and to hear his stories. One thing more: I'll have to work extra hard to pass on the heritage to a generation coming after, remembering how he shared with me. Goodbye, Mr. Harvey!

- - Tom Perry

"WE'VE LOST HARVEY BRANT"

Well, we've lost Harvey Brant, and what a loss it is. One of the dwindling number of "original sources" he was, almost certainly, the last surviving locktender on the canal. Harvey Brant's first-hand stories about life on the canal, with which he entertained generations of his own family, were pure gold to those of us who cannot ever get enough about the details of canal history. The stories will be told and retold, but never again with the same charm and humor of Harvey himself.

There was the night he trapped over 700 eels in the by-pass flume at Lock 44 earning, in the process, more than his year's salary as a locktender...The piano he moved out of the lockhouse onto a scow barely in time to save it from the flood of 1924...The two tiny windows near the peak of the lockhouse that he would point to when recalling the flood of 1936...The times his beloved wife, Jude, would take over as locktender for him so he could go to ballgames in Hagerstown...The extra money he used to make renting canoes and fattening hogs (on the Canal Company's corn)...Getting fresh-baked bread early in the morning at 8-cents a loaf and selling it to families on the boats for 10-cents...Driving along the towpath in a Model-T Ford in a blinding rain looking for a wash-out and finding it by almost driving into it.

Harvey was ninety-eight when he died, but he was by no means mellow. He was still furious at the Park Service for kicking him out of "his" lockhouse in 1961. And, he had a running feud with Hooper Wolfe. Hooper once said to me regarding Harvey: "He's a newcomer." (Harvey arrived in Williamsport in 1909.)

Much of my own understanding of how a lock worked is based on conversations with Harvey. For example, one reason that locks were often left full or "set" for a downstream boat was the difficulty in handling the heavy-loaded boats. With over a hundred tons of coal, they were hard to start and hard to stop. (That's why they always had the right-of-way.) Harvey told me about a few tricks he would use to aid in docking down: As the loaded boat was lined up just above the filled lock, ready to slide in, it had a tendency to drift to the left because of the current in the by-pass flume. To help move the boat forward, Harvey would open a couple of paddles in the lower gate to start a downstream current and help pull the boat into the lock. He would say, "I'd give 'em a draw." Then, after draining the lock, the boat would be again dead in the water eight feet lower. To help get it moving again, Harvey would "Give 'em a swell," --that is, open some paddles in the upper gate and gently start the boat moving downstream again. Of course,

Harvey didn't open a paddle, he would "hist' it." He remembered how grateful the boat captains were for this innovative assistance.

I have always thought of Harvey Brant as a success story. He left a poor hill farm in Pennsylvania and arrived in Williamsport as a penniless young man early in the century. Becoming a locktender, marrying the daughter of a canal boat captain, and raising two daughters, he had an exceptionally long and happy marriage. Although the job of locktender didn't pay much, he always found ways to make extra money. When the canal quit running in 1924, he and his family stayed on in the lockhouse and he went to work in the local tannery. He always made his own way.



But the real measure of his success was expressed in the large and loving family that assembled in Williamsport for his funeral and burial. To all generations, down to great-great-grandchildren, he was "Granddaddy." It was at his funeral that I heard from one of his great-grandsons this one last Harvey Brant story: When the canal stopped operating, Harvey was allowed by the canal company to continue living in the lockhouse at a rent of one dollar a month. Keeping an eye on the political situation, Harvey said: "If the damn Republicans get in, they'll probably raise my rent!"

- - Dave Gardner

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GREAT FALLS BRIDGES UPDATE



Park volunteers/Association members John Lindt and Betty Bushell inspect part of the new boardwalks being built by the National Park Service at Great Falls.

Work continues to progress on the boardwalks across Olmstead and Falls Islands at Great Falls, pointing toward a mid-summer opening of the overlooks, twenty years after Tropical Storm Agnes swept away the old bridges in 1972.

The view of the falls from the Maryland side of the river has been closed to visitors since that time.

Restoration of the bridges and trails has been made possible by funds appropriated by Montgomery County, the State of Maryland, and the federal government, and by private donations.



Park employees continue to work on the boardwalks across Olmstead and Falls Islands.



Most Marylanders believe that the view of Great Falls from the Old Line side is superior to that from Virginia.

NEW GEORGETOWN RANGER STATION OPENS



- - Photo courtesy of Hal Larsen

Superintendent Hobbs introduces Commission Chairman Sheila Weidenfeld and NCR Director Robert Stanton, prior to ribbon cutting.

The start of the spring boat season on the canal was marked by the formal opening of the new ranger station in Georgetown. The house on Thomas Jefferson Street at Lock 4 was acquired by the National Park Service last year, and will be converted into a visitor center. Much renovation will be required before the upper floors will be usable, however, and only the basement level is open at this time. It opens directly onto the towpath near the boat landing, and is being used for ticket sales for the "Georgetown." Passengers will find this much more convenient than the old ticket office in the lower level of the Foundry Mall, across the canal.

The ceremonial ribbon cutting for the new building was held on April 10, 1992, with National Capitol Region Director Robert Stanton, C & O Canal Commission Chairman Sheila Weidenfeld, and Superintendent Thomas O. Hobbs wielding the shears. The occasion was attended by several of the commission, officers of the C & O Canal Association, members of the park staff, and the media.



- -Photo courtesy of Dave Johnson

Members of the "Georgetown" crew wait for the first trip of the canalboat.

As of June 17, both the "Georgetown" and the "Canal Clipper" at Great Falls began operating on the summer schedule. Passengers may embark on the packets at 10:30 am, 1 pm, and 3 pm daily, except Mondays and Tuesdays, at both locations. The "Georgetown" also offers a 5 pm departure on Saturdays, and the "Clipper" sails Sundays at five.

The summer season will continue through September 12, after which the boats will operate on a limited schedule until October 25.

CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
June 20	Sat	DAVE GARDNER LECTURE: 1:30 pm; Glen Echo Town Hall. Dr. David Gardner, professor at Montgomery College and well-known for his popular C & O Canal continuing education course, will speak on the history of the canal. 6106 Harvard Avenue, just off MacArthur BLVD, about two blocks west of Glen Echo Park.
June 27	Sat	CANOE THE CANAL--Violette's Lock to Great Falls. Ideal for anyone with no previous experience. All equipment, including PFDs available. Contacts: Carl Linden (301-229-2398) or Ken Rollins (804-448-2934).
June 28	Sun	BOARD OF DIRECTORS MEETING: 1:00 pm; Williamsport Library.
July 11,12	Sat, Sun	CUMBERLAND CANAL BOAT FESTIVAL: <u>Volunteers needed</u> to help Tom Conlon (301-777-5088) and Rita Bauman (703-503-9323) at our booth.
July 18	Sat	CANOE THE POTOMAC--Brunswick to Mouth of Monocacy. Carl Linden (301-229-2398) or Ken Rollins (804-448-2934).
Aug 2	Sun	BOARD OF DIRECTORS MEETING: 1 pm; Glen Echo Town Hall.
Aug 22,23	Sat, Sun	WILLIAMSPORT C & O CANAL DAYS: <u>Volunteers needed</u> to help - Linda Perry (301-223-7010) or Rita Bauman (703-503-9323) at our booth.
Sep 12	Sat	AMERICAN DISCOVERY TRAIL-BLAZER DAY
Sep 12	Sat	BIRD HIKE: Contact Pat Schindler (703-281-3399).
Sep 12,13	Sat,Sun	ANNUAL PAW PAW BENDS OVERNIGHT CANOE TRIP: Carl Linden (301-229-2398) or Ken Rollins (804-448-2934).
Sep 19	Sat	LEVEL WALKER HIKE: 11 am, Paw Paw Tunnel Parking lot. Contact Karen Gray (202-333-6947).
Sep 19,20	Sat,Sun	HANCOCK APPLE FESTIVAL: <u>Volunteers needed</u> to help - John Popenoe (301-678-6379) or Rita Bauman (703-503-9323) at our booth.
Oct 10,11	Sat,Sun	OVERNIGHT BIKE TRIP--Ferry Hill to Jordan Junction with return the next day. Contact Sonny DeForge (301-530-8830) or George Camplair (703-573-1728).
Oct 19-21	Mon-Wed	INTERNATIONAL CONFERENCE ON HISTORIC CANALS: Harpers Ferry. Contact Dave Johnson (301-530-7473).
Oct 31	Sat	ANNUAL FALL HERITAGE HIKE: Swain's Lock to Sycamore Island. Details in the September newsletter.
Nov 14	Sat	ANTIETAM IRON WORKS HIKE: Join John Frye for a one-mile circle hike of historic Antietam Village, site of iron works from 1763 to 1880. Optional six-mile round trip hike to Lock 37.
Dec 12	Sat	LEVEL WALKER "FROSTBITE" HIKE: 10 am; Abner Cloud House (at Fletchers Boat House). Karen Gray (202-333-6947) or Ken Rollins (804-448-2934).

BICYCLE THE TOWPATH WITH PARK RANGERS

A series of ranger-led bicycle trips covering the entire canal, spread over the spring and summer by Park Rangers John Frye (an Association Director) and Fred Viers. Eleven rides from May through September along the 184-mile C & O Canal towpath, beginning in Cumberland and ending in Georgetown will all be on Saturdays, and will be **round trips**, so no shuttles will be necessary. The total daily round-trip riding distances will range from twenty-four to forty miles. Participants are encouraged to ride the entire canal, but those who can't are welcome to join the rides whenever their schedules permit.

All rides **start at 10 am**. **Riders bring their own bikes, lunches, and drinking water**. Bikers should also carry tools and tire repair kits, sun glasses, sun block and head cover, and a jacket or raincoat if cool or wet weather is forecast. Additional information, including specific parking and meeting locations, is available from Rangers Viers or Frye at the Park Headquarters, 301-739-4200. The schedule of rides:

<u>DATE</u>	<u>TOTAL DISTANCE</u>	<u>ITINERARY</u>
JUN 20	40 miles	Lock 54 to Big Pool (Round Top Cement, Hancock, Tonoloway Creek Aqueduct, Licking Creek Aqueduct). Meet at Pearre.
July 4	28 miles	Big Pool to Williamsport (Fort Frederick, McCoys Ferry, Four Locks, Dam #5, Conococheague Aqueduct). Meet at Fort Frederick.
July 18	24 miles	Williamsport to McMahons Mill (Lock 44, Falling Water). Meet at Cushwa Basin.
Aug 1	36 miles	Big Slackwater to Mountain Lock (Dam #4, Ferry Hill, Antietam Creek Aqueduct). Meet at Big Slackwater Parking Area.
Aug 15	32 miles	Mountain Lock to Lander (Dam #3, Harpers Ferry, Brunswick, Catoctin Aqueduct). Meet at Mountain Lock Parking Area.
Aug 29	40 miles	Lander to Edwards Ferry (Pt. of Rocks, Monocacy Aqueduct, Whites Ferry, Broad Run Aqueduct). Meet at Lander.
Sep 12	34 miles	Edwards Ferry to Great Falls (Goose Creek Locks, Seneca Aqueduct, Dam #2). Meet at Edwards Ferry.
Sep 26	28 miles	Great Falls to Georgetown (Widewater, Cabin John Bridge, Dam #1, Abner Cloud House, Tidelock). Meet at Great Falls (\$3 entrance Fee).

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SIGHTS AND SOUNDS WALKS

Scheduled on the first and last Wednesday and Saturday each month, these nature walks start with a brief slide show at the Great Falls Tavern, 10 am. Leaders are Betty Bushell, Betty Henson, and Helen Johnson, all members of the Association. In addition, walks for children are scheduled on the first and last Saturday at 2 pm.

RILEY'S LOCK OPEN HOUSE

While you're hiking in the Seneca area of the C & O Canal, stop in and visit the Girl Scouts at Riley's Lockhouse. The scouts, dressed in period clothing, will lead tours of the lockhouse, telling the story of the lockkeeper and his family in the canal era. Tours are conducted Saturdays and Sundays from 1 to 4 pm.

UPCOMING C & O CANAL NATIONAL HISTORICAL PARK ACTIVITIES

All of the following events are led by U. S. Park Rangers. All events are free. Reservations are not necessary except where noted.

Saturday, June 27

PUBLIC WATER COMES TO WASHINGTON 2:00 p.m. Great Falls Tavern Visitor Center
Great Falls, Maryland has another important role in history besides being a flourishing access point on the C & O Canal. Here, constructed in the 1850's, is the intake system that brought public water to the seat of the federal government, Washington City. Join a Park Ranger for a two-mile walk to look at the historic and modern structures of the Washington Aqueduct at Great Falls, and hear the story of its early impact on the canal, up to its present day importance as a major water supply.

VISIT DELLINGER CAVE 2:00 p.m.
Some caving experience necessary. Participants must supply a safety helmet, flashlight, and wear sturdy clothes and shoes. Bring a drink and snack. Participation limited and reservations NECESSARY. Call Ranger Fred Viers, 301-739-6179.

Sunday, June 28

BIRDS OF PLUMMER'S ISLAND 10:00 a.m. Meet at Lock 10
Hike with a Park Ranger to Plummer's Island and discover the causes for the decline of bird life in the area. Bring your binoculars and field guide, and you may see some of the rare species that still remain on the island.

Saturday, July 11

OWL WALK AND CAMPFIRE PROGRAM 8:00 p.m. Antietam Creek Ranger Station
Bring your flashlight for a towpath walk in search of the Barred Owl. Captive Barn, Barred and Screech Owls will be available for close-up viewing. Antietam Creek Ranger Station is located on Canal Road off Harpers Ferry Road, three miles south of Sharpsburg, Maryland.

Sunday, July 12

MONOCACY AQUEDUCT 2:00 p.m. Mouth of Monocacy Road, off MD 28
Visit historic Monocacy Aqueduct and then enjoy a half-mile walk to Lock 27 and the adjacent lockhouse.

Sunday, July 26

SEARCH FOR KILLIANSBURG CAVE 2:00 p.m. Snyders Landing
Fact or legend? Was this the cave used by Sharpsburg residents for safety during the Battle of Antietam? Meet at Snyders Landing and walk the towpath in search of the cave. Use Snyders Landing Road out of Sharpsburg.

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

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

Sat., Sept. 19, 11 a.m. at the Paw Paw Tunnel parking area. Bring lunch. We'll walk upstream. Level Walker hikes are informal and distance depends on the weather and groups' interest but is usually 4-6 miles.

LEVEL WALKER REPORTS FOR THE FEBRUARY THROUGH APRIL PERIOD were exceptionally good-detailed and with much useful and interesting information. Some were accompanied by excellent photographs documenting conditions on the level and/or illustrating its beauty.

SUMMER IS AN EXCELLENT TIME for Level Walkers to enjoy the scenic aspects of their levels. Debris off the towpath can't be readily seen or retrieved as it can on winter hikes, but usage of the towpath increases so litter there is more of a problem. Also, changes in and characteristics of the vegetation are most apparent during this period.

LEVEL REPORTS FOR THE QUARTER FEBRUARY - APRIL '92 with selected comments (Includes reports received by the TOWPATH deadline only):

NOTE: AUG. 7 is the DEADLINE for MAY-JULY Level Walker reports included in the Fall issue.

Blvd. corner.

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| 01: 0.0-2.3: Tide Lock-Boat Incline
Yusef & Khaddija El-Amin
Tidal Lock in poor condition.
Documented with photos. | 07: 14.3-16.6: Gt.Falls-Swain's
Jack Francis
Rutting MP 15-16. |
| 02: 2.3-5.0: Boat Incline-L.5
Gera & Jim Millar | 08: 16.6-19.6: Swain's-Pennyfield
Paul Davis, Jr.(3 reports)
Usage of this area is on the increase with
litter barrels overflowing as well as parking
areas. |
| 03: 5.0-7.5: L.5-Cabin John
Dot Johnson, James & Joan
Wilson
Towpath deterioration on river
side. Warning net up. | 09: 19.6-22.8: Pennyfield-Seneca
Dawn Carlisle, Janet Lanman |
| 04: 7.5-9.4: Cabin John-L.14
Carolyn Reeder | 10: 22.8-25.0: Seneca-10Ft.Is.
Peg Lawson, Leslie Meil (2 reports)
NPS doing repairs and resurfacing to
towpath. |
| 05: 9.4-12.3: L.14-Cropley
Jim & Gera Millar
Snowy owl reported in Post also
seen by Jim Millar in this area. 12
deer seen near MP 11. | 11: 25.0-27.2: 10Ft.Is.-Sycamore Landing
Harold Learned |
| 06: 12.3-14.3: Cropley-Gt.Falls
Helen Johnston Helen & Donald
Shaw
Litter along and damage to gold
mine trail increasing with increased
usage by cyclists although signs
indicate the trails are closed to trail
bikes. Club Moss patch that
existed for 20 years has
disappeared. Saw a red fox near
Swain's Lock. Bald eagle returned.
Rezoning for town houses
requested at Falls Rd./MacArthur | 12: 27.2-30.8: Sycamore Land.-Edwards Fy.
Theresa Cummings & Dave Hoerauf;
Stephen Pollock
Large sink hole in canal above Culvert
#42. Many wooden pallets from adjacent
turf farm in culverts and near pipes leading
from farm to river. |
| | 13: 30.8-33.2: Edwards Fy.-Harrison Is.
Don Groelsema, Bert Grose |
| | 14: 33.2-35.5: Harrison Is.-Whites Fy.
Herbert Madison (2 reports) with Betty
Bushell, Betty Henson & Patricia Schindler
on 1 walk. |

- 14: 33.2-35.5 (continued) Reconstruction of culvert at Whites Fy. continues. Two large, majestic silver maples at Lock 26.
- 15: 35.5-39.4: Whites Fy.-Woods L.
Rob & Lorrie Teates
- 16: 39.4-42.2: Woods L.-Monocacy
Michael Crane (3 reports), C.H. & Chris Breedlove,
William Evans
Large hole in Culvert #69. Park Service did good job removing brush along towpath and around locks.
- 17: 42.2-44.6: Monocacy-Nolands Fy.
William Evans, Alan & Win Fox
- 19: 48.2-51.5: Pt.of Rocks-Catoctin Aq.
Lyman Stucker
- 26: 67.0-69.4: Mountain L.-Antietam Aq.
Rick Clement
Vandalized MP repainted.
- 27: 69.4-72.8: Antietam-Shepherdstown
Harry Robinson
- 28: 72.8-74.0: Shepherdstown-L.39
George Camplair (2 reports), John Frye
- 29: 74.0-76.7: L.39-Snyders Landing
Marshall Grotenhuis (2 reports)
- 30: 76.7-79.4: Snyders Landing-L.40
Paul Redmer
- 31: 79.4-81.6: L.40-Marsh Run Culvert
Barry & Debbie Kistler, Paul Redmer
- 32: 81.6-84.4: Marsh Run Culvert-Dam 4
Edith Wilkerson & Betty Jane Myers
- 33: 84.4-88.1: Dam 4-McMahons/Chas.Mill
Tom Perry
- 36: 93.0-94.4: L.43-Falling Waters
Mary Gravalos
- 37: 94.4-99.3: Fall.Waters-Williamsport
Ellen Holway
Silt being removed for Williamsport rewatering to be trucked along the towpath to Falling Waters area.
- 38: 99.3-102.3: Williamsport-High Rock Q.
Mel Kaplan
Leads interpretive walks along Williamsport towpath area upon request from the town offices or library when they are contacted by groups/visitors.
- 39: 102.3-105.0: High Rock Q.-Nessle Br.
Dolly Dieter

- Parking area near 105 continues to be used to dump large objects as well as remains of deer.
- 40: 105.0-106.8: Nessle Bridge-Dam 5
Edith Poetzschke
- 42: 108.6-110.4: Four Locks-McCoys Fy.
Timothy Kernan
- 43: 110.4-112.4: McCoys Fy.-Ft.Frederick
Karen Gray (2 reports)
- 44: 112.4-114.5: Ft.Frederick-Ernestville
Jane & Hal Larsen
- 47: 120.0-124.1: Little Pool-Hancock
Jim & Sally Bryant
- 49: 127.4-130.0: Round Top Mill-L.53
J 120.0-12bel
- 50: 130.0-134.1: L.53-Dam 6
Gren Whitman and Janice Plotczyk
Prism cleared from Devils Eyebrow to Round Hill Cement Mill.
- 51: 134.1-136.6: Dam 6-Sideling Hill Aq.
John Popenoe
Lock 55 sign missing.
- 53: 140.9-146.6: Ltl.Orleans-L.59
Paul Kovenock
Reported sighting a grey fox near mi. 148.
- 54: 146.6-149.7: L.59-L.60
Paul Kovenock
- 57: 153.1-154.5: L.61-L.63 1/3
Ken and Marcie Campbell
NPS did fine job removing downed trees on towpath.
- 60: 159.7-162.3: Ltl.Cacapon-Town Cr.Aq.
Keith Kridenoff
Towpath has new gravel at some points.
- 62: 164.8-167.0: L.68-Oldtown
Tom Dulz
- 66: 175.5-177.7: North Branch-Mexico Farms
Tom Conlon, John & Rebecca Millar, Jim Sartwell
Barbed wire fencing and underbrush removed at farm below mi. 177 making area much nicer. Maintenance done on Lock House at Lock 75 improves appearance. Much work done for adjacent new prison but some concern that new run-off basin not large enough for periods of heavy rain.
- 67: 177.7-180.7: Mexico Farms-Evitts Cr.Aq.
Tom Conlon, John & Rebecca Millar
- 68-69: 180.7-184.5: Evitts Cr.-Cumberland
Fred Miltenberger
Brush cleared from West.MD station to Offutt Rd. Area that is very slippery and muddy when wet near Evitts Creek.

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THE ASSOCIATION WELCOMES NEW MEMBERS

Catherine C. Abbot, Bethesda, MD
 Richard L. Almarode, Sterling, VA
 Roy D. Alston, Bethesda, MD
 James D. Bird, Monrovia, MD
 Art Boyer, Fairfax, VA
 Kathi Ann Brown, Arlington, VA
 Joan H. Burson, Germantown, MD
 William T. Carrigan, Potomac, MD
 Lois Gardiner Clark, Washington, DC
 Ruth & Ken Dickie, Kensington, MD
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 Pete Fox, Reston, VA
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 Lillian Langdon, Waldorf, MD
 Walter Lipski, Cinnaminson, NJ
 Marcy Logan, Washington, DC
 Ralph Marano, Havertown PA
 Sean McCabe, Derwood, MD
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 John T. McGriff, Hagerstown, MD
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 Brian P. Monahan, MD, Kensington, MD
 Bill & Ginny Moniz, Ft. Washington, MD
 Barbara G. Nuss, Woodbine, MD
 Vietta E. Parson, Ft. Washington, MD
 William T. Payne, Waldorf, MD
 Jeanette Penner, Rockville, MD
 Lillian M. Rasmussen, Rockville, MD
 William Reyner, Potomac, MD
 Roger Roscoe, Washington, DC
 D. L. Ruckert, Jefferson, MD
 Ellen K. Sarin, Gaithersburg, MD
 Dr. Anatole M. Shapiro, Rockville, MD
 Lee & Pam Snively, Gahanna, OH
 Paul & Dorothy Spiotta, Alexandria, VA
 Nader Sryo, Gaithersburg, MD
 Michael C. Swauger, Alexandria, VA
 James M. Teague, Bethesda, MD
 Steven A. Teitelbaum, Bethesda, MD
 Mr./Mrs. John Lee Willey, Poolesville, MD
 Patricia A. Woods, Potomac, MD
 Anne Pahl Wright, Derwood, MD

.

C & O CANAL ASSOCIATION 1992-1993 Association Officers

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 9211 Wadsworth Dr.
 Bethesda, MD 20817
 301-530-7473

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 1314 Kurtz Rd.
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Second VP & Level Walker Chairperson:

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IN REPLY REFER TO:

United States Department of the Interior
NATIONAL PARK SERVICE
C&O CANAL NATIONAL HISTORICAL PARK
P.O. Box 4
SHARPSBURG, MD 21782

April 30, 1992

Mr. David M. Johnson, President
C&O Canal Association, Inc.
P. O. Box 366
Glen Echo, MD 20812

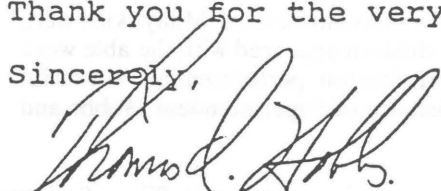
Dear Dave,

On behalf of the C&O Canal National Historical Park and the interpretive staff I want to thank you and the Association for the generous donation of computer equipment. The Heritage Education project is a long-term affair and this equipment will greatly enhance our capability to provide a quality product to the teachers and students along the canal. In addition, the equipment will be a great help in our interpretive program giving us desk-top publishing capability.

The Association and Park have enjoyed a great relationship over the years. We will work hard to continue this mutually beneficial relationship.

Thank you for the very generous donation.

Sincerely,


Thomas O. Hobbs
Superintendent



(Photo donated by Tom Hahn)
Lock 16 at Great Falls, in 1914. The canal had ten more years to operate.

ALONG THE TOWPATH

NOTES FROM THE SUPERINTENDENT'S OFFICE

May 12, 1992

- I believe we can now safely declare that Spring has arrived. With this moderation of the weather, a flurry of activities is occurring parkwide.
- The Olmsted Bridges Project is moving along on schedule. While this is a slow process, the quality of this complex work is emerging in an admirable manner. We are anticipating a July completion and dedication date.
- The three restoration and rewatering projects are taking on their own personalities and time frames.
- Williamsport is shaping up very well with the completion of desilting of the turning basin and the north wall of the bypass flume beginning to appear and define its function. Work has been completed on the restoration of the Cushwa Warehouse Project and adds a new dimension to the project.
- Hancock is progressing well with desilting and tree stump removal. We still anticipate completion of this project in the summer with a formal dedication during the Apple Canal Fest in September.
- Brunswick still is the unknown. The CSX soil survey for determination of the suspected soil contamination has been completed by their consultants in New York.
- Work on planning, design and contracting is moving along regarding the Capital Crescent Bicycle Trail. Rich Metzinger reports that the design and specifications are now complete and ready for review. Once this is completed, we will begin the contracting process. If all goes well and the planned schedule is followed, we should have a dedication by Labor Day.
- The Federal Highway Authority has completed planning and specifications for the Arizona Avenue Bridge portion of the trail. The approaches, concrete decking and safety fencing is ready for phase 1 bidding. Again, if scheduling is on target, we should have this accomplished by the 4th of July.
- The ribbon cutting and opening of the Canal House in Georgetown was a successful event. Many skills were successfully tested as planned school group transportation failed and other children appeared with the able work of the Commission Chair. National Capital Regional Director Robert Stanton performed his masterful introduction of the new facility to the National Park Service, with the assistance of Superintendent Hobbs and Chair Weidenfeld.
- On April 23, I attended the National Capital Park and Planning Commission meeting in Silver Spring concerning a request for rezoning of the Cooley's Corner property on MacArthur Boulevard near the entrance to Great Falls. The proposal was to permit the construction of 54 townhouses on the 4.4 acre site. The proposal by the developers was turned down by a 5 to 0 vote by the commission.
- We have learned that Park Ranger Frank Cucurullo has been offered the Site Manager position at Glen Echo Park. We wish him much success in his new position.

Signed: Thomas O. Hobbs

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STATE OF MARYLAND
DEPARTMENT OF THE ENVIRONMENT
2500 Broening Highway Baltimore, Maryland 21224
(410) 631- 3084

William Donald Schaefer
Governor

Robert Perciasepe
Secretary

June 1, 1992

Dear Marylander:

As someone who has regular contact with the Maryland Department of the Environment (MDE), I wanted to write to you to explain how this year's legislative session has affected the Department with respect to budget/personnel cuts, mandates, and plans for future service to Marylanders.

As you have no doubt read and heard, solving the State's budget crisis has been the legislature's top priority. This translated into State agencies being scrutinized again and again for potential budget and personnel reductions. Although MDE's federal funds were not cut, State general funds have been reduced by \$7.85 million--25 percent--over the past 18 months, leaving us feeling the pinch and having to restrict further spending. In terms of personnel, we will be losing 30 permanent positions on top of the 65 already taken during last year's cost-containment measures: a total loss of 11 or 12 percent.

Our noise pollution, water construction inspection, and landfill laboratory testing programs have been eliminated due to budget constraints--as have State grants to local governments for stormwater inspections and air pollution control. Programs that have been trimmed considerably include hazardous waste enforcement, water pollution control, school asbestos assistance, and the Public Education and Media Office.

Despite having less money and fewer people, the Department's mandated responsibilities grow almost daily. The following are examples of our increased workload:

- The 1990 Clean Air Act Amendments require an improved Vehicle Emissions Inspection Program, expanded ozone nonattainment areas, changes in Maryland's existing operating permit program, and developing a Small Business Assistance Program--all of which require funding and staff.
- MDE must help the counties develop and carry out workable solid-waste plans to deal with the growing problem of garbage, and to achieve 1994's recycling goals.
- EPA recently delegated full authority to MDE to remove hundreds of leaking single-walled tanks, and to remediate any fuel-contaminated soil.

Page Two

During the 1992 session, 12 bills passed that will further increase MDE's responsibility, without authorizing additional funding or personnel. These bills include:

- More enforcement of the sewage treatment plant discharge regulations, which will require four new positions.
- Forming a Lead Paint Poisoning Commission to evaluate ways to reduce lead poisoning.
- Applying sediment control regulations to agricultural land uses, greatly increasing the responsibilities of MDE's sediment control programs.
- Establishing new permitting and enforcement programs for transferring hazardous materials.
- Working closely with county governments to develop soil percolation testing programs, and issuing regulations to run them.

All these new bills are essential steps toward a cleaner environment, and I am pleased that they have been passed. Despite the sometimes overwhelming number of regulations MDE must enforce--with increasingly limited resources--I am confident that we can continue to serve Maryland's citizens and businesses.

We are working to make MDE more self-supporting through innovative program financing and the increased use of federal and special funds. As part of this goal, we endorsed legislation during the past session creating a package of environmental fees to support our services and to promote such environmentally responsible actions as recycling. Although these bills were deferred until the next legislative session, in the coming months we will continue discussing possible fee structures with legislators, industry, and environmental groups in order to gain consensus for next year.

A recent *USA Today* and the University of Baltimore's Schaefer Center for Public Policy Studies found that 61 percent of Marylanders believe that stronger environmental regulations are necessary; 75 percent think that environmental protection is Maryland's most important issue. However, protecting and restoring Maryland's environment now requires working together more closely than we have done in the past. We will need your help and patience as we adjust to the restrictions imposed on us. Cooperation is necessary on all levels: federal, state and local governments, citizens, and the business community.

Within the Department, we will continue to streamline our resources through management practices such as cross-training, frequent evaluations, and creating internal consulting teams to address specific issues. In addition, the further diminishing of resources will require organizational refinements to enable us to focus on our most important tasks.

Page Three

We will also be expanding and revamping our various public participation processes. Input and guidance on policy and plan development will be enhanced and improvements will be made to the permitting process.

Last year, we established a new Office of Community Assistance at MDE to coordinate the Department's community outreach activities and to function as the ombudsman for the Department and its various constituencies. This office serves as the liaison and Department problem-solver for concerned citizens, affected industries, and business groups, among others. Through the Office of Community Assistance we have initiated a series of environmental town meetings around the state--to demonstrate that we do want to hear from you.

We promise you that we will work very hard, despite our increased burdens, to be responsive to your concerns.

We welcome any ideas you may have about improving the Department. Please feel free to call me with your suggestions at (410) 631-3084, or call Ms. Timmerman Daugherty, Director of MDE's Office of Community Assistance, at (410) 631-3172.

Together we can clean up!

Sincerely,



Robert Perciasepe
Secretary



(Photo donated by Tom Hahn)

An early version of the Heritage Hike crosses Lock 12 in November, 1914.

A CANAL MUSEUM TO VISIT: THE C. HOWARD HEISTER CANAL CENTER

If you are visiting or passing through eastern Pennsylvania this summer, plan to stop and spend some time at the C. Howard Heister Canal Center. This relatively recent addition to the growing number of canal museums is well worth a visit. The Canal Center has been designed to present a coherent story of the canal transportation era and, specifically, the important contributions the canal system made to Berks County.

C. Howard Heister was a preeminent authority on Berks County's canals (the Union Canal and the Schuylkill Navigation). His interest in canals came naturally, as his father, grandfather, and great-grandfather, and many of his uncles were associated with canals that served the county. As a youngster, Mr. Heister spent considerable time around his grandfather's boyard in Reading. This early interest in canalng developed into a lifetime fascination as he sought to become knowledgeable on all aspects of the operation of the Schuylkill and other canals. Historians through the years consulted him whenever a question on Berks County canals arose.

Around 1927, the Schuylkill Navigation Company closed its central headquarters in Reading. Virtually everything stored in and around the building was thrown into the canal bed for fill. This included tools, patterns, photos, ledgers, and a vast amount of correspondence. It was at this time that Mr. Heister realized what an accumulated wealth of memorabilia was about to be lost. He took it upon himself to save as many artifacts and representative items from the canals as possible.

The end result was that Mr. Heister acquired the largest private collection of 19th century canal memorabilia in America. Many of these artifacts remain as one of a kind items, and most remarkable is that he knew all about each item in his collection. Included in the inventory of over 1,400 items are steamboat whistles, anchors, the pilot house from the steam tug "Dolphin", post lamps, building mallets and tools of all description, tickets, stamps, steam engines, a frame locktender's shanty, and the houseboat "Mildred". This boat was built at the Heister Boyard as a coal scow and used as a summer home by the Heisters for many years.

Because of Mr. Heister's lifelong desire to preserve as much of the history and memorabilia from the canals as possible, he worked with the Berks County Commissioners to ensure that his collection could

be kept intact and properly displayed for posterity. The Berks County Parks and Recreation Department operates and maintains the Heister Canal Center as part of the Berks County Heritage Center. Through the center, the county is able to show what life was like for the canal people, how the Union and Schuylkill Canals fit into the larger network of canals, and the reasons for their demise. Because of the efforts of one man, the public has the opportunity to view the most extensive private collection of this bygone era.

Also located at the Heritage Center is the restored Gruber Wagon Works, where craftsmen fashioned wagons for farm and industrial use from 1882 until production ceased in the 1950's, and the longest (204 feet) surviving single span covered bridge in Pennsylvania. A section of the Union Canal towpath, now part of a bicycle and walking trail along Tulpehocken Creek, passes through the Heritage Center. The Center, which is located on PA route 183 just west of the Reading Airport, is open daily except Monday from May through October.

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OBITUARY

VIRGINIA M. SWAIN

Lock Tender

from The Washington Post, June 7, 1992

Virginia M. Swain, 76, who helped her late husband, Robert L. Swain, tend Swains Lock on the Chesapeake & Ohio Canal died June 6 at Suburban Hospital. Montgomery county medical authorities said she died of head injuries from an accidental fall June 5 at her home in Potomac. Mrs. Swain was born in Silver Spring and had lived in Potomac for much of her life. After her marriage in 1930, she assisted her husband at the lock his family had tended since the turn of the century. Mr. Swain died in 1967, and Mrs. Swain continued to operate the lock concession stand until her death. She attended the Travilah Baptist Church in Gaithersburg. Survivors include four children, Robert Lee Swain Jr. of Upper Marlboro, Frederick O. Swain of Potomac, and Barbara A. Raver and Bert L. Swain, both of Derwood; two sisters, Estelle Butt of Ijamsville, Md., and Betty J. Hancock of Kensington; a brother, John Stang of Gaithersburg; eight grandchildren; and 12 great-grandchildren.

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.....TO THE EDITOR

Your last issue announcing the Justice Douglas hike and listing several points of interest in Washington County takes me back a number of years.

Fort Frederick, of course, was the location of a CCC camp during the depression years. I was assigned there as an instructor and assistant athletic director to the 200 or so young men at that camp. Their mission was to restore the walls of the Fort which were in near ruins, along with the George Washington monument on South Mountain, about 30 miles distant, which was in a similar state of disrepair.

The enrollees were willing to learn, they worked hard and morale was high, boosted by camp commanders who early on initiated a comprehensive recreation program. While playing facilities left much to be desired, the fellows formed teams that competed well in baseball and softball with other teams in the community along with those from other CCC camps in Maryland and West Virginia. Volleyball and horseshoes (some of the guys were particularly skilled in the latter) were also on the agenda. Their outstanding achievement, of course, was the restoration of the Fort and the Washington Monument, both of which today stand in tribute to their hard work. Practically all the fellows came from Western Pennsylvania.

Years earlier - 1923 to be exact - Cherry Run and the Western Maryland Railroad bridge came into my life. As a young boy I attended an YMCA Camp, also in the Big Pool area. In the summer of that year President Warren G. Harding died suddenly in San Francisco. His sudden demise in early August co-incident with my sojourn at the camp. We learned that the funeral train carrying his body would be traveling by the B. & O. through Cherry Run on its way to Washington. Its itinerary was well publicized and it created a wave of excitement among the camp's elders which was quickly transmitted to the younger population. As a result a decision came from on high that we would all march across the bridge into West Virginia to witness this once-in-a-lifetime event.

On the evening of this momentous occasion we sallied forth across the Potomac. Someone hit upon the idea of placing pennies on the track, so that after the train had sped past we would have crushed coins as mementoes of the occasion. After

20 minutes or so of impatient waiting we heard the locomotive's shrill whistle in the distance. In a few moments it came roaring out of the night, its beaming headlight knifing through the darkness and both frightening and enthralling all of us, (as we) silent(ly) witnessed to this bit of history rushing by. The cars, all without a semblance of light, added to the somberness of the occasion. We scraped up our flattened pennies from the hot rails. Those that could be salvaged were paper thin. My penny, somewhat worn to begin with, disintegrated into small fragments. Just a bit of nostalgia.

Sincerely,
Abner Kaplan

Editor's note - Thank you Mr. Kaplan. I sincerely hope that others in our circulation will use this forum as a means in which to share stories and tidbits of life recalled or related to life "along the towpath". RCP

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NATIONAL PARK TRUST PURCHASES POTOMAC ISLAND

The National Park Trust (NPT), a private land conservancy, has purchased a 30 acre island in the Potomac River. The acquisition preserves a portion of the Chesapeake and Ohio Canal's historic view shed. Oxley's Island, located north of White's Ferry in Montgomery County, Maryland, will be safeguarded in its natural state for eventual inclusion in the proposed Potomac River Greenway.

The National Park Trust plans to convey Oxley's Island to Maryland for long term preservation through the state's Program Open Space.

The island is visible from the towpath of the C & O Canal National Historic Park. Protection of natural and cultural resources along the "Nation's River" - the Potomac has been advocated by the National Park Service for years. The island is home to several forms of wildlife including ducks and deer.

"We are delighted to have been able to purchase Oxley's Island, in part to illustrate the National Park Trust's support of long standing efforts to preserve the Nation's River," said NPT Executive Director Deborah D. Apoldo. "This project will be a meaningful example of a successful

partnership between the National Park Trust, the National Park Service, and the state of Maryland. Such partnerships are crucial in today's land preservation arena," she added.

The Potomac River Greenways Coalition, consisting of more than 40 local, state, regional, and national public and private sector conservation organizations, explores public use and preservation issues concerning the "Nations River." The preservation of Oxley's Island is a direct result of the Coalition's efforts.

The National Park Trust, the only national private land conservancy dedicated solely to safeguarding park lands, focuses on the preservation of the more than two million privately owned acres within the National Park System.

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AMERICAN DISCOVERY TRAIL-BLAZER DAY

On September 12, 1992, the American Hiking Society (AHS), with the sponsorship of the Rockport Company (Rockport), will hold a nation trail event known as "Rockport's American Discovery Trail-Blazer Day". This will be an awareness event to bring local and nationwide attention to the ADT and the local and regional trails with which it shares a route. The goal is to have people walking, bicycling, or horseback riding, as is appropriate, on every mile of the ADT. There will be a wide range of activities from short walks to longer backpacking trips. In some locations trail markers or signs will be placed. Where the interest exists, light maintenance projects will be accomplished. The principal objective will be to have "fun".

The route of the American Discovery Trail has been designed to accomplish several long-term objectives. Most of the long-distance trails in the United States are north-south oriented. The National Trails System Act of 1968 mandates a "national system of trails". The long-range planning forecast of the U. S. Forest Service projects a significant increase in trail related activities in future years with a desire that these activities take place closer to where people live. The "Trails for All Americans" report established a goal of providing "a trail opportunity within 15 minutes of most Americans' homes". This report emphasized that the planning for trail corridors and networks should be a "grassroots" effort. All these conditions have

been taken into consideration in the development of the American Discovery Trail.

With an east-west orientation, the ADT connects several of our nations principal north-south trails and many shorter local and regional trails, providing the "backbone" of a national system of interconnected trail systems. The trail route has been intentionally designed to include several large metropolitan areas in order to make the trail more accessible to more people and to provide a wider variety of trail experiences for the public to enjoy. While principally a hiking trail, the ADT encourages multi-use by incorporating trails that are designed for bicycle and equestrian use. The route of the ADT was selected through the efforts of citizens working with local, state, and federal land managers in the regions through which the trail traverses.

"Trail-Blazer Day" is an opportunity to involve many people with a wide variety of trail-related interests. All age groups have been invited to participate. Local and regional trail organizations are being encouraged to participate and to promote "their" trails with jointly sponsored events.

Contact:

Reese F. Lukei, Jr.
ADT National Coordinator
American Hiking Society
1-800-851-3442

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NATURE NOTES

The white sepals of the dogwood littered the ground in places along the towpath and the woodland trails. Clusters of Star of Bethlehem made white splotches along the creek-side path dubbed for the time the "Bethlehem Trail." Blue Phlox and a few late golden ragwort shared the woodland edges. Jack-in-the-Pulpit started to emerge from his overhanging hood to show his green seed stalk.

Giant tree trunks shone wet from the early morning rain. The tree-tops rang with the call and incessant pecking of the pileated woodpecker. Red-eyed vireos, indigo buntings, wood thrushes, Carolina wrens, tufted titmice, Acadian flycatchers, wood peewees and a lone red-winged blackbird added their songs to the song of the water. Goslings splashed into the canal with parents carefully guarding them. Geese and mallards competed for bits of old bread scattered by canal

visitors.

The eyes of my Nebraska visitors widened as they contrasted the relatively dense river woodlands of the east with their own generally more sparsely wooded creek and river valleys. And they marvelled at the ingenuity and persistence of pioneers who had tried to tame the river's falls and rapids to make the river navigable from the eastern seaboard to the land beyond the mountains. For a brief time, they walked where early immigrants had been brought to this country to cut, haul, and place the stone for canal walls and locks.

As we left the museum at the Tavern, the rain promised to start in earnest. We fled to the parking lot to escape to an indoor picnic in a very comfortable, modern world.

- - Helen Johnston
Level Walker, Widewater Area

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.....FROM THE EDITOR

I hope you have enjoyed reading this issue of "Along the Towpath" as much as I have enjoyed putting it together and that you find our publication to be a quality document in both content and appearance. I have tried very hard to ensure an error-free publication. Be that as it may, your comments and suggestions are welcome (and encouraged).

Our next issue will carry the second and final part of our report on the Vail Agenda. In addition, I am sure you will enjoy reading the article prepared by one of our members who grew up on the canal during the last years of operation. The September issue will also carry details and reservation form for the Heritage Hike.

Thanks and thanks to the many people who contributed articles and photographs for this issue.

I wish you a pleasant summer. See you "Along the Towpath."

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- - RCP

DIRECTORY C & O CANAL NHP TELEPHONE NUMBERS AND PERSONNEL

C & O CANAL NHP HOTRS

Box 4, Sharpsburg, MD 21782 301-739-4200
Superintendent - Thomas Hobbs

PALISADES DISTRICT

11710 MacArthur Blvd, Potomac, MD 20854
301-443-0024
Great Falls Tavern Information 301-299-2026
301-299-3613

GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson St, Washington, D.C.

Boat Information 202-472-4376

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) 301-739-4200 x237
301-739-6179
After hours 301-739-4204

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

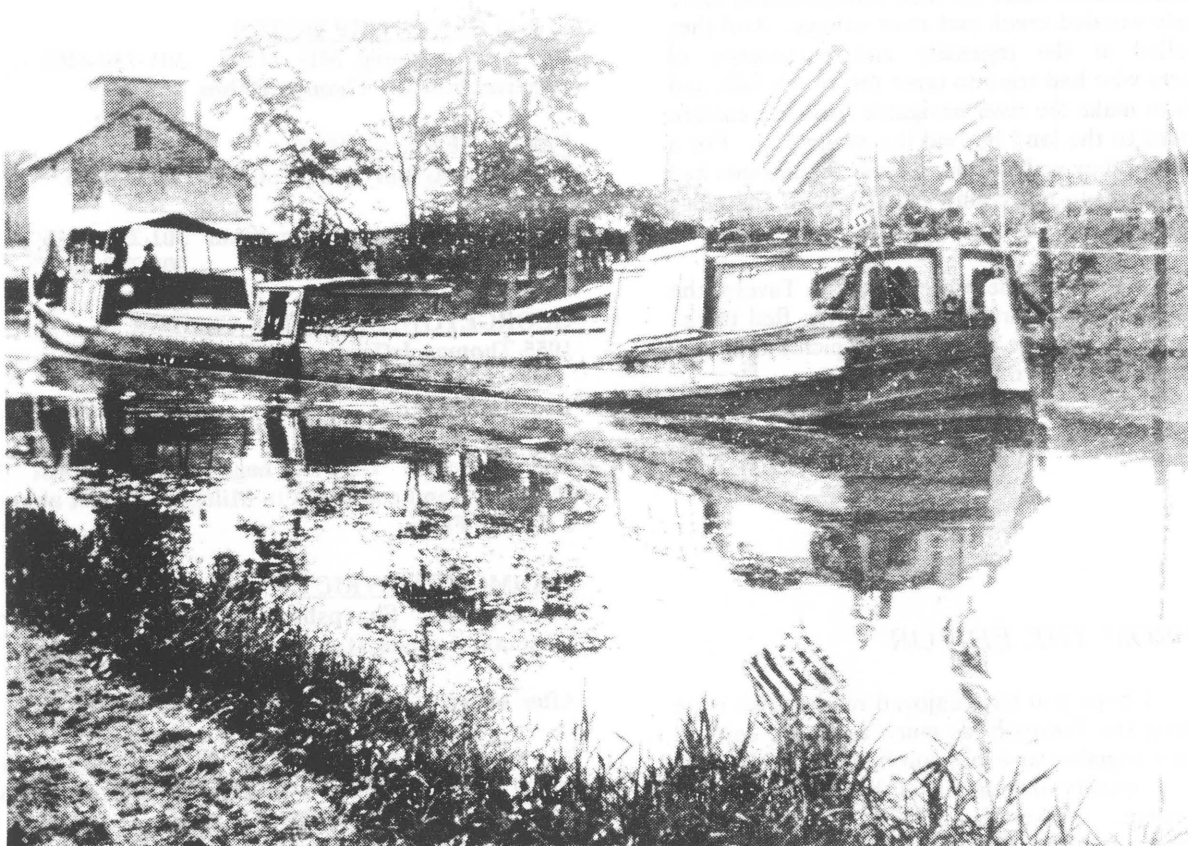
ALLEGHENY DISTRICT

326 E. Main St, Hancock, MD 21750
301-678-5463

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

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

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(Photo donated by Tom Hahn)

Brunswick, Maryland, in the early 1900's.

INTERNATIONAL CONFERENCE ON HISTORIC CANALS

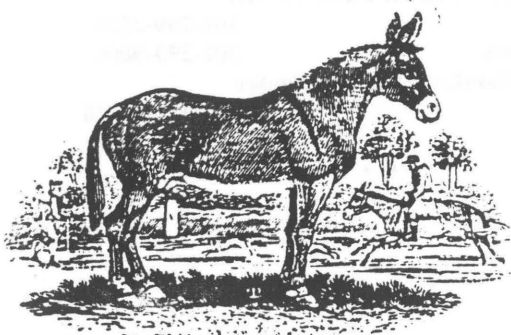
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HARPERS FERRY, WEST VIRGINIA

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1 The Mule

For agenda and registration information,
write to the Association at Box 366, Glen
Echo, MD 20812, or phone (301) 530-7473.