



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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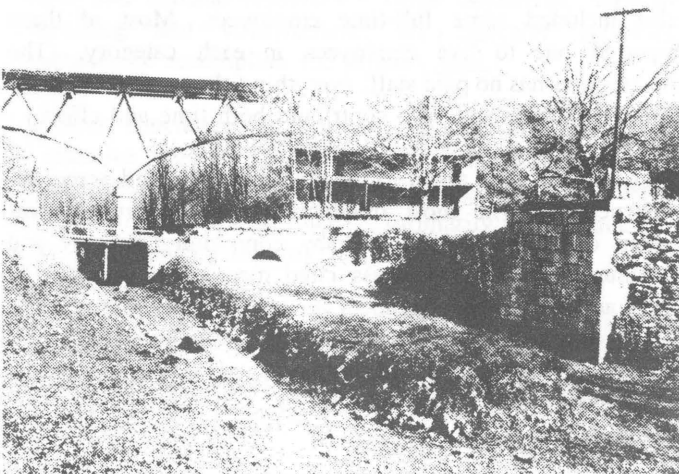
NUMBER 3

HERITAGE HIKE PLANS SET

The C&O Canal Association's Annual Heritage Hike is scheduled for Saturday, October 23, 1993. We will meet at the Park Service Headquarters at Ferry Hill to begin our adventure.

Hikers arriving early should be sure to see the C&O Canal Association Archive Center that Hal Larsen and the Archives Committee have worked long and hard to obtain. Hal will be there to answer questions and to show progress to date.

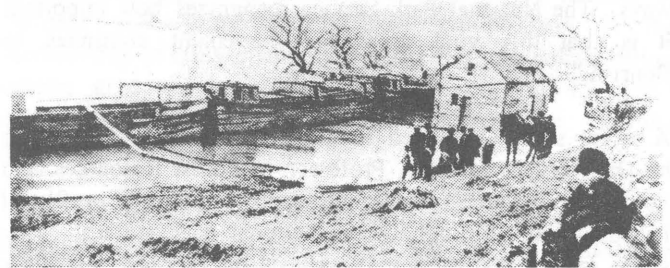
At 10 O' Clock, hikers will be transported by bus from Ferry Hill upstream to Dam #4 (mile 84.4). Cost for the buses is \$2.00 per person. The hike will begin at 10:30, or as soon thereafter as the buses arrive, with a brief ribbon cutting ceremony. Dam #4, we will hike downstream to Lock 38 (mile 72.8), a distance of 11.6 miles. Lock 38 is on the river below Ferry Hill.



Lock 38, Shepherdstown. The Rumsey Bridge in the background was opened in 1939, and the old Ferry Inn building stood until about 1972.

Association Photo

Some spots of interest to look for on this part of the canal are Locks 38, 39, & 40, Dam No. 4 and Killiansburg Cave, where some residents of Sharpsburg took refuge during the Battle of Antietam.



Snyders Landing, showing warehouse, wharf, and canalboats during a flood.

Association Photo

Hikers should bring their own lunch and drinking water. Remember to dress for the weather. Lunch will be wherever and whenever you choose. A suggested spot is Lock #40 at mile 79.41. Fall colors should make anywhere along the towpath a pleasant lunch break.

A Happy Hour (cash bar) is scheduled for 4:30 P.M. at McMaho's Mill with dinner to follow at 6 P.M. Dinner will cost \$11.00 per person. **Advance reservations are required.** Directions and a reservation form are included with this issue of *Along the Towpath*. Reservation forms must be received by **October 13, 1993**. You will not receive acknowledgement of your reservation. Instead, a list of those who have paid will be posted at the door.

PRESIDENT'S COLUMN

"A REPORT ON FRIENDS GROUPS THROUGHOUT THE NATIONAL PARK SYSTEM"

The report from the Vail Symposium on the 75th Anniversary of the National Park Service and an earlier study by the National Parks and Conservation Association identify many of the major problems currently threatening our the national parks. These include a staggering backlog of repair and maintenance projects, coupled with a tremendous growth in visitation, while the parks are faced with severe personnel ceilings and budget constraints.

One growing source of support is from friends groups. According to Paul Pritchard, president of NPCA, "It's frustrating for the Park Service because they don't have the money to maintain all of the parks. The only way parks are going to be kept . . . is if all of us pitch in." An article in the July-August 1992 issue of NATIONAL PARKS, the NPCA magazine, said "Friends-of-the-parks organizations offer a forum for people who understand the importance of natural and historical resources to quality of life. By working side by side with those charged with maintaining our . . . natural resources, friends organizations draw a diverse group of people linked by common purpose."

Former National Park Service director James Ridenour noted that "National Parks throughout the country have formed rewarding partnerships with Park support 'Friends Of' groups. The Friends Groups aid the parks in many valuable ways. The National Park Service recognizes how important it is that this vital grassroots movement continues to flourish."

A recent study conducted for the National Park Foundation by Dr. Gary E. Machlis, Professor of Forest Resources and Sociology at the University of Idaho, provides a profile of friends groups throughout the national park system. This study is the first step in a project by the National Park Foundation to develop a strategy to assist friends groups through a nationwide outreach program, foster the growth of friends groups, and provide technical, professional, and financial support for existing groups.

The report notes that while each group may have a different focus and varying goals, a general definition is possible: Friends groups are "non-profit organizations established specifically to support the activities of a particular unit of the national park system. They are not businesses or concessions created for gain, nor national environmental advocacy groups, nor loose gatherings of volunteers. . . . They are formal organizations, each with an identity and leadership, focusing on a specific unit of the national park system, with goals to support the activities . . . of that specific park."

The survey results are representative of friends groups across the country; 121 groups returned their questionnaires for a response rate of 74%. Therefore, the study provides a detailed cross-section of these organizations, and a profile against which we can compare our own Association.

The survey shows that 80% of the groups have fewer than 500 members, with half of those having 100 or fewer. The C & O Canal Association, therefore, with approximately 1,250 members, ranks among the largest 20%. Likewise, we are among the oldest of the groups. Approximately 81% of the groups responding have existed for 20 years or less. Only seven percent were established over 40 years ago, a milestone we will reach next year.

Our annual budget is in the \$15 - \$20,000 range (operating expenses plus membership events), putting us above 55% of the groups, but well below the highest. Twenty-nine percent reported annual budgets over \$50,000. We fit the typical profile for sources of financial support. A majority of the organizations surveyed (60%) reported members dues and/or individual donors as their primary source of support, with smaller numbers reporting significant income from sales, corporate donors, grants, and matching funds. The questionnaire and the survey results did not clearly define the difference between "member dues" and "individual donors," nor indicate the relative dollar value of the various sources, merely the number of organizations that reported receiving some funding from each category. Organizations reporting support from corporate donors and grants generally were those with annual operating budgets in the highest category. (The Association derives over 80% of its operating funds - excluding special events such as hike dinners - from members dues, with the balance from interest, contributions, and sales of books and T-shirts.)

Eighty-five percent of the groups reported that they relied on volunteer time to support their activities. However, approximately forty organizations (one-third of the respondents) also reported that they have some paid staff. Nearly all of the forty use part-timers, while half of these also included some full-time employees. Most of these reported one to five employees in each category. (The Association has no paid staff; everything that is accomplished is done by members who contribute both time and effort.)

Respondents were asked to list their strengths and perceived weaknesses. The most frequently reported strength was group commitment, followed by community support and volunteerism. The weakness cited most often was lack of time and energy by members to perform volunteer work. Other commonly mentioned weaknesses included lack of a broad membership base and member involvement, inadequate fundraising, and deficiencies in staff, facilities, and organization.

The survey also examined the objectives and activities of friends groups. The most common "primary" objectives

PRESIDENT'S COLUMN - continued

reported by the respondents were preservation of park natural and cultural resources (69% of groups cited this), fundraising to benefit the park (58%), and organizing special events (50%). In addition, park/community liaison, advocacy, assisting park staff with volunteer service projects, promoting park activities, and interpretation and education all were cited as objectives by at least 40% of the organizations.

Sixty percent of the groups rated their relationship with their park staff as "excellent" and 30% as "very good" or "good." Only 10% considered their relationship "fair" or "poor." However, only 31% rated their relationship with regional and national NPS offices as "excellent" and 44% put it in the "good" or "very good" category, while one-fourth of the respondents rated this relationship as only "fair" to "very poor." This 15% variance between how they rated their relationships with regional and national offices compared to their particular park is interesting. Twenty-four groups suggested the need for more frequent contact between NPS and group representatives, while others indicated that no relationship with national or regional offices is necessary. A significantly larger percentage of groups in the North Atlantic, Mid-Atlantic, Rocky Mountain and Southwest Regions rated their relations with national/regional offices "very good" to "excellent" than did the Southeast, Midwest, Pacific Northwest, and Western Regions. (We were the only friends group in the National Capital Region that participated in the survey. Our relationship with both the C&O Canal NHP staff and the NCR was reported as "excellent.")

Based on the data, the report evaluates the significance of friends groups. It notes that the friends group movement is growing rapidly, with 30% of the groups having been established since 1988. It suggests that this growth will continue until a large proportion of the more than 360 units in the national park system will have an identifiable friends group. Although many groups have multiple objectives, the most important and overriding concern is preservation of natural and cultural resources. Other objectives, such as fundraising and volunteerism, are basically activities undertaken to accomplish the primary goal.

The report concludes that "friends groups are poised to create an effective network, assisting each other and increasing [their] effectiveness," but that friends groups also "have significant needs for assistance. . . [primarily in] information, skills, and financial support."

The need for information is two-way: to get information about other groups, national park policy, sources of support, etc., and to spread information about themselves to potential members and to the media.

The survey found that many groups need to upgrade their skills in fundraising, organizational development and advocacy. Finally, the most frequently mentioned need was

for financial support, which might free groups from fundraising activities and allow them to be more directly involved in park-related events and experiment with innovative activities.

The findings suggest that although the Park Service and friends groups may not always agree on specific issues, as the groups become more involved in advocacy and park planning, there is a large reservoir of good will and generally excellent relationships between the groups and local park staffs that can be drawn upon. Friends groups are not just a source of labor and donated funds, but an asset for a broad range of cooperative efforts that park superintendents and their staffs can turn to.

Dr. Machlis summarizes the report as follows:

"The friends group movement, as it is now emerging, is a critical part of the national park system in the next century. Lean budgets, small staffs and large responsibilities will make the demands of managing the national park system too heavy for the National Park Service to do so by itself. Volunteers, local communities, friends groups and others will all have to increase their involvement and collaboration with the agency, and the service will have to find new and creative ways to interact with these interests. . .

"The friends groups throughout the national park system are poised to take on this difficult task, with assistance and support from the National Park Service, the National Park Foundation, and others. The next stage of the friends group movement is likely to be based on shared awareness and information, upgrading of skills, increase in the number of national park units with friends groups and in the membership of individual groups, and voluntary collaboration among groups. It is likely to further merge the great democratic traditions of voluntary associations and the national parks."

We are grateful to Dr. Machlis, the National Park Foundation, and the National Park Service for undertaking this project and for the valuable data that has been generated, and hope that it will be the basis for further enhancement of the friends group movement and the national park system.

As one of the older and larger friends groups in the country, the C & O Canal Association has gone through several different stages in the evolution of our park. First, in the fifties and sixties was the struggle to establish the park; then, in the seventies, the effort to develop and restore it following Tropical Storm Agnes; and finally, in the eighties and nineties, we are faced with all of the challenges that affect every park, to preserve and maintain what has been created.

In 1986, the late Bill Davies (one of the participants in the original Douglas Hike and a founding member of the Association) listed a number of things the Association and its

PRESIDENT'S COLUMN - continued

members must do, including a renewal of our bond with the canal and its heritage, (realizing that the canal is an important historical remnant of a former transportation system, and not merely another hiking trail); renewing our bond with the Park Service, so we can act jointly with them; lobbying, so that the park can get its share of support from Congress, administration, and public; and participating as volunteers to support and accomplish the tasks needed to keep the park intact.

If we continue to work toward these goals, we will also continue to help set a standard for the other, especially new, friends groups that are growing throughout the country, and contribute not only to the C & O Canal National Historical Park, but to all of our national parks. However, this requires the support and active participation of all of our members.

- Dave Johnson

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Note from the editor -

This article is the third in a series of articles relating to what we now refer to as the *Justice Douglas Hike*. Mr. Estabrooke must have composed this piece in 1987, probably as an editorial. I came across the piece in my Association files. Enjoy.

The Level Journal
Lakeville, CT 06039

It hardly seems possible that 33 years have passed since that memorable hike along the Towpath with Justice Douglas. The memories are still vivid -- of an unspoiled and tranquil retreat, of fascinating examples of early 19th century engineering, of Bill Douglas' 4-mile-an-hour stride, of fellowship and judicial snores, of aching feet and swollen Achilles' tendon, of the participation by such notables as Olaus Murie and Sig Olsen and Harvey Broome and the opportunity to meet the redoubtable Benton MacKaye.

Paradoxically, the whole thing might not have come about but for a semantic misunderstanding. My late colleague Merlo Pusey had written an editorial in The Washington Post advocating that the towpath, then in disrepair, be used to create a scenic parkway along the Potomac. What Merlo had in mind was something similar to the Blue Ridge Parkway or Skyline Drive, a pastoral road with plenty of turnouts along which motorists could enjoy the scenery at a leisurely pace. But to Irston Barnes, who came from Connecticut, the word "parkway" recalled the frenetic pace of the Merritt Parkway. He helped persuade Justice Douglas to intervene. In a letter to The Post, the Justice challenged the editor (I happened to be editor of the editorial page at the time) to walk the Towpath and view for

himself the sylvan delight. Merle and I both accepted. From that grew a nine-day expedition that came to resemble Coaxes Army. The late Aubrey Graves was especially impressive with what looked like a veritable udder of canteens hung on his belt to supply various beverages.

Having thus put our principles to the blister test, Merlo and I began to see increasing merit in preserving the Towpath as a hiking trail. We participated in many of the early reunions, and by the time the National Historical Park was proposed we welcomed it enthusiastically.

I know that the C&O Canal project has given pleasure to millions, and for my part I am proud to have had a minor role in events that brought it about. We left the Washington area 26 years ago, but the Canal experience helped confirm a love of hiking that my wife, Mary Lou, and I indulge as often as possible along the Appalachian Trail, which runs through the mountainous area in which we live. Knowing my interest in hiking, in 1973 the town Selectmen revived the ancient office of Perambulator and gave me the duty of walking the boundaries of Salisbury (presumably to insure that there has been no aggression from Massachusetts or New York). This has given me a title for my newspaper column in addition to providing a stimulus for much satisfaction. Somehow I link it with the C&O Canal and the Towpath.

Note: Robert H. Estabrook, a former editor of the editorial page and foreign correspondent for The Washington Post is editor and publisher emeritus of The Lakeville (Connecticut) Journal, which he and his wife purchased in 1971.

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ASSOCIATION ARCHIVES MOVE TO FERRY HILL

On July 22, the Association moved into space at Ferry Hill designated for the organization's archives. This facility, generously provided by C&O Canal Superintendent Tom Hobbs, was offered sometime ago, but the move was delayed because the Park Service encountered problems with a new building erected on the premises for NPS archival holdings. We were to receive a room used up until now by the C&O Canal National Historical Park for its archives; we would take possession when the NPS shifted its holdings to the new structure, a step that construction difficulties delayed.

The Association moved in furniture on July 22 to establish "squatter's rights." At a later date we will bring in more furnishings and equipment, as well as the archives themselves, which will be in place in early August.

The Association hopes to add to the substantial collections already on hand by acquiring holdings of members who

ARCHIVES - continued

may have materials pertaining to the canal and the Potomac River. Such archives could be valuable additions to our present accumulation, and we would be pleased to receive any items from persons who might want to contribute them. We seek such things as **documents, correspondence, newspaper clippings, personal memoirs, or other writings, photographs, slides, videos, and artifacts--whatever** pertains to the Association and the canal, including items relating to recent times.

We anticipate spending a long time collating, inventorying, photocopying, and readying documents and photographs for the use of members and scholars interested in the subject. As materials become ready for assemblage and storage, we will decide about a repository for them.

Persons who volunteered to work on the archives will soon hear from us about our first meetings to decide what to do. We believe everyone involved will be fascinated by the wealth of historical material already on hand. And we hope to attract further collections now that we are finally in business.

Hal Larsen

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NOTES FROM BOARD OF DIRECTORS MEETINGS

The Association's Board of Directors met on Sunday, June 27, at the Williamsport Library, and on Sunday, August 1, at the Glen Echo Town Hall.

Superintendent Hobbs met with the board at Williamsport, and briefed the members on many of the current issues facing the park. He reported that repair work at Widewater and the Monocacy Aqueduct are high on the park's priority list. An engineering study on the Aqueduct is scheduled for this year. The Canal House in Georgetown is becoming more usable for a visitors center as work on stabilizing the building continues. He noted that the canalboat crew members are doing many other interpretive programs, and reported on the Capital Crescent Trail ground breaking, and Arizona Avenue bridge contract. The Cushwa Basin restoration project should be finished soon, and the complete Williamsport re-watering project completed next year. Other items discussed included the Parks as Classrooms Program, revisions to the wading policy in the Potomac River, recent reports of crime problems in the park, and flood control efforts. He also reported on the status of Dams 4 and 5, where an underwater inspection revealed that voids exist where blocks have been displaced by water and ice. Repairs are scheduled to be done this fall, utilizing Navy Seabees from Norfolk. Water behind the dams will be lowered slightly during the repair period.

Hal Larsen reported on the June 2 ground breaking for Phase I of the Cumberland Canal Place Project, and the Parkway Steering Committee meeting held at that time. He noted that a number of reports that will assist in evaluating the parkway alternatives are underway, and are due this fall. These include engineering, flood control, social and environmental impact studies, air and noise analysis, and archeological field work. He also reported that the new Cumberland Canal Place Authority has made a good beginning. It promises to enhance the City of Cumberland and the area surrounding the canal terminus.

The Board authorized funding to print a new supply of membership brochures, and to donate two copies of Dick Stanton's new book, **POTOMAC JOURNEY**, to the Williamsport Library in appreciation for the use of its meeting rooms for so many years.

At the Glen Echo meeting, the Board received updates on several committee activities, including the news that the Archives Committee has occupied and begun furnishing its new quarters at Ferry Hill to house the Association's collections, and that progress is being made by the Publications Committee on the food and lodging guide.

Orrin Long, chairman of the Environmental Committee, reported on the survey he made of the Wiley Ford crossing safety problem and on the status of the Park Service's proposed herbicide pilot program. He also discussed the committee's review of the program proposed by the Potomac Gorge Preservation Council. The Board voted to endorse the Council's basic goal of preserving the natural character of the river and its landscape, which appear to coincide with the Association's objectives, and to commend the Council for its initiative.

The Board approved increases to the budget allocations for the Treasurer and the Archives Committee.

The following committee assignments were announced:

Heritage Hike Committee - Charles Ayres, chairman; Mike Cotter, Nick and Peggy Weber, and Helen Shaw.

Nominations Committee - John Fondersmith, chairman; Orrin Long, Elizabeth Scott, Lou Odom, and Pat White.

Budget Committee - Sharon Freedman was appointed to fill a vacant seat.

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FROM THE NPS -

NATIONAL PARK SERVICE C&O CANAL NATIONAL HISTORICAL PARK P.O.Box 4 SHARPSBURG, MD 21782

The history of the C & O Canal during the Civil War years (1861-65) will be featured in a series of walks and talks along the historic waterway on a weekly basis from August through October.

The events will be held each Sunday afternoon beginning at 2 p.m. at various locations along the canal from Dam No. 5 to the Alexandria Aqueduct. Park Rangers will outline Civil War action at each point and point out historical facts relating to both the history of the canal and the war.

The canal, located along the north shore of the Potomac River, was subjected to much damage during the war as it bordered the Confederacy. Confederate raids were many from Virginia and during the three invasions of Maryland by the Confederate Army.

Enemy damage to the canal and flooding nearly closed the waterway for good in 1861 when \$70,566 in tolls were collected, the lowest since the canal opened to Cumberland in 1850. However, with protection from the Federal Army tolls increased to \$346,165 by 1865, the last year of the war.

The dates and location of the walks: Aug. 1, Dam 5; Aug. 8, Williams port; Aug. 15, Antietam Village; Aug. 22, Ferry Hill; Aug. 29, Shepherdstown Sept. 5, Weverton; Sept. 12, Point of Rocks; Sept. 19, Monocacy Aqueduct; Sept. 26, Whites Ferry; Oct. 3, Edwards Ferry; Oct. 10, Seneca; Oct. 17, Great Falls; and Oct. 24, Alexandria Aqueduct.

Additional information and a full schedule of events may be secured by calling 301/739-4200 or 739-6179 during the day or 301/432-8878 in the evenings.

C&O CANAL NATIONAL HISTORICAL PARK CIVIL WAR SERIES

NOTE: All events will begin at 2 p.m. All events will be led by a National Park Service Ranger. There are no fees except for parking at Great Falls. Participants should be prepared for short walks at all sites and longer walks where noted.

SUNDAY SEPTEMBER 19: View the Monocacy Aqueduct that was to be demolished by Confederate General Walker's troops as part of Robert E. Lee's famous order No. 191. Take a short walk to Monocacy Culvert and Lock 27 that were destroyed by General D.H. Hill. Meet at Monocacy Aqueduct parking area at the end of Mouth of Monocacy Road off

Maryland Route 28.

SUNDAY SEPTEMBER 26: Visit the Civil War crossing of Conrads Ferry now known as Whites Ferry. This crossing WAS NOT the famous Civil War crossing known as Whites Ford. Ride the current ferry THE JUBAL EARLY across the Potomac to the Confederate side and view the upper end of Harrisons Island, an important point during the Battle of Balls Bluff. Confederate Officer E.V. White bought and operated this ferry following the Civil War, thus the name change to Whites Ferry. Meet in the Whites Ferry parking area at the end of Whites Ferry Road off Maryland Route 28.

SUNDAY OCTOBER 3: Visit Edwards Ferry and learn about the small but very important Battle of Balls Bluff. This battle was fought on October 21, 1861, and when one of President Lincoln's personal friends was killed while serving as a Federal officer, it changed the thoughts of the powers in the Federal Capitol in Washington as to the direction of the war. Many of the Federal troops left for the battle from Edwards Ferry. Take Whites Ferry Road out of Poolesville, turn onto Edwards Ferry Road and follow until it ends at the canal and river.

SUNDAY OCTOBER 10: Meet at Seneca, the site of the famous Seneca Quarry and stone cutting mill. Walk a half-mile down the towpath to Violettes Lock and the site of Canal Dam No. 2. The shallow area at the dam was known as Rowsers Ford and was used by Confederate raiders and major armies as a crossing point during the Civil War. Use Rileys Lock Road off River Road.

SUNDAY OCTOBER 17: Visit the Great Falls of the Potomac, the site of an all day battle early in the war. Meet at the Great Falls Tavern. Enter the park from MacArthur Blvd. or Falls Road.

SUNDAY OCTOBER 24: Visit the site of the Alexandria Aqueduct. This structure, which crossed the Potomac River to connect the C & O Canal with the Alexandria Canal, was drained and used as a bridge during the Civil War. Meet at the Georgetown Visitors Center, located at 1057 Thomas Jefferson Street, for a one-mile walk to the aqueduct site.

Additional information is available from Park Headquarters (301) 739-4200, Antietam Creek Contact Station (301) 739-6179 and Great Falls Visitor Center (301) 299-3613. Or, you may contact Ranger John Frye in the evenings at 301/432-8878.

John C. Frye

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GROUND BROKEN FOR CAPITAL CRESCENT TRAIL

The new director of the National Park Service, Roger G. Kennedy, helped break ground for the Capital Crescent Trail on June 3, at MP 3.1 on the towpath near Fletcher's Boat House. Mr. Kennedy, making his first public appearance as director since being appointed to head the Park Service by President Clinton earlier in the week, addressed the assembled group and then assisted in lifting the first segment of rail in preparation for the conversion of the Georgetown Branch into a bicycle trail.



(l. to r.): Chris Brown (CCCT), Peter Harnick (RTC), State Sen. Howard Denis, Sheila Weidenfeld (C&O Canal Comm.), and NPS Director Roger Kennedy lift the first section of rail.

C & O Canal NHP Superintendent Tom Hobbs presided over the ground breaking ceremonies. In addition to Director Kennedy, others offering remarks and participating in the rail lifting included Peter Harnick, vice president of the Rails to Trails Conservancy; Tom Barrett, chairman of the Coalition for the Capital Crescent Trail; State Senator Howard Denis of Montgomery County; Councilman James Nathanson from Ward 3 of the District of Columbia; and Robert Stanton, NPS regional director for the National Capital Region.

Members of the C & O Canal NHP Commission in attendance were Chairman Sheila Rabb Weidenfeld, Adam Foster and Barry Passett of D. C., and Ed Miller from Washington County. (They are all members of the Association.) Other Association members attending the ground breaking included Orrin Long, Sonny DeForge, John Lindt, and President Dave Johnson.

The Coalition for the Capital Crescent Trail was formed several years ago to create a hiking and bicycling trail along the abandoned right-of-way. Approximately three dozen organizations, including the C & O Canal Association, participate in the coalition. The section of the trail in the District of Columbia, adjacent to the canal, will be built by the Park Service as part of the C & O Canal NHP. The

portion in Maryland, from the District line, through Bethesda, to Silver Spring, will be built and operated by the Montgomery County parks department. When the entire trail is completed, it will connect the south end of the Rock Creek Park hiker/biker trail, at Lock 1, with the north end, near East-West Highway, creating a 23-mile loop.

The eleven mile railroad line, built in the first decade of this century by the Baltimore & Ohio RR to connect the Georgetown waterfront with the mainline at Silver Spring, was abandoned after a 200-foot section washed out below Fletcher's Boat House during the 1985 flood.

After Montgomery County acquired the six and one-half miles of the line in Maryland, Mr. Kingdon Gould, a local businessman, purchased the 4.3 miles in the District, in 1989. This portion was leased to the National Park Service until Congress appropriated funds for its purchase and designation as part of the C & O Canal National Historical Park.

That was accomplished in November 1990. The National Park Service immediately began work to establish the first rail/trail conversion within Washington. The paved bicycle/hiking trail between the Alexandria Aqueduct and Dalecarlia Reservoir will be the first major section of the Capital Crescent to be completed, hopefully by this fall. It will significantly reduce the conflicts between cyclists and pedestrians that now occur on the towpath in this heavily used section.



NPS Director Roger Kennedy addresses the crowd, while commissioners Ed Miller, Sheila Weidenfeld (C&O Canal Comm), and Adam Foster listen in the foreground.

A .6-mile section of the trail is being built by PEPCO in Bethesda, between Little Falls Parkway and Bethesda Avenue, and is also expected to be finished this year. This fall, Montgomery County will start work on the trail from the D. C. line to Little Falls Parkway. That part is planned

CAPITAL CRESCENT TRAIL - continued

for opening in the summer of 1994. The remainder of the trail, from Bethesda to Silver Spring, remains less certain, pending resolution of the county's plans to use the right-of-way for a light rail system in addition to the trail.

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AMERICAN DISCOVERY TRAIL UPDATE

ADT STUDY TEAM BEGINS WORK

It may have seemed like pie in the sky to some only a few short years ago, but the American Discovery Trail came closer to reality in July. The National Park Service selected the personnel who will conduct a feasibility study to determine if the ADT meets the requirements and has the grassroots support to become a National Scenic Trail. The team will be led by Cynthia Young, a Central Team Planner in the NPS Denver office. The project will be administered by the NPS Mid-West Region and conducted from Denver Service Center.

The American Hiking Society's ADT National Coordinator, Reese Lukei, will meet with the study team in August to help get the study going. He will brief the team on the history and progress of the trail. Then, together, they will map out a schedule for completing the study and develop a strategy for public involvement in the process.

Lukei also will turn over reams of data that will make the study possible, such as maps and contact lists. A complete contact list of all key people and organizations along the proposed corridor will be developed as part of the study.

Representatives from the Bureau of Land Management, USDA Forest Service, and National Park Service regions that the ADT passes through also will attend the Denver meeting.

The study project is expected to take approximately two years and will rely upon public involvement and comments as the basis for its recommendations.

- From AMERICAN HIKER, newsletter of the American Hiking Society, May/June 1993.

(The American Discovery Trail is a projected east-west, coast-to-coast hiking route. It will follow the towpath of the C & O Canal from Georgetown to Oldtown.)

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STATION SQUARE GROUNDBREAKING IN CUMBERLAND, JUNE 2, 1993

A June 2 ground breaking ceremony launched Cumberland's Station Square project, the first phase of the C&O Canal Park Master Plan. This new development, also the kick-off for the more ambitious Canal Place scheme, is an improvement that will enhance this historic resource. The terminus area ranks high in importance among the C&O Canal Park Master Plan projects. At its heart is the historic Western Maryland Railroad Station, which is the focus for historic interpretation and tourist orientation. Station Square Plaza presents an exceptional opportunity to link the park with downtown Cumberland. This project enables the city to capitalize on the potential of the station area and lays the groundwork for the Canal Place Authority to pursue further public and private investment. Station Square will become a major community center: a venue for performances, concerts, rally and exhibits.

Welcoming guests at the ground-breaking was Hal Kassoff, the State Highway Administration administrator. Other speakers were Rodney Little, the Historic Preservation Officer; Cumberland Mayor Edward Athey; Allegany County Commission president John Stotler; NPS Regional Director Robert Stanton; Delegate Casper Taylor, Transportation Secretary O. James Lighthizer, and Jacqueline Phillips, who chairs the Appalachian Regional Commission. After the speeches, eleven dignitaries took shovels to dig up old paving bricks on the square as a first step in clearing the area for new surfacing and landscaping.



Delegate Casper Taylor is wielding the gold shovel in the center. To his right are Ms. Jacqueline Phillips, Transportation Secretary Lighthizer, and State Highway Administrator Hal Kassoff. To Delegate Taylor's left are Mayor Athey, Regional Director Robert Stanton, and Allegany County Commission president John Stotler.

The C&O Canal Park Master Plan, which includes Station Square, would stretch from Baltimore Street to the Riverside Recreation Area encompassing the Western Maryland Railway Station, Riverside Park, the C&O Canal

Along the Towpath

STATION SQUARE - continued

National Historical Park, and adjacent woodlands and floodplains. The scheme is in three parts: the terminus area in the north, the linkage in the center, and the south C&O Canal segment. The park's main theme would be Cumberland history, including natural history; Indian and pioneer settlement; the French and Indian, Revolutionary and Civil wars; the Industrial Revolution; and the dramatic 20th-century changes--all connected by important transportation facilities. Cumberland's role in transportation began when the National Road, the first federal highway in the U.S., began there in 1811. The road reached Vandalia, Illinois, by 1852, and Illinois extended the road to St. Louis. By mid-century the railroad and canal had arrived at Cumberland, securing its importance as a transportation center.

The C&O Canal Park development will thus help to portray Cumberland's history as a trade and transport center. Don't wait till it's finished--visit now and see the work in progress.

Hal Larsen

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C&O CANAL DEVELOPMENTS IN CUMBERLAND

Two important documents relating to the C&O Canal at its Cumberland terminus recently emerged as major elements in planning for development in this region: (1) the establishment by the Maryland legislature of the Canal Place Preservation and Development Authority, and (2) the Canal Parkway Development Study.

(1) **The Canal Place Preservation and Development Authority** will create and develop an historic-preservation district in Cumberland. The group will have nine members, six appointed by the governor with the approval of the senate and one each from the U.S. Department of the Interior, the Maryland Historic Trust, and the Cumberland city government. The governor will name a chair. This body will preserve, develop and maintain the Canal Place Historic Preservation District in order to illustrate the historic importance of the terminus area. To accomplish this, the authority will develop a management plan to specify how buildings, structures and other property in the district will be put to private and public use; to develop the programming and financing necessary to rewater the C&O Canal; and to carry out the necessary acquisitions, construction, reconstruction and other activities. The authority will develop and implement the planning in cooperation with Interior, and the Maryland Historic Trust will take the lead in preparing the plan, which should be ready in early 1994.

The authority, whose principal architect was Casper Taylor, delegate from Allegany County in the Maryland legislature,

is empowered to issue bonds to finance the Canal Place project. It can also establish and/or change the boundaries of the preservation district.

(2) The second document, the **Canal Parkway Development Study**, is in preparation by the State Highway Administration and the National Park Service in cooperation with the Maryland Historic Trust. This study has two parts, engineering and environmental. The former is well under way: roadway alignments are completed, with modifications to reduce impact, and the rewatered canal alignment has been established. The planners have yet to determine the impact of the parkway on the Army Corps of Engineers flood protection measures.

By June 1 the environmental study was partially completed. The air, noise and natural analyses were ready in draft form. The natural analysis compares the existing conditions to the potential effects on features such as wetlands, floodplains, streams and endangered species (plant and animal). Not yet finished is a socioeconomic analysis, which discusses the impact on the human environment--businesses, communities, public facilities, etc. The part addressing existing environmental conditions is done, but more work on the transportation and park analyses remains. The archaeological and hazardous-waste fieldwork, which had not begun as of June 1, is being coordinated with the Maryland Historic Trust in order to determine the impact on historically important districts and structures.

A draft study is due in the fall, and a location design public hearing will probably take place in November or early December.

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NATURE NOTES

"Fighting Mother Nature," that's the way one author describes the practices of many home hardeners who diligently cut down, weed and mow all through the spring, summer and fall. Not until frost has checked the annual growth do they finally put their mowers away for the winter,

The home hardener might be forgiven for his seasonal diligence. After all, he has to "keep up with the Joneses." Close neighbors might prove unforgiving if he failed to follow suburban gardening rites.

But parks are different, their managers are not bound by suburban rituals. Or are they?

Up and down our park lands, from spring to late fall, the power mowers intermittently clack and groan as their riders lower the blades to crop emerging vegetation. Left behind--a closely cropped green desert, devoid not only of natural growth including ferns and wildflowers, but also of butterflies, spiders, and many of the birds that once relied on

NATURE NOTES -continued

wild flower nectar and seeds. The wildflowers face a losing battle with the mowers. Mowed down before they have a chance to go to seed, they gradually disappear, even in places where they once grew in profusion. A few find a safe niche, protected by a rocky outcrop. Some disappear completely.

Along the canal, tall thistles once attracted butterflies to their purple blossoms in mid summer. Later in the season, flocks of goldfinches descended upon them as their faded flowers provided a thistle-seed bonanza. Butterflies hovered around Joe Pye Weed and masses of tickseed sunflowers. Hummingbirds dived into the tubes of flowering jewel weed. Spiders wove webs between the stems of meadow rue and red clover.

Perhaps the tow-rope used to keep down tall growth along the canal bunk. Grazing cows and flocks of chickens probably did their bit to keep down annual growth, especially near lock-keeper's houses or where nearby land was farmed. Wild creatures--rabbits, deer, wild turkeys, even bears--doubtless helped themselves to tasty bits offered by the landscape.

Not just the wild creatures but also the people who worked on the canal or lived nearby depended on the native plants as resources for food, medicines, and dyes for their homespun yarn. There were no corner drug stores and no grocery chains offering food from everywhere. Instead people relied on folk-lore and their own wit to locate and prepare useful products from the land around them. From the day President John Quincy Adams turned the first spade-full of earth to the time when the last boat sailed from Cumberland to Georgetown, canal families most likely followed the example set by many others in using the wild plant resources close at hand to meet a variety of family needs.

As they searched along the canal, they probably found pokeweed growing in abundance. Useful for two purposes, it served as a vegetable tasting something like asparagus when properly cooked in the early spring. In the fall its berries provided a purple or pink dye for staining wool or other fabrics.

Other vegetable dishes using wild plants included the year-old roots of burdock, common plantain leaves harvested in the early spring, wild lettuces served either cooked or as a salad, day lily shoots cooked as a vegetable in the early spring or used as buds and flowers in cooked dishes later in the season. Salads could be made from yellow wood sorrel, wild lettuces or plantain leaves when the leaves were picked early.

Not only was the land along the canal a grocery store. It was also a veritable medicine chest. Virginia snake root roots were said to be good to treat fever, colds and various aches and pains. Dried wormwood made a tea that was a good

tonic. Various bone sets provided medicines to treat fever, colds and other aches and pains. The roots of butterfly weed were used to treat colic, hysteria, hemorrhage, gas and fatigue.

Today persimmons, paw paws and black walnuts still grow along the towpath where their fruits were once doubtless harvested by canal families. So do sassafras trees with roots once used for spring tonic, and spice bushes used both for tea and flavoring. Witch hazel can also be found. Unlike most other wild plants, it is still used for a cooling lotion.

Unfortunately, some other plants--even some that once grew in profusion--are now hard to find. Meanwhile the mowers clank and hum with some regularity. Poison ivy and Japanese honeysuckle flourish with new growth from roots undisturbed by the mowers. Perhaps the anxious ghosts of canal families are wandering up and down, wondering where the plants have gone that once were plentiful.

Helen L. Johnston

Note: References include: **A FIELD GUIDE TO EDIBLE WILD PLANTS**, by Lee Peterson; **STALKING THE HEALTHFUL HERBS**, by Buell Gibbons; and **A GUIDE TO THE MEDICINAL PLANTS**, by Arnold and Connie Krochmal. Rather than going to the library, the "Sights and Sounds" walkers will doubtless be looking for edible end medicinal plants as well as other wild things in late September and early October. The walks start at 10 a.m. at Great walls Tavern. They are under Park auspices, led by three Association members: Betty Bushell, Betty Benson and Helen Johnston.

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BOOK REVIEW

Potomac Journey

by Richard L. Stanton

Smithsonian Institution Press, 1993

\$24.95

Dick Stanton writes some splendid essays on the Potomac River and the C&O Canal in this recently released book by the Smithsonian Institution Press. He looks at the river as a-former National Park Service official (he was Superintendent of the C&O Canal National Historical Park) and as an arden canoeist. His impressions as canoeist are poignant and colorful. But he also supplies many facts and figures relating to historical developments along the Potomac, the canal and its building, and the periodic disastrous floods, which in the end doomed the canal. He provides a particularly good essay on the river's pollution problems, what caused them and what has happened in the

BOOK REVIEW - CONTINUED

last several decades to try to clean up the Potomac.

Most Association members who know Dick Stanton undoubtedly share his affection for both the river and the canal. But the river especially attracts him, and his canoeist's observations will strike responsive chords among those who take to the Potomac in this capsizable craft. Anyone, however, who has hiked the towpath through the years and observed the mighty river in all its moods--the furious floods, the low water, and the occasional ice floes--will also appreciate his canoe-level perspectives.

As park superintendent, Dick was the canal's determined defender. A fiery and talented orator, he could arouse the most jaded bureaucrat. Now, in this delightful book, he is more reflective, the veteran looking back across the years. The essays describe riparian natural features, wax eloquent on a journey by canoe on the river, probe the Potomac's history from the beginning to the present time, detail life along the stream, and refight the battles against development inroads and plans to dam the river and thus drastically change its character.

C&O Canal Association members will want to read this handsome and richly illustrated book. We can find in every chapter reflection of our own experiences.

Hal Larsen

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Association member and Author Dick "Riverkeeper" Stanton

Another perspective from the Smithsonian Institution Press

A RIVER MAN'S JOURNAL OF LIFE AND HISTORY ALONG THE POTOMAC

Richard Stanton has spent a lifetime exploring the currents of time and tide along the Potomac River. In his book **Potomac Journey**, this native Washingtonian shares his love and knowledge of the historical waterway as it grows

from a trickle at Fairfax Stone to its mixture with the wide waters of the Chesapeake Bay.

"There are few rivers in this nation that are so ideally suited for small-boat exploration and adventure above their tidewater falls," says the author. An avid historian and sports man, Stanton has logged over 9,000 miles canoeing along the Potomac and its tributaries. His full career in the National Park Service has included service as superintendent of the Chesapeake & Ohio Canal, assistant director of Capital Region, and chief of regional land acquisition. This lifetime of devotion to the Potomac has earned Stanton the nickname "Riverkeeper", a title bestowed on him by Stewart Udall, former U.S. Secretary of the Interior. In **Potomac Journey**, Stanton shares a personal, yet carefully researched, history of the Potomac region. His river journal skillfully interweaves practical navigation tips with historical facts, local events, and geographic description. Stanton also traces the story of the Chesapeake and Ohio canal, culminating in an account of the legendary "Douglas hike" of 1954, an early conservation effort that successfully saved the canal from becoming the proposed Potomac Parkway.

With unhidden bias for the land and people of the region, Stanton carefully incorporates the voices and personalities of local inhabitants into his unique account. Drawing from interviews with retired miners in Cumberland and Parsons, the diaries of river traders from Clear Spring, as well as historical photographs of the Potomac landscape, Stanton brings vibrant life to the telling of the region's heritage. The author also intersperses notes from his many canoe trips, including an account of one exciting trip down the rain-swollen Potomac, traveling at "express-train speed." With deep respect for its cultural and industrial past, as well as an understanding for the need to protect this fragile waterway for future use, Stanton offers a passionate, moving celebration of the dynamic history and enduring character of the Potomac river region. Illustrated with 54 previously unpublished black and white historical photographs, **Potomac Journey** (\$24.95, cloth, ISBN 1 56098-218-7) is available at bookstores nationwide. To order from the Smithsonian Institution Press, please call (800) 782 4612 or (717) 794-2148 or write to Department 900, Blue Ridge Summit, PA. 17294-0900.

For additional information, please contact Jeannie Ringo, Smithsonian Institution Press, 470 L'Enfant Plaza, Suite 7100, Washington, D.C. 20560

Also included from the Smithsonian Institution Press re: Richard Stanton . . .

Richard Stanton is a native Washingtonian and a lifelong inhabitant of the Potomac region. He grew up in Foggy Bottom, later moved to Northwest, D.C., and attended George Washington and American Universities.

Stanton has devoted his career to the maintenance and oversight of the National Parks of the Potomac area. Stanton's work included 4 1/2 years as Chief of Land Acquisition, east of the Mississippi River. He also served for 8 years as the Superintendent of the Chesapeake and Ohio Canal, during which time he received Maryland Governor William Donald Schaefer's "Salute to Excellence" Award. He also received the National Award on behalf of President Reagan for his part in coordinating "Take Pride in America", a clean-up effort involving 8,700 volunteers working along the C & O Canal after the disastrous floods of 1985. In addition, Stanton has served on the Appalachian Trail Advisory Council, National Capital Planning Commission, and C & O Committee. An avid outdoorsman, he is one of the founding members of the Canoe Cruisers Association and is a member of the Potomac Fish and Game Club, Western Maryland Sports Club, and the Monocacy Canoe Club. Since his childhood, Stanton has paddled a documented 9,028 miles by canoe mostly on the Potomac and its tributaries. The author now lives in Hagerstown, Maryland. Potomac Journey is Richard Stanton's first book.

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NOTICE TO MEMBERS

1994 Nominating Committee Begins Work

A nominating committee has been formed to prepare a slate of nominations for each officer and director vacancy to be filled at the next annual meeting of the C&O Canal Association (tentatively scheduled for March 5, 1994). The five person committee consists of Chairman John Fondersmith, Orrin Long, Louis Odom, Elizabeth Scott, and Patricia Anne White. The committee will prepare a slate of nominees for the six officer positions and five board seats. Two incumbents, President Dave Johnson and First Vice President Hal Larsen are not eligible for re-election since, in accordance Article IV of the Bylaws, they have reached the nine-year limitation on consecutive terms on the Board. Members wishing to place a name in nomination, or suggest a candidate for nomination should contact Chairman John Fondersmith, 1761 R. Street, NW #4, Washington, D.C. 20009, (202-667-1357), or one of the other committee members.

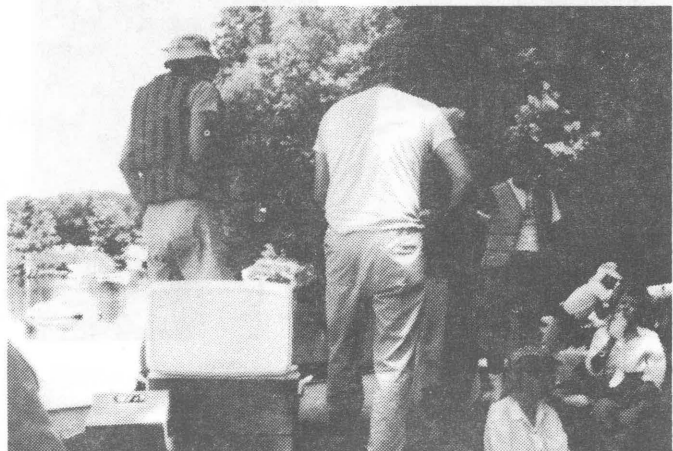
MONOCACY RIVER CANOE TRIP

On one of the most beautiful days likely for July 17, twelve of us took a canoe trip on the Potomac from Brunswick to the Monocacy River Aqueduct. Several canoes were brought including two by Ken Rollins along with life jackets and paddles to go around by his trusty transport van. The eleven canoeists and one kiaker were: Corinne Axelrod, Jim and Robert Cunningham, Charles and Sylvia Diss, Ester and Mort Fox, Carl Linden, Ed Miller, Ken Rollins, Chris Underwood, and Anne Wright.



"Rafted Up"

Our trip was about 13 miles in length and passed Point of Rocks and Noland's Ferry. Carl and Corinne spotted a good looking ledge of rocks where we stopped for a picnic lunch.

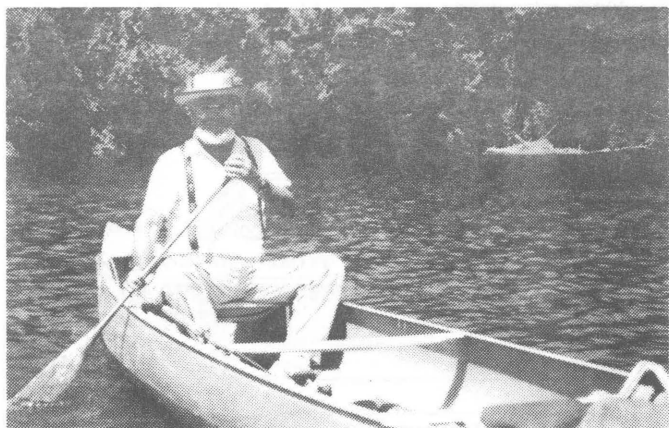


Lunch stop

This was technically a BYOL (bring your own lunch) affair, but Carl was eminently prepared for a host of unimaginative lunch makers such as this writer. He brought a big cooker full of all kinds of gourmet delights. We lounged around for about an hour until the movement of the earth took our shade, at which time we moseyed on again. Around an hour later, two of our canoes stopped for a conference/break mid river. A third canoe joined the get together, and then a

CANOE TRIP - continued

fourth, a fifth, and a sixth - until we were all joined by throwing legs and arms into other canoes. Our kiaker circled while we were thus engaged. Before we separated, Ed took a picture of the gathering.



Association member and Canal Commissioner Ed Miller

After this big group happening, it was all down river. We encountered light cross winds and "swamp grass" at the surface of the low water level, both of which impeded our progress. But, dauntless a group that we were, we headed on until we spied the Pepco smoke stacks, where we made a sharp left into the Monocacy River and to the dock. Some of us were a little stiff at the end, but we had great fun and super company. Thank you Carl Linden and Ken Rollins for coordinating a most enjoyable excursion. What would we do without you?

Note: As with most C & O Canal Association activities, we encourage the participation of young people. On this trip we had two young men ages 14 and 16 with their father/uncle and last summer a young woman, 13, and her father accompanied us on the "canoe the canal" trip.

Anne Wright

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1994 FULL-CANAL HIKE PLANNING UNDERWAY

Planning has begun for the Association's 1994 full-canal hike. The hike, which will commemorate the 40th anniversary of the 1954 Justice Douglas - Washington Post Hike, will start on Sunday April 17th, in Cumberland and finish two weeks later in Georgetown. Along the way, fifty to sixty-five members who participate will camp each night, in some cases at the same locations where the original Douglas party stayed.

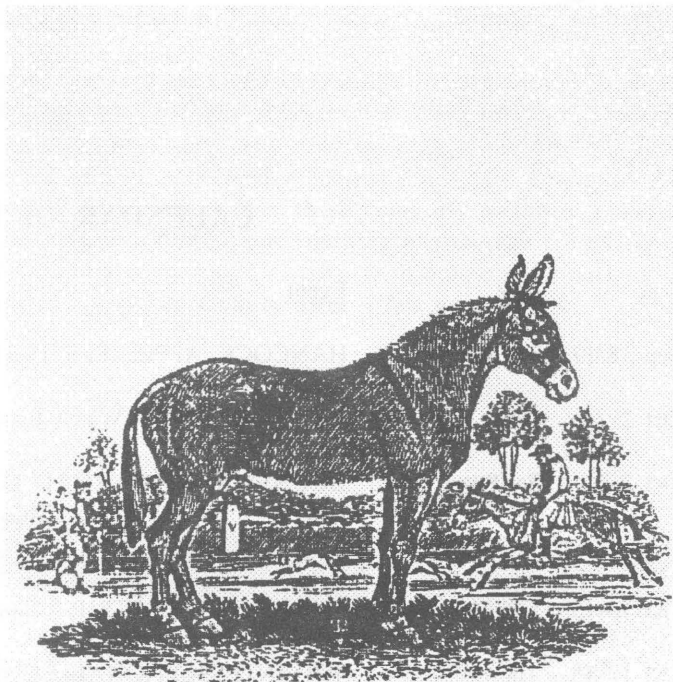
Overall planning is being directed by a steering committee chaired by Association President Dave Johnson. Other

members of the Steering Committee are Hal Larsen, administrative coordinator; Donna Boies, food service; Ken Rollins, Logistics. Following an initial meeting of perspective hikers in June, fourteen subcommittees have been established to plan the details of the event. Approximately sixty members have volunteered for these subcommittees, which will cover everything from budget and registration to meals and transportation.

Because the number of fully-supported campers is limited, preference in registration will be given to members who are active on these planning committees. Registration forms for other members of the Association will be included with the December newsletter, and accepted on a space-available basis. Members who are unable to participate in the full hike will be invited to join on a daily basis and take part in the non-camp meals, including the opening, mid-hike, and closing banquets. The final leg of the hike, from Great Falls to Georgetown, and the closing banquet, will be the Reunion Hike for 1994.

The Association's first full-distance hike was held in 1974, the twentieth anniversary of the original Douglas Hike. It has become a traditional event every five years since then.

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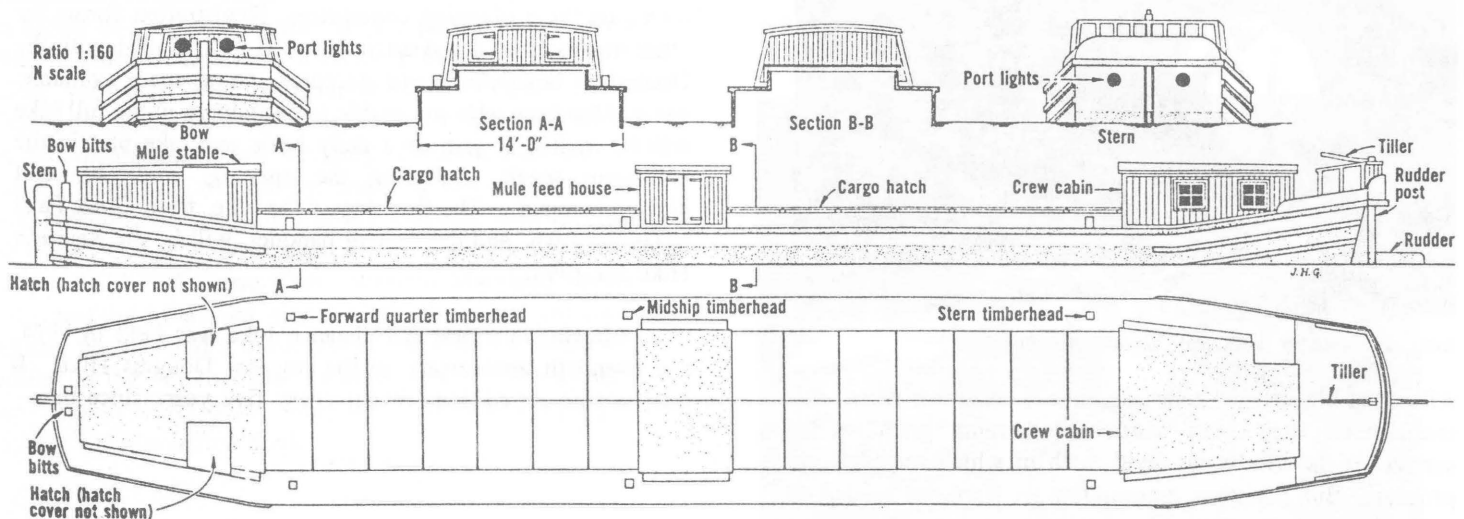
The Mule

Canal Boat Drawings

While pursuing my other hobby, I happened to see in a list of early issues of *Model Railroader* magazine the notation, "C&O Canal Boat" in the July 1976 issue. I must have received one of the last copies, since that issue is no longer listed as available.

The twelve page article concentrates on the early history, equipments and operations of the B&O RR, with numerous photos and drawings which should be of interest to many association members. There are only a few references to the canal, but the accompanying drawings were well worth the price of the magazine. Check your local library or neighborhood model railroader for the full article.

Gary Petrichick



Canalboats changed little over this one of the C&O Canal Company.: 14x90 feet, with a shallow draft to clear the 6-foot depth of the canal. Each boat carried its mules in the forward stable. Feed was stored in the center compartment; the crew quarters were located aft. The boats were probably painted dark red or black: two common pigments.

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CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
Sep 18/19	Sat/Sun	HANCOCK APPLE FESTIVAL - Contact Rita Bauman (703-503-9323).
Oct 2	Sat	VIP WORKDAY - Watch for details.
Oct 2/3	Sat/Sun	BRUNSWICK RAILROAD DAYS, Brunswick, MD, Contact Diane Ellis (301-834-7976) or Rita Bauman (703-888-1425). This is a new festival for the Association. Volunteers needed to staff the booth.
Oct 10-15	Sun-Fri	THROUGH-BIKE TRIP - Cumberland to Georgetown. Contact Sonny DeForge (301-530-8830).
Oct 12-15	Tue-Fri	1993 INTERNATIONAL CONFERENCE ON HISTORIC CANALS - Dartmouth and Halifax, Nova Scotia. Contact Dave Johnson (301-530-7473).
Oct 23	Sat	ANNUAL HERITAGE HIKE - Lock 38 to Dam #4. Watch for details.
Nov 6	Sat	VIP WORKDAY - Watch for details.
Dec 4	Sat	VIP WORKDAY - Weather permitting. Watch for details.
Dec 11	Sat	"FROSTBITE" HIKE - Fletcher's to Dam #1 and return via Capital Crescent Trail. Contact Ken Rollins (804-448-2934).

LETTER TO THE EDITOR

ROBERT A. FLOCKE
8662 Pohick Forest Court
Springfield, Virginia 22153

July 20, 1993

Mr. Robert C. Perry
12713 Knightsbridge Drive
Woodbridge, Virginia 22192

Dear Mr. Perry:

The new look and content of *Along the Towpath* are outstanding. I look forward to receiving my copies, and hope soon to be able to contribute articles. Keep up the good work.

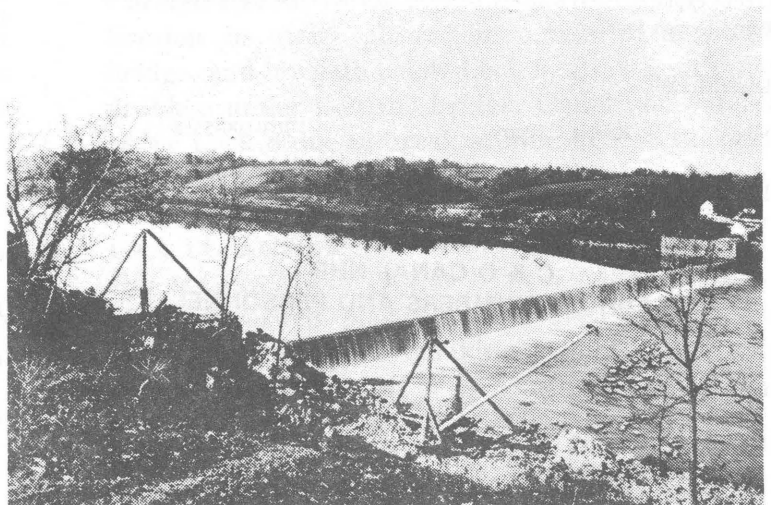
My interest in the Canal started out to be purely genealogical, but has expanded to include all aspects of our historic waterway. I've written you before to enlist your readers' help in tracking down information about the Shellhorn Tavern, but I somehow got lost in the shuffle. I'm sure somewhere out there the person with the information is sitting, waiting to read about my informational needs. Please help.

In his *Towpath Guide to the C&O Canal*, Tom Hahn has the following entry for mile marker 170: "Approximate location for Shellhorn Tavern operating in 1795. Other than in the will of John Shellhorn who died in 1800, I have never found another reference to the Shellhorn Tavern. John's widow remarried and in 1828 deeded land to the Canal Company for right of way. There are ruins on the river side of the canal at the 170 mile marker. Are these ruins of Shellhorn Tavern? John Shellhorn was my wife's great-(x6) grandfather, and we're interested in finding out anything anyone can tell us about the tavern and its occupants. John Shellhorn and his father, Balzar, apparently had extensive land holdings on both sides of the Potomac, but John's 12 children scattered, leaving no trace in Allegheny County after a few generations.

Anyone with information can write or call me.

Bob Flocke
8662 Pohick Forest Ct.
Springfield, VA 22153
(703)912-5856

Thanks for your help.



Dam #4, starting point for the 1993 Heritage Hike, showing the hydroelectric plant under construction on the West Virginia side, ca. 1909.

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.

Please mail articles to:

Robert C. Perry
12713 Knightsbridge Drive
Woodbridge, Virginia 22192

✓✓ Editor

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Production and Distribution: Dave Johnson

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☎ Thomas Hobbs

Assistant Superintendent

☎ Terrie Savering

Chief Ranger

☎ Keith Whisenant

Admin Officer

☎ Christine Streng

Asst. Ch. Ranger & Chief, Visitor Protection Branch

☎ Kevin Fitzgerald

Chief, Natural Resource Mgmt Branch

☎ Patrick Toops

Chief, Cultural Resource Mgmt Branch

☎ Susan Winter

Chief, Interpretation Branch

☎ Gordon Gay

Chief of Maintenance

☎ Sam May

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11710 MacArthur Blvd, Potomac, MD 20854
301-413-0024

District Ranger

☎ Tom Nash

Supv Ranger - Visitor Protection

☎ Steve Pittleman

Supv Ranger - Fee Collection

☎ Terry Barbot

Supv Ranger - Interpretation

☎ Edith Roudebush

GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson St, Washington, D.C. 202-472-4376

Park Ranger

☎ Kathy Kupper

Great Falls Tavern Information

301-299-3613

The Palisades District begins at Milepost 0 (Tidelock) and continues to Milepost 42.19 (Monocacy River).

WESTERN MARYLAND DISTRICT

District Ranger

☎ Dwight Stinson 301-739-4200 x237

Supv Ranger

☎ Matrin Gallery 301-678-5463

Antietam Creek Ranger Station

Canal Road, Sharpsburg, MD 21782 301-739-4200 x237

Park Ranger

☎ Fred Viers

Hancock Visitors Center

326 East Main Street
Hancock, Maryland 21750
301-678-5463

Park Ranger

☎ Sherilyn Seyler

Cumberland Visitors Center

Western Maryland Station
Cumberland, Maryland 21502
Park Ranger

301-722-8226

☎ Rita Knox

The Western Maryland District begins at Milepost 42.19 (Monocacy River) and ends at the Canal Terminus, Cumberland, Milepost 184.5.

OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation

202-472-4376

Abner Cloud House

202-472-2679

Fletcher's Boat House (Concessionaire)

202-244-0461

Canal Clipper, Great Falls Tavern

301-299-2026

Swains Lock (Concessionaire)

301-299-9006

On The Level

By Keith D. Kridenoff
1993 Level Walker Chairman

It has been a very busy year for the level walkers with at least one report turned in for all but 15 of the 69 levels. We are well on our way to complete coverage of all the levels as was done last year. Everyone who has participated so far this year is to be commended for the hard work and detailed reports turned in.

We are in need of more coverage in the upper reaches of the canal where many levels have only one person assigned. This would be a great opportunity for members who live in that area and are familiar with it or members who would like to get away from the hustle and bustle of the Washington area. Anyone interested in becoming a level walker please contact me at (410) 661-8285 - 1725 Red Oak Road Baltimore, MD 21234.

----- Level Walker Hikes-----

September 25th - Level 38 Williamsport Lock 44 to High Rock Quarry

10:30 A.M.-We'll meet at Lock 44 and walk upstream. This will be a great opportunity to view the restoration in progress at work at the Cushwa Basin. Bring a lunch.

November 13th - Level 16 Lock 26 to Monocacy Aqueduct

10:00 A.M.-Meet at the Monocacy Aqueduct and walk downstream to Lock 26(Woods Lock)

Level walker hikes are open to all members and their friends and families.

Level walker reports from May 8th to August 15th.

The deadline for Level Walker Reports for the December newsletter is November 15th.

01 0 -2.26

Tidelock to Old Boat Incline

Carl Linden (8/28,29,30)

Heavy bike traffic. Notable progress on Crescent Bike Trail paralleling canal. Dredging machine was working in canal to remove large amounts of Hydrilla clearing path for Georgetown boat.

02 2.5 - 5

Old Boat Incline to Lock 5

Jim & Gera Millar (6/27)

Fletcher's Boathouse area heavy with debris.(as usual) Work on Crescent Bike Trail progressing well in this area also.

03 5 - 7.5

Lock 5 to Cabin John Creek

James & Joan Wilson (5/6,7,8) Dot Johnson (4/28)

Heavy towpath usage. Medical refuse in canal around tree limbs slowly dissipating.(5/6)

04 7.5 - 9.4

Cabin John to Lock 14

Carolyn Reeder (6/12)

Erosion in many places; on access path, under bridge, and towpath below Lock 8. Also a continuing problem under Beltway bridge. Canal not watered above Lock 8 due to break at mile 11.5.(6/12)

05 9.4 - 12.4

Lock 14 to Cropley

Jim & Gera Millar (7/4,5)

More discarded plastic bottles keep turning up. Work on the towpath is making good progress. Area also rich in poison ivy!

06 12.4 - 14.3

Cropley to Great Falls

Helen Johnston (6/6) Covering Jan. to June

Garbage levels have decreased overall in recent years. Although picnic items are still predominant. Olmstead Island bridges need more surveillance as many violations were observed.

Bridges also held up well after Spring flooding.

07 14.3 - 16.6

Great Falls to Swains Lock

Gene Dunbar (5/8)

Towpath in good condition. Very little trash.

08 16.6 - 19.6

Swains Lock to Pennyfield Lock 22

Edwin Martin (4/28,29) Paul Davis (5/25,6/25,7/28)

Remarkable improvement made in the repair of the towpath. Mile marker 18 is missing. Two trees laying in canal around midpoint of level. Swains parking lot mainly littered by fisherman.

09 19.6 - 22.8

Pennyfield Lock 22 to Seneca Aqueduct

Linda & Gary Berg-Cross (4/25)

Extensive garbage washed up in tidal area. Mile 19.2- Full tree partially obstructing towpath. Mile 20.4- Felled trees in canal covering 30 to 90 percent of canal prism.

10 22.8 - 25

Seneca Aqueduct to Tenfoot Island

Les Meil (4/22,7/28)

Two picnic tables need to be retrieved from Seneca Creek(4/22) Level clean except at fishing areas.

11 25 - 27.2

Tenfoot Island to Sycamore Landing

Sharon Freedman (4/11)

Mostly cans collected as trash. Wildlife restoration area sign posted in parking lot.

12 27.2 - 30.8

Sycamore Landing to Edwards Ferry

Stephen Pollack (6/22) Teresa Cummings & Dave Hoerauf (7/30)

Entire level regraded reducing number of potholes. Across from Chisel Branch HBO and for 1/4 mile upstream are many live tress cut by NPS and left lying in canal.(7/30)

13 30.8 - 33

Edwards Ferry to Mile 33

Bert Grose (6/6) Don Groelsema(6/2) Dave Gwatkin (5/8). Further collapse of cut stones on west end of north wall of lock.(previously noted) Beaver dam across canal at mile 32.8 watering canal for 1/2 mile. Broad Run area also neatly mowed.(5/8)

16 39.4 - 42.2

Lock 26 to Monocacy Aqueduct

Steve Dean (7/2,8/7)

18" diameter tree down across towpath between mile 42 and Lock 27.(7/2) Culvert 65 has broken through and eroded to the edge of towpath. Towpath and structures along canal otherwise in good shape.

17 42.19 - 44.4

Monocacy Aqueduct to Nolands Ferry

Mary Gravalos (5/30)

Large amount of cans and bottles from side path to confluence of Monocacy and Potomac. Towpath very clean.

18 44.6 - 48.2

Nolands Ferry to Point of Rocks

Paul Redmer (7/8)

Large mudholes have developed between mile 45 & 46 and 47 & 47.6.

19 48.2 - 51.5

Point of Rocks to Catoctin Aqueduct

Laurence Thayer(5/30) John & Sue Anderson (5/23)

A tree was down across the towpath near Bald Eagle. Area extensively used by fisherman.

20 51.5 - 55

Catoctin Aqueduct to Brunswick Lock 30

Mario & Anne Abbate (6/11) Sylvia & Charles Diss (6/13)

Much broken glass at Catoctin and garbage in culverts below campground. Erosion on inland edge of towpath at waste weir.

21 55 - 58

Brunswick to Weverton

Susan Fauntleroy(6/10) David Johnson(7/23)

Lock area recently mowed.(6/10) All five culverts between Locks 30 & 31 are heavily overgrown with small tress and saplings. Towpath in good condition.

26 67 - 69.4

Lock 37 to Antietam Aqueduct

Richard Metcalfe & Brenneke family (7/29)

Two tires in canal just below mile 68. Collected two bags of trash. Spotted fresh deer tracks.

28 72.8 - 74

Lock 38 to Lock 39

John C. Frye (5/3)

Grass at Lock 39 recently mowed. Vandalized sign at Lock 39 still not replaced.

29 74 - 76.7

Lock 39 to Snyders Landing

Marshall Grotenhuis(6/11) Harvey & Judy Lutz(7/24)

Towpath very clean and well maintained. Trail at Killiansburg HBO a little rough. Another deer and three babies across river at mile 76.

31 79.41 - 81.62

Lock 40 to Marsh Run Culvert

Barry & Debbie Kistler (5/15)

Cement lid repaired at Horseshoe Bend HBO water pump. A few scattered minor washes left from flood. Stinging nettles were in abundance making trash pick up painful.

32 81.6 - 84.4

Marsh Run Culvert to Dam 4

Bejay Myers (7/25)

Tree house in canal near power lines. Tree leaning towards towpath at mile 83.

33 84.4 - 88.1

Dam 4 to Charles Mill

Paul & Rita Marth (5/23)

Three bags of trash which was less than usual. River area of towpath in rough shape.

34 88.1 - 91

McMahons Mill to Foremans Ferry

Tom & Linda Perry (5/22,6/25)

Wooden shack is lying and needs to be removed at mile 88.4. Several remains of fires along towpath.

35 91 - 93

Foremans Ferry to Lock 43

Ruth & Tack Swan (6/23) Bryon Scott Line (7/15)

Lock 43 area well maintained and groomed. Tire left formerly at lockhouse removed.

36 93 - 94.4

Lock 43 to Falling Waters

Bryon Scott Line (7/15)

Canal prism watered at several points by springs and small creek associated with caves in area.

37 94.4 - 99.3

Falling Waters to Lock 44

Ellen Holway (6/27)

Some trash in mud in canal below road crossover to power plant.

41 106.8 - 108.6

Dam 5 to Four Locks

Paul Rosa (5/9) Ginny Small (8/2)

Significant increase in graffiti painted on rocks at mile 107. Washout N.W. of Dam 5 is worse. Parking lot damage at Lock 46.

42 108.6 - 110.4

Lock 47 to Culvert 142

John Ziegler (5/6)

As usual, there was very little trash along this level. This area was unaffected by spring floods but area plagued by many potholes. Grass nicely mowed at McCoys Ferry.

44 112.4 - 114.52

Fort Frederick to Ernstville Road

Marlin Heintzelman (6/24)

Towpath under repair by NPS and resembles one lane hardtop road where completed. Towpath in best condition seen by this level walker.

45 114.5 - 116

Ernstville to Licking Creek Aqueduct

James Doherty (5/8)

Unusual hole in towpath just upstream of culvert 151. Much stacked firewood along towpath. No hunting sign cut down at aqueduct.

46 116 - 120.2

Licking Creek to Little Pool

David Combs & Maria Vargas (7/11)

Towpath resurfaced from Licking Creek south. Grass had been recently mowed.

50 130 - 134

Lock 53 to Dam 6

Gren Whitman & Janice Plotczyk (8/8)

Only significant trash was at Dam 6 from fisherman. Several species of birds in abundance.

51 134.1 - 136.6

Dam 6 to Sideling Hill Aqueduct

David Gardner (5/23) John Popenoe (8/3)

Dangerous washout opposite of RR trestle above Lock 55.(5/23) Area at Lock 54 & 55 recently

mowed and attractive.

52 136.6 - 140.9

**Sideling Hill to Little Orleans/15 Mile Creek
Kent & Marcia Minichiello (4/16)**

Park Service was making trash pick up while we were walking level. (Slides of Lock 57 and extensive list of birds and plants enclosed.)

58 154.5 - 156.2

**Lock 63 1/3 to MD 51 bridge
Judie & Fred Mopsik (6/23)**

**Area generally clean of trash.
both water pumps were inoperative. Fewer people than usual seen on towpath.**

65 173.4 - 175.5

**North Branch to Spring Gap
Mary Twigg (6/26) Jeanine & Dward Moore (5/30)
Lock 73 sign still missing. (noted in previous report) (5/30) Over 35 species of birds noted along level. (6/26)**

67 177.7 - 180.7

**Mexico Farms to Evitts Creek Aqueduct
Mary Twigg (5/4)
Canal & towpath in very good condition. Federal prison construction continuing.**

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FROM THE EDITOR ...

Since publication of the last issue of the *Along the Towpath*, I received correspondence from Tom Neal of Three Churches, WV. Tom enclosed a copy of an article on the low water bridge at Oldtown from the Hampshire (WV) Review concerning the history of this interesting structure. Tom, his wife and their two sons attended the 1993 Douglas Reunion Hike from Oldtown to North Branch at which time many of us saw this bridge. The article will be turned over to the Archives Committee for filing. Thanks, Tom, we all hope Nancy is doing well and appreciate your interest.

Please take the time to read the letter from Bob Flock re: Shellhorn Tavern on page 15. Perhaps some of you can assist Bob in locating historical information about the tavern and its occupants.

I hope your summer was enjoyable. With the Douglas Hike earlier in April, a through bike trip, a couple of short bike trips, and now the Paw Paw Bends Canoe Trip September 11 and 12, it's been a good summer *Along the Towpath*.

The excitement grows as planning for the 1994 Commemorative Justice Douglas Hike begins. A lot of work is ahead. A nominating committee has been commissioned, and the Association will be electing officers and new board members.

I wish to express a word of thanks to Dave and Judy Johnson for their assistance in producing this as well as many other issues of our newsletter. To Dave Johnson and Hal Larsen, your contributions to the newsletter are appreciated. And to my wife, Jane, for her assistance and support, as always, thank you.

Finally, have you seen Tidelock, Milepost 0? Below is a photograph taken this summer at MP 0 of those in my group who made it the entire length of the towpath

RCP



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THE ASSOCIATION WELCOMES NEW MEMBERS

Joy Bloom	Lisbon, MD
Timothy and Vicky Campbell	Marion Center, PA
Ester K. and Morton Foxe	Silver Spring, MD
R. Kam Jeffries	Fort Ashby, WV
Melissa M. Howard	Bethesda, MD
Mr. and Mrs. Richard J. Norman	Potomac, MD

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See you *Along the Towpath*.