



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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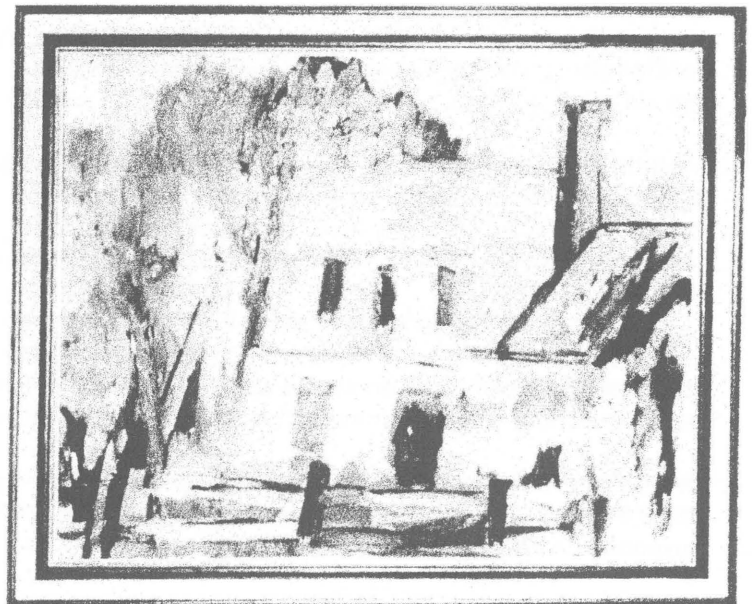
THE ART ISSUE

JACK DURHAM AND HIS PAINTINGS



Jack Durham - a portrait courtesy of Delilah Hawa

On May 25, the C&O Canal silent auction opened at the D&D Art Gallery at 1618 Wisconsin Avenue NW in Georgetown. Exhibited were 22 paintings by Jack Durham. In addition, there were canal-related paintings or photographs by Elizabeth Miles Cooke, Dara Friel, Delilah Hawa, Peter Hill, Andrei Kushner, Debbie Niichell LeBlanc, Gustavo Mogollon, Suzanne Twyforde and Ethel Durham. The works by Jack Durham, around which this exhibition was built, were donated by his daughter, Nancy Durham Robinson, of Richmond, Vermont. Mrs. Robinson wanted the sales proceeds donated to help repair the January flood damage. The silent auction, which continued on the following day, March 26, was also held on the weekends, of June 1-2, June 8-9, June 15-16, and June 22-23 from 2-4 p.m.



A Lockhouse on the C&O Canal by Jack Durham, photograph courtesy Delilah Hawa.

Jack Durham helped to found the C&O Canal Association and took the lead in organizing and managing the original Douglas hike in March 1954. He left to the Association his archives, which include not only important documents and photographs pertaining to the hike, the dramatic event that saved the canal from being paved over for a highway, but also to the Association's establishment and early history. Durham spent his career as a public relations official for several government agencies in Washington. He studied art as a hobby, and was a skilled artist who produced landscapes, portraits, still-lives and nature scenes, some depicting the canal or the Potomac River. He painted scenes from his travels in the United States

JACK DURHAM'S PAINTINGS - continued

and abroad. His work is mainly in oils, but he also did watercolors. His wife, Ethel, was an accomplished photographer who specialized in horticultural subjects, particularly flowers, as illustrations for lectures that she gave. In the 1930s, the Durham's purchased and restored the Towlston Grange (1766) near Great Falls, Virginia, once home to Lord Fairfax.

In addition to Nancy Robinson, and the artists who donated the art, donors who supported this event were the D&D Art Gallery; JTP Printing, Inc. , which provided the printed material; the Old Heurich Brewing Company, which supplied refreshments; and Thomas M. Weschler, senior vice president of Adam A. Weschler & Son, Inc., who appraised Durham's paintings as a *pro bono* contribution to the effort.

The Association is grateful to Delilah Hawa and Dara Friel, who then owned the D&D Art Gallery, for hosting this canal fund-raiser.

-- Hal Larsen

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MONOCACY AQUEDUCT DRIVE GOES PUBLIC

Our new brochure on the Monocacy Aqueduct is hot off the presses in an initial run of 20,000 copies. Members will find a copy for their perusal inserted on an inside page of this newsletter. The brochure makes an appeal to the general public to come to the aid of the Aqueduct with contributions large and small.

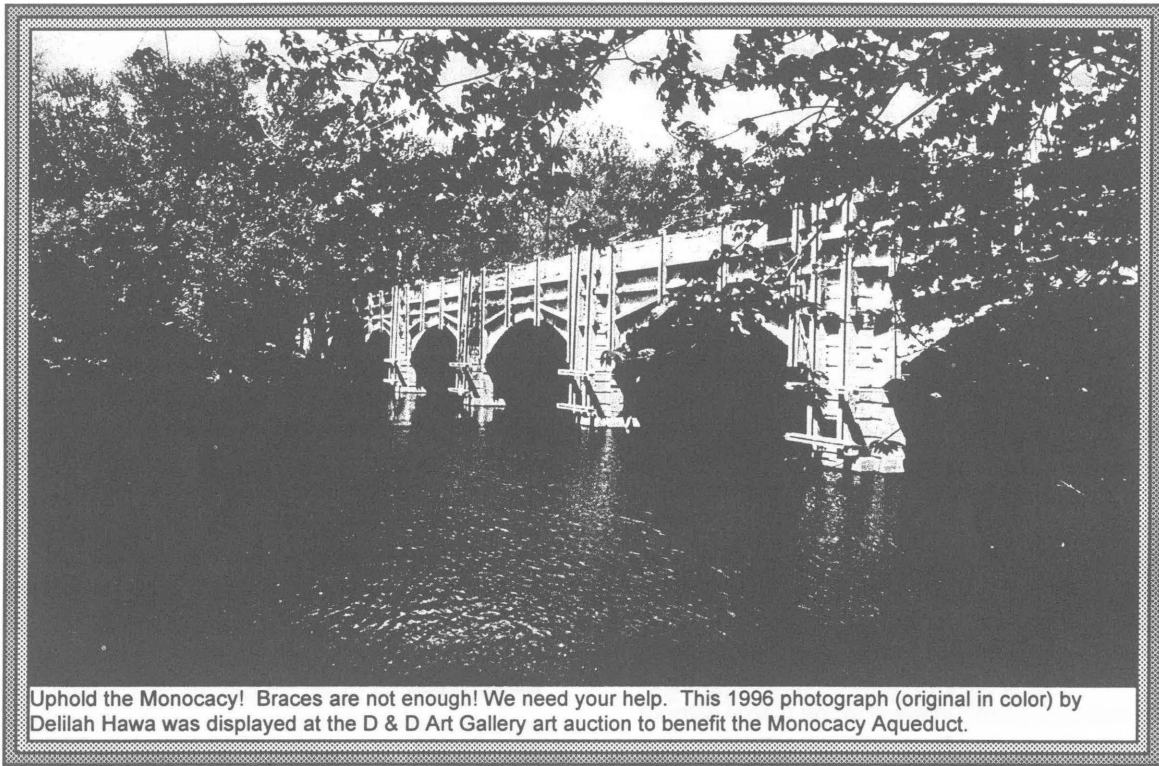
With the publication of the brochure the Association, in partnership with the Capitol Section of the American Society of Civil Engineers, reaches beyond our membership to the public at large. Since last Fall we have raised well over \$14,000 primarily, though not exclusively, within our memberships as a pledge of our resolution to realize the goal of the rehabilitation of the Aqueduct. **Please give your copy of the brochure to anyone you know who might be persuaded to make a contribution.**

C & O Canal Park Superintendent, Doug Faris, will apply the money we have raised, along with other funds, to carry out a major engineering study of the Aqueduct's condition to determine more precisely what needs to be done to repair the structure. He is seeking to initiate work on site as soon as possible so that the dimensions of the task can be defined and factually based estimates of the cost of repairs can be made. Previously, estimates of costs of repair have been guesstimates.

In any case, we can expect that the next stage of the drive, namely to raise the funds for actual repair, will set a goal of about \$900,000. This is a tall but not an unfillable order. Contributions from the public on this scale will surely elicit a positive response on the side of our government to take on the task.

Again, our drive has three main elements:

- to develop a large citizen constituency in support of the Aqueduct. Here a register of individual citizens and volunteer citizen organizations who contribute to the drive will be maintained and periodically published.
- to solicit contributions and help from public spirited corporations, foundations, and businesses. The outpouring of contributions from such sources in the wake of the Flood of Ninety -Six indicates a readiness in the private sector to help the Canal when help is urgent and needed.
- these two elements of the drive provide the basis for a government-private partnership in a common task. Here the resources of government at the local, state, and federal levels can be brought into play as part of an orchestrated effort to get the job done.



While you, our members, have already shown your commitment to the Monocacy drive in your unanimous backing of the fund drive we will continue to need your ideas and support in a variety of ways throughout the campaign. With your help we can succeed.

While all the members of the Monocacy Aqueduct Committee have been pitching in with their time and energy, special kudos go to Fred Mopsik and Nancy Long in getting the new brochure into final form and ready for printing. Here Fred's neighbor, Jerry Quinn, a professional graphic artist, did a superb job for us in developing the exquisite graphic design and format of the brochure. He did all this work for the Association gratis! Our thanks to you, Jerry.

Along the same line we owe thanks to Rita Bauman and Hal Larsen in working with Anne Johnston of American Graphics in producing our Monocacy T-Shirts. Also, one of our new members, Delilah Hawa, has employed her artistic skills unstintingly in producing eye-catching and highly professional posters on the Monocacy Aqueduct and the Association. A third poster on the Canal itself is also in preparation. Again, another skilled graphic artist, a friend and colleague of Delilah's, Cathy Wilson, beautifully laid out the photography, text, and design of the posters on her state-of-the-art equipment at no cost to the Association. Both the Monocacy and the Association posters were ready in time for display at the Montgomery County Fair where the Montgomery County Historical Society generously provided us space in their booth. A duplicate set was also exhibited at Canal Days in Williamsport. The Monocacy poster will also be featured in a poster exhibit at the national convention of the American Society of Civil Engineers in Washington this November.

These gifts in kind and dedication are marvelous and provide a real lift to our effort for the Aqueduct. It scarce need be said that our artists have already done thousands of dollars of pro bono work for our Association. With such help how can the drive to Uphold the Monocacy Aqueduct not succeed!

- - Carl Linden

NOTES FROM THE NON-RESIDENT PRESIDENT

How interesting, as our canal springs back to life, scientists discover the strong possibility of life on Mars, the planet once thought criss-crossed with canals. Coincidentally, this is being written during the annual Perseid meteor shower, and I wonder how many of those flaming messengers are bringing similar or more spectacular tales. Ah well, back down to earth.

As this is the art issue, we should note the very successful silent art auction of the works of Jack Durham at the D & D Art Gallery which raised \$1,206.25 and at a canal art show and sale at the Spectrum Gallery, both benefitting canal restoration. Our thanks to the art community for their generous support.

As usual, there's a lot going on. On August 3rd, we attended the Olmsted Island bridge reopening ceremonies. The Monocacy Aqueduct Committee is meeting regularly and has pretty well finalized the fund-raising brochure. Display panels are being prepared for our fair and festival booths to explain the Association and the Monocacy restoration effort. Most exciting, but not our doing, a canal documentary is being filmed for showing on TV sometime next year. The Board previewed a five minute promo of the tape and was very impressed at the quality of what has been done so far. After airing, the producer plans to donate the tapes for use in raising funds. In addition, excerpts can be tailored for interpretive use at the Park's visitor centers.

In an attempt to maintain public interest in the Canal without having an annual flood, the Board is investigating the possibility of initiating an annual C&O Canal Festival in the D.C. Metro area. At the moment, other organizations with ties to the Park are being canvassed to determine their interest in joining with us.

The Heritage Hike plans promise an interesting and exciting adventure. (Details elsewhere in this issue.) The walk itself will be minimal, but with the attractions of Brunswick and Harpers Ferry, there will be more than enough to do for you to fill the day. This will be a great time to bring along friends to introduce them to the Canal and its environs.

With the millennium approaching, we're doing our best to stay current with technology. A committee has been formed and is working hard to get us on the Internet. I'm not anticipating any interactive games such as "Sink the Canal Boat" or "Capture the Aqueduct", but we do plan to have information on the Association, our activities and the Canal.

Some of the other initiatives we're taking can be found in this issue's *Help Wanted* column. Read it and feel free to hop in on anything that interests you. We really do need your help.

It's always difficult to remember everything that's happened since the last issue and everything that's coming up, and that's why we need so many correspondents. If you have anything you think would be of interest, please send it in to Bob Perry, who by the way, deserves a big pat on the back. "Along The Towpath" is among the finest newsletters there is and somehow it keeps getting better!

As a final note of questionable public relations value, a recent episode of the TV series "X Files" contained a line to the effect, "There's a body floating face down in the C&O Canal!"

- - Gary Petrichick

Summary of June 2, 1996 Board of Directors Meeting McMahon's Mill, Williamsport, MD

Directors Present: William Bauman, Ralph Donnelly, William Evans, John Frye, Karen Gray, Norma Hendrickson, Ellen Holway, Dave Johnson, Hal Larsen, Kate Mulligan, Robert Perry, Tom Perry, Gary Petrichick, Rachel Stewart, Peggy Weber, Patricia White

Members Absent: Charles Ayres, Keith Kridenoff, Lyman Stucker, Nancy Long, Fred Mopsik.

Others Present: Clyde Bell, Carl Linden.

The President, Gary Petrichick, called the meeting to order at 1:45 p.m. Reading of the minutes of the 4/14/96 meeting was waived.

The Treasurer presented a verbal review of income and expenses for the year to date, and presented the Budget Committee's adjusted mid-year budget for approval by the Board. The Board took up Robert Perry's previously-tabled request for funds to upgrade both software and equipment for the newsletter and for funds to permit Internet access. Following extensive discussion, the Board voted as follows: That the Board do what is necessary to get the Association: a Web page, access for the newsletter editor to the Internet, and upgraded memory, operating systems, and word processing program, to cost no more than \$900. The motion was seconded, voted upon and carried. The Board also approved an Internet access e-mail account through the end of this fiscal year. The Board voted to adopt the Budget Committee's recommendation, as amended.

Ranger Clyde Bell reported on post-flood cleanup projects: The entire towpath is open to hikers, except for the portion between the Stoplock and Anglers Inn; most hiker-biker campgrounds are open from Cumberland to Paw Paw; the Superintendent intends to open the Georgetown Visitors Center by June 15 and the Olmsted Island bridges by the end of June.

Archives Committee Chair, Hal Larsen, reported that the Gelman Library is ready to collate the Association's files,

SUMMARY- continued

and identified the Association members who will help with collating and identification.

Monocacy Aqueduct Fundraising Committee Chair, Carl Linden, reported that this year's Douglas Hike also kicked off this fundraising campaign successfully, that the Superintendent wants to get going on an engineering study, and that he has met with PEPCO engineer(s) at the Aqueduct. Regarding the fund-raising brochure, draft language was circulated with the request that comments be directed toward either Kate Mulligan or Carl Linden.

Environmental Committee Co-chair, Ralph Donnelly, reported (as did Tom Perry) that the Woodmont Gun Club is now owned by the State of Maryland, that the flood caused no damage to the Paw Paw Tunnel, and that there is no water at Hancock yet.

Level Walker Committee: No report. The President was asked to remind the committee chair that level walkers should also be members.

Membership Coordinator William Bauman's report showed 300 renewal letters were sent; only 144 did not renew.

Newsletter: Robert Perry reported that the next issue is in progress and that the target publication date is June 15.

Program Committee: The President reported that Sonny DeForge and Mike Ditkoff are planning a Heritage Hike that will commemorate both the Canal and the railroad, combining a visit to the Brunswick railroad museum with the hike. Dinner will be at Hilltop House in Harper's Ferry, WV.

Publications Committee: Kate Mulligan circulated a short calendar for May-July 14; this was a limited printing of 250 and designed to be inserted into membership brochures and to fit in information racks at various centers.

Volunteers-in-the-Park Committee: On behalf of the Chair, it was reported that the association had two work parties, May 18 above Sycamore Landing and June 1 at Lockhouse 7. No project is planned for July; there may or may not be one for August.

Other business:

1. Dave Johnson reported that the ad-hoc interpretive program committee presented three talks by John Frye and one by Ralph Donnelly; videographer Richard Lampl suggests taking the best parts and editing to perhaps a 60-minute tape to be offered for sale to members. The talks will continue late in the year when the foliage is gone.
2. Gary Petrichick recalled the oral history project; one person, Mrs. Langdon, has been interviewed; a request will be inserted into the Newsletter for

names of prospective interviewees.

3. Gary Petrichick circulated a proposal for an annual C & O Canal Festival, and will contact Adam Foster to be chair of an ad hoc festival committee.

4. The President appointed Robert Perry and Kate Mulligan as co-chairs of an Internet Committee, with Karen Gray, Ralph Donnelly, Olivia Casanovas, and Kathy Bilton as members.

5. William Bauman suggested that the Board look into preparing and selling brochures or fact sheets similar to those published by the Mesa Verde (CO) Museum Association and sold by it for 10-25 cents.

6. Carl Linden reported that the Arizona Avenue bridge is now open, and that the Superintendent requested financial assistance with a "thank-you" function for the Park staff. 7. Karen Gray objected to a suggestion made at an earlier meeting to include churches and ATMs in the Food & Lodging Guide.

8. Dave Johnson asked if the investigation into the printing cost of new letterhead was complete.

9. In two weeks the National Canal Museum in Easton, PA will open.

10. Regarding the "Children on the Canal" request from Bill McElvey, Board informally decided that Mr. McElvey can publish and sell the book and that the copyright will be transferred from Tom Hahn to the Association.

The meeting adjourned at 4:55 p.m.

Summary of Aug. 4, 1996 Board of Directors Meeting Glen Echo Town Hall, Glen Echo, MD

Directors Present: Charles Ayres, William Bauman, William Evans, Karen Gray, Ellen Holway, Dave Johnson, Hal Larsen, Nancy Long, Fred Mopsik, Kate Mulligan, Robert Perry, Tom Perry, Gary Petrichick, Rachel Stewart, Lyman Stucker, Patricia White

Members Absent: Ralph Donnelly, John Frye, Norma Hendrickson, Keith Kridenoff, Peggy Weber

Others Present: Clyde Bell, Sonny DeForge, Mike Ditkoff, Dave Humphrey, Carl Linden, Jane Perry.

The Meeting began with a viewing of Dave Humphrey's brief video on the C & O Canal; this will be part of an hour-long video prepared for public television and for educational purposes. He presented the Association with two copies.

The President called the meeting to order at 1:25 p.m. The minutes of the June 2 meeting were approved. The Treasurer presented a balance sheet as of June 30, 1996 and a statement of income and expenses as of same date.

Ranger Clyde Bell reported that with additional funding, the Canal Park has hired a project manager for post-flood cleanup projects, John Haynes; that the Olmsted Island

SUMMARY - continued

Bridges have been opened and were re-dedicated on August 3; that the Park Service is planning a recognition party for volunteers to be held at Carderock in Sept. or Oct.; that 184.2 miles of the Park have been reopened; that the canal boats may be back in operation next year after the boats and the prism have been repaired and personnel hired; that he hopes to develop educational programs to send out to schools, because school budgets for visits to the Park are reduced; that the Georgetown Visitors Center will be difficult to keep open after September with only one Ranger. He provided the Secretary with reports and analyses from the July 30 managers meeting.

Committee Reports:

Archives Chair Hal Larsen reported that there has been little change since the last meeting: the University plans to start using student interns and association volunteers in August in archival tasks.

Monocacy Aqueduct Fund-Raising Chair Carl Linden reported that the fund-raising brochure nears completion; that a fund-raising video has had little work; that members of the committee will have a booth at the Montgomery County (MD) Fair; that Gilbert Gude, Honorary Chairman of the Fund-raising Campaign, has suggested that the Association send Superintendent Faris a letter of commendation for his efforts in the Canal clean-up.

Environmental Committee Co-chair Fred Mopsik had no news to report.

Level Walker Committee Chair Keith Kridenoff had no report. The President will contact him for a report on the number of levels without level walkers, the total number of current level walkers, and the number of level-walker reports submitted to date.

Membership Committee reported on Summer and Fall Festival activities at which the Association will have a booth.

Internet Committee Co-Chair Robert Perry reported that Olivia Casasnovas is our Web manager; she has designed a home page for the association and will include a membership application form to be downloaded and sent in; and that Frederick County Library offers free space to 501(C)(3) corporations, and the Committee recommended that the Board accept its offer. The Board discussed but did not vote on that matter as well as the matter of establishing a credit card account for memberships and store items.

Program Committee Chair Sonny DeForge reported that the canoe trips and the Potluck Dinner with the Friends of the [Great Falls] Tavern were successful; that the Through-Bike

Trip is Oct. 12-17, coordinated with Tom Perry. Plans for the Heritage Hike, Oct. 26, were described in humorous detail by Mike Ditkoff. Meet at the Harpers Ferry Visitors Center at 10:00 a.m. and travel by shuttle bus to Brunswick, visit RR Museum (\$2.50 admission), hike the towpath to Lockhouse at Weverton for a talk on railroad signals. After completing hike at Harpers Ferry: happy hour and dinner at Hilltop House, perhaps followed by a Ghost Tour.

Public Information Officer Kate Mulligan reported that Kevin McManus of the Washington Post has agreed to do a story for the Friday Weekend section on the Level Walker program, for publication in September, and has talked with Level Walker Chair about lining up people to be interviewed. She emphasized that the association needs to be prepared to assign people to levels if they call in response to the article. Following up a suggestion from William Bauman regarding a walking tour informational brochure, she will do a brochure on the Monocacy Aqueduct.

Other business: 1. Jean Faris, the Superintendent's wife, suggested that the Association lead a series of walks along the towpath such that the entire canal could be hiked over the course of a few years. A committee was appointed to work out a format and specific legs of a series of hikes with a goal of allowing people to eventually hike the entire length; Patricia White was appointed Chair; members are Hal Larsen, Karen Gray, Rachel Stewart, Carl Linden, and Jean Faris. 2. Dave Johnson reported that Richard Lampl, who filmed John Frye's talks, seeks assistance in reviewing and editing the videotapes. 3. The Secretary was asked to begin a chronology of Association legislative motions from the minutes. 4. Tom Perry stated that he will reinstate the tradition of holding the September meeting at his home in Williamsport, MD. 5. Karen Gray requested that the minutes reflect a verbal commendation to Dave Johnson on his presentation to the World Conference (held in Birmingham, UK, in late June) on the C & O Canal and the response to the flood.

The meeting adjourned at 5:05 p.m.

Respectfully submitted,
Rachel L. Stewart, Secretary



July 29, 1996

Douglas Faris
Superintendent
The C & O Canal National Historical Park
Box 4, Sharpsburg, Maryland 21782

Dear Doug,

We in the C & O Canal Association wish to put in a few words what we have said to you at various gatherings recently. We do highly commend you for the splendid job you have done in reopening the Canal Park in but a few months after the January flood.

The havoc the great flood of Ninety-Six wreaked along the 185 miles of towpath was awesome, but you were not daunted by it. Nor were you distracted by conflicting advice, cross pressures, and carping on what to do or not to do about the disaster. You threw yourself into the task and carried it through with efficiency and consequence.

You wasted no time in harnessing both public and private resources to that task. You found ways over and around obstacles to prompt action. You kept the work of restoration moving forward. You extended a friendly hand to all who wanted to help the Park. You were skilled and politic in working with a wide array of groups, organizations, businesses, contractors, enabling them to help where the help was needed. You marshaled a horde of volunteers, some with ready skills, many with none but their high spirits and energy, and organized them into troops that were effectively deployed in the recapture of the Park for public use. Through all the complications and aggravations, both human and physical, that accompany public enterprises, you maintained your equanimity. In sum, you made the notion of public-private partnership in civic causes more than a buzz word, you made it work. You have our warm thanks for a job well done!

The test of the immediate crisis has been met, but you know better than most of us how much remains to be done. Great and very real dangers loom in the longer term to the Canal Park. You are now engaged in finding ways to reduce the potentials of future flood to break up the towpath and take apart its connecting structures (such as its aqueducts and, foremost among them, the Monocacy). In this challenging and worthy venture we look to your continuing leadership and offer you our pledge of wholehearted support.

Gary Petrichick
President

Carl Linden
Canal Restoration
Committee

Gilbert Gude
Monocacy Aqueduct
Committee

Copies of the above letter were sent to appropriate officials and legislators.

CANAL CHARACTERS

Orville Crowder - Part II

Hereinafter follows the second article about Orville Crowder in the continuing series **Canal Characters** by **The Canal Character** Himself, Ken Rollins.

In the last issue, I related my own memories of Orville Crowder and lamented that little seemed to be known of his demise. A few days after publication, I had a very nice letter from long-time Association member Jed Tucker, sending along a summary of Grant Conway's eulogy and other comments about Crowder later written by David Bates in a history of the PATC, both of which are deservedly published below. Jed concluded his letter by saying, "He was a bit of a character, and thanks for your bringing him back to view."

From the *Potomac Appalachian Magazine*, November 3, 1975:

ORVILLE W. CROWDER
Member 1933-1974

By coincidence I met Orville Crowder on a hillside in Harper's Ferry. With binoculars he was following the movements of a Baltimore oriole through the treetops.

Orville was a joiner of organizations. One wall of his office at Fawn Grove was covered with several hundred organizational membership cards. His late secretary for Crowder Nature Tours reported that her first assignment was to reduce the number of his organizational memberships from 400 to 150. These organizations reflected a wide diversity of interests and hobbies. He was founder or co-founder of a number of organizations, among them the Mountain Club of Maryland, Keystone Trails Association, Maryland Ornithological Society, and most recently, the World Nature Association, which evolved from Crowder Nature Tours at Harper's Ferry. He was a Life Member of the PATC.

In 1913, Orville made a canoe trip on the C&O Canal from Cumberland to Georgetown with his older brother, who was 23, and a neighbor boy, Franz Orrens; both Orville and Franz were 9 years old. A little known facet was his early interest in gliding and aviation. Orville was a licensed pilot when he was employed by the Glenn L. Martin Company, where at one time he was in charge of organization and management, and later the training program. Martin, the aviation pioneer, shared a mutual interest in ornithology, and they owned adjacent properties on the Eastern Shore. Reportedly, Orville was a protégé of Glenn L. Martin.

The AT from Maine to Georgia was only one of Orville Crowder's many activities. He served on the first Advisory Committee on Trails of the National Park Service, along with

Myron Avery and Frank Schairer, during which time the Appalachian Trailway agreement of 1938 was negotiated. Orville made his file available to me, and it was helpful in convincing attorneys in the Bureau of Outdoor Recreation drafting the National Trails System Act, who were opposed to a citizens' advisory clause in the legislation, that there was a precedent in the Park Service for a citizens' advisory group for trails¹. This file is now in the archives of the Appalachian Trail Conference at Harper's Ferry.

Orville helped to construct, measure, and describe the Appalachian Trail, and he was one of the first to walk the complete Trail. For measurements and descriptions for the early Guidebooks, the late Navy Captain and lawyer, Myron Avery, wrote a manual with rigid specifications and limited terminology. With measuring wheel and notebook, Orville traversed the AT frequently alone, rereading the stilted prose of the manual guidelines, and he set a goal of a jingle a day, each one a parody on his instructions. Later, these verses.....were sung at programs and benefits, accompanied by Joe Winn with his guitar. Guidebooks have since been revised to reflect more readable directions. Purnie Bishop has converted 20 to 25 of these verses to writing.

Numerous other anecdotes could be related in connection with our mutual memberships in at least a dozen organizations. More important, in remembering Orville Crowder, is that he lived a good and adventurous life. He developed successful careers from many of his hobbies. Until his death on August 5, 1974, he did what he wished! How many of us can claim the same for our own lives?

Grant Conway

(Adapted from remarks at Orville Crowder's memorial service, October 12, 1974 in Harper's Ferry)

From a PATC Narrative History, written by David Bates, 1987:

Orville Crowder, from the Baltimore area, joined up in 1933. He became very active in the latter part of the '30's decade and worked hard on many Club projects. He composed endless verses about Myron Avery's compilation of the Guidebook. Sung to the old tune, "It Ain't Gonna Rain No More", the song went on and on, and was a favorite of members on the bus returning from trips. A few verses are quoted below:

"At 1.28 go through a gate
The trail ascends - and how!
At 1.40 stoop way down low
And pass beneath a cow.

¹ This material no doubt facilitated the creation of the citizens' advisory committee for the C&O Canal National Historical Park.

CANAL CHARACTERS - continued

"At 2.2 note splendid view
Across the Thornton River
Reach the Skyline Drive at 2.45
Face north and hail a flivver.

"Alight once more at 3.4
And always thank your chauffeurs.
At 4-oy-oy pass Mac McCoy
And several other loafers.

"At 4.2 because of dogs
The trail is rather risky
Thru cabin door at 4.4
And fill canteens with whiskey."

Crowder had a business career with the old Glenn Martin Aircraft Company in Baltimore, but retired from an executive position at an early age so as to enjoy his love of the outdoors more. His first big experience with nature was a canoe trip, at age 9, on the C & O Canal. His 23-year old brother must have been in charge of Orville and a 9-year old friend when the three canoed from Cumberland to Georgetown in 1913. He belonged to the Baltimore ATC as well as the PATC, and was a leader in organizing the Mountain Club of Maryland. He helped to build, measure and describe the AT, contributing to the Guidebooks in the early years. He was one of the first to hike all of it, though it was not a non-stop trip, but done over a period of years.

He had a wide knowledge of the stars and birds. It was fascinating to go on a bird walk with him, and at night, he seemed able to name every star in the sky. Another accomplishment was that he held a pilot's license, and had flown quite a bit when he was young.

Crowder, after many years of enthusiastic work in PATC, had a 'falling out' with Myron Avery, disagreeing with him over certain Club policies. They were both strong personalities. While he was a member for 41 years, his level of activity was reduced after his difference of opinion with Myron Avery. He was very good company on the trail or in camp, and would always share his knowledge of the outdoors with his companions. In his later years, he ran bird-watching expeditions all over the world, and the firm that he established for this is still operating.

These writings illustrate part of the "magic" of the Canal--it attracts "characters." They also, with my gratitude, expand my appreciation of a dear friend and the Canal that brought us together. You'll be reading more about both magic and characters in later issues.

- - Ken Rollins

EULOGY FROM ORVILLE CROWDER'S FUNERAL SERVICE

Editors note. Tom Hahn spoke at Orville Crowder funeral in Bolivar, WV and thereafter led a hike along his level. Following is the text of Tom's eulogy to Orville.

Four men have greatly influenced my life - my father, John F. Kennedy, Justice William O. Douglas, and Orville Crowder--and Orville was not the least of these. One thing I learned from Orville Crowder was that you didn't have to wear a necktie if you didn't want to. I used to think of him a little eccentric in other ways, too. Orville was the kind of person who slowly rubbed off on you. You found yourself doing or saying things that he might have done or said--but sometimes years later.

I was fascinated by a man who had done many things I would like to have done, but didn't. Most of us are too tied up in our daily affairs to do the things that we really want to, but not Orville. He just up and quit if he wasn't satisfied and did what took his fancy. As a result, he always did fascinating things and did them well. I was fascinated at least, when I first began to be interested in the Chesapeake and Ohio Canal, to learn that there was a man who had pushed a measuring wheel (with others) the entire 185 mile length of the canal and who had talked to old timers and knew about the flora and fauna and who had taken the time to write it all down. Little did I know then, that after a busy career as a naval officer, I would be, primarily due to the influence of Orville Crowder, out on the same canal today digging into its structures and history, for a living yet! Orville would probably be surprised if he knew how he had influenced my life. Just the other day when I mentioned I was coming to Harpers Ferry today, my daughter said, "I still have a post card from him in Antarctica." How many other people did you know 10 years ago who would have taken the time to write from such a remote place? Yet, due to his influence and pioneering spirit, many of you today could say that you have sent post cards from Antarctica or other remote areas.

Some of you know how long it took to get the C&O Canal out of various hands and schemes to run it. What you may not know is Orville's influence in making that so. Orville was one of those people who did things in the background--and was very successful at it. He loved the canal, as he loved many things in his life. A couple of years ago he said to me, "I want soon to settle down to become re-acquainted with the local area around Harpers Ferry, with the canal and river as I have missed doing that in my travels around the world." We talked of doing some of that together and the thought of it made both of us feel good. (I didn't have any problem in knowing what made Orville feel good--he simply told me.)

Orville had a nice, simple way of putting things across. About a year ago he was eating with us when my wife asked him if he would like some more of the main dish. He said, "Yes, it tastes much better than I thought it would." Who else could have said that and taken (and meant) as a compliment.

EULOGY - continued

I do not miss Orville as many would, for he is with me and I often think of him on the canal and am with him in our astral journeys into space.

Orville liked poetry, and I am sure he would forgive a brief "poem" as I feel about him, as he would know my intent was good.

ORVILLE CROWDER, FRIEND

Orville was the Founder of the Level Walkers and a very active in C&O Canal Association Affairs for many years. Orville died this summer at age 70. The following poem was read at his memorial service and written for the service by Tom Hahn, representing the American Canal Society and the C&O Canal Association. A hike was held on Orville's Level Walker Section from Lock 34 to Dam Number 3 after the memorial service, or rather, as a part of it.

What kind of man was he
Who turned from worldly cares,
That sort of thing
To the out-of-doors;
Its hills and streams and misty moors?
But did not use nature's scene
To escape people and city's sheen.

Be it woods or station or country store,
He was at home on natural and urban floors
As he was friends with their inhabitants--
Man, beast, and lowly ant.

Nor nothing was high or low,
Person or mountain capped with snow.
They were there--to enjoy, to share,
To be together, to know, to care.
A curious, simple, cosmopolitan, he,
With sense of purpose, but no rigid plan.

He had a keen sense of history,
Saying, let's go back a century
To see how they would do this or that,
Be it building a mill or making a hat

And then he would sigh,
And suddenly looking at the sky
Would comment on the wonder of astronauts,
And battles of science which they fought.

He told me he would like to soar in space,
Not caring of returning to human place,
Just to see how earth appeared below:
Its mountains, jungles, cities and snow.

I sometime see him soaring in space,
Observing from above the human race,

Yet know he is closer,
In our memory.

-- Tom Hahn

†† ACROSS THE BERM ††

Samuel Hower

Mr. Paul Hauck reported that retired Park Police Inspector Samuel Hower died September 10, 1995. He was Corporal Howe in 1954 and was a member of the Douglas-Washington Post hiking party. As Mr. Hauck reports, "Although he joined the hike in an official capacity, he soon became a full fledged and enthusiastic member of the group. His genial personality, professional competence and concern for the canal's future made him a popular companion along the towpath. Sam was an active participant in the C&O Canal Association reunions well into the 1960s and as reunions came and went we were pleased to note his well-merited rise from Corporal to Sergeant to Lieutenant and finally Inspector. Anyone who walked the towpath with this splendid gentleman will be saddened to learn of his passing."

e-mail to the editor

The following document was received on my e-mail. If you care to respond, please contact me or note the originator's e-mail address.

-- Bob

Subject: (no subject)
Date: Mon, 19 Aug 1996 00:35:36 -0700
From: isle143 <"isle143@erols.pop.com"@erols.net>
Reply-To: "isle 143 @erols.pop.com" @erols.net
Organization: n/a
To: cocassn@erols.com

There's little point in unskilled human beings volunteering their time to patch up a National Park. It's deteriorated further. It's definitely an eyesore, and it's not the responsibility of the citizens of America to put the Canal back together. We pay taxes for this. Some unskilled, well-meaning "volunteer" is going to get hurt. Either bring in machinery to fix it, or pave it over. Why wait till someone gets hurt or killed? Remember when the parking lot up by Glen Echo caved in during a heavy rain? The Canal was never stable to begin with. Now it's a disaster zone and you want us to fix it? I don't pay my taxes to build National Parks on my days off.

On The Level

By Keith D. Kridenoff
1996 Level Walker Chairman

1725 Red Oak Road
Baltimore, Maryland 21234
(410) 661-8285

Thanks for the tremendous response to the call for help when "our" canal needed it the most. We have had coverage this quarter on various sections from one end to the other. We currently have several openings all along the towpath for uncovered end under covered levels. Anyone interested in becoming a level walker please contact me at the address above. And thank you for all the best wishes for the new arrival (and future level walker!) at our home.

Reports received by the August 6th deadline. The next cut off is November 5th.

3 - 5 to 7.5

Lock 5 to Cabin John Creek

James & Joan Wilson (6/1-3, 7/10-13)

Repair work on lock 7 almost done. Bridge at Cabin John still out. Towpath still in need of work.

4 - 7.6 to 9.4

Cabin John to Lock 14

Carolyn Reader (8/3)

Cribs at Lock 12 being replaced. Balance beam broken at Lock 13. Very little water in canal prism.

6 - 12.3 to 14.3

Cropley to Great Falls

Helen Johnston (5/26)

Very little trash due to reduced usage of towpath. Quick repair of towpath made in vicinity of tavern. Many repairs made during Agnes seem to have held.

7 - 14.3 to 16.6

Great Falls to Swains Lock 21

Mark Page (8/20)

Towpath in good condition from flood except construction area 500 yards above mile 15. Water level low in prism.

8 - 16.6 to 19.6

Swains Lock to Pennyfield Lock

Paul Davis (7/23)

Towpath in remarkable condition with trees removed and path resurfaced. Very little trash to pick up.

12 - 27.2 to 30.8

Sycamore Landing to Edwards Ferry

Stephen Pollock (8/10)

Sycamore Landing parking area cleaner than usual.

Towpath in good shape.

13 - 30.8 to 33

Edwards Ferry to Milepost 33

Bert Grose (6/15)

Towpath muddy in places. Plenty of fauna to be seen on this warm day.

14 - 33 to 35.5

Harrison Island to Whites Ferry

Herbert Madison (7/16)

Large sinkhole near iron bridge at Whites Ferry. Turtle Run HBO very clean. Traces of many blown down and fallen branches.

15 - 35.5 to 39.3

Look 26 to Whites Ferry

Herbert Madison & Dick Tibbetts (6/21)

Pump handle replaced and campsite cleaned up at Marble Quarry HBO. Towpath muddy from recent rainstorm.

16 - 39.4 to 42.2

Lock 28 to Monocacy Aqueduct

Steve & Jon Dean (3/2)

Large amounts of debris against side of Aqueduct. Lockhouse in good shape with hole in Little Monocacy culvert.

19 - 48.2 to 51.5

Point of Rocks to Catoctin Creek

Jack & Pat Cook (8/1)

Cleanest level has ever been. Many wires in canal at mile 51.2.

20 - 51.5 to 55

Catoctin Creek to Lock 30

Mario & Anne Abbate (5/24, 8/17) Thed Hecht (6/1)

Fallen trees in prism at miles 52.15 to 51.9 tore holes in towpath. Path impassably muddy at 53 to 52.95. (5/24) Towpath

still overly muddy in same area. Prism has water in it which is unusual. (8/17) Much RV litter from Brunswick Campground east of mile 54. (6/1)

24 - 62.3 to 65.1

Dam 3 to Dargen Quarry

Ron Howard (3/12, 7/11)

Fence across towpath north of boat ramp restricts usage because of flooding. Edge of towpath at 64.5 washed away. (3/12) Towpath in excellent condition. Vast improvement over March. (7/11)

On the Level - continued

25 - 65.1 to 67

Dargan Quarry to Lock 37

Don & Carol Juran (5/28)

Damage from flood was less than anticipated. Erosion damage extending .2 miles up from 66.5 is as much as 6 inches deep.

28 - 72.8 to 74

Lock 38 to Lock 39

John Frye (6/15)

Towpath rough and muddy with rock subsurface exposed.

30 & 31 - 76.6 to 81.6

Snyders Landing to Marsh Run Culvert.

Towpath in good shape except for some muddy spots above Snyders Landing and mile 79.

32 - 86.1 to 84.4

Marsh Run Culvert to Dam 4

Edith Wilkerson & BeJay Myers (5/10) Bill Wentzel (5/5)

Water running high in river resulting in no fishermen. Rolled up bale of hay in woods at mile 83.(5/10) Some grading done at mile 83. Towpath very muddy for the next 1/4 mile. (5/5)

34 - 88.1 to 91

McMahons Mill to Opequon Jct.

Tom & Linda Perry (7/39)

NPS has finally placed trash receptacle at parking lot.

Now we will see if it gets used.

38 - 99.3 to 102.3

Lock 44 to High Rock Quarry

Dave & Margaret Brown (4/21)

Picked up much debris from flooding. (Three bags full)

40 - 105 to 108.8

Nessle RR piers to Dam 5

Bill Hibbard (8/1) B. K. Lunde (7/21)

Towpath bridge re-erected at Dam 5. Canal overflowing towpath at Two Locks area. (7/21) River level quite high and turbulent. Culvert at 106.6 fills and overflows towpath. (8/1)

41 - 106.8 to 108.8

Dam 5 to Four Locks

B. K. Lunde (3/1,8/17)

Level from Dam 5 to Two Locks passable by foot. Gravel normally covering rock ledge washed away.(3/1) Water in the lock at Dam 5. Took John Frye's interpretive hike along this level. (8/17)

50 - 130 to 134

Lock 53 to Dam 6

Gren Whitman & Janice Plotczyk (6/29)

Masonry blocks continue to disappear in wall at intake lock.

Evidence of NPS removing silt from towpath between mile 130 & 131.

58 - 154.1 to 156.2

Lock 63 1/3 to Paw Paw

Judie & Fred Mopsik (8/11)

No evidence of flood damage although graffiti at south end of portal of tunnel was disheartening.

68 - 180.7 to 182.6

Evitts Creek to Wiley Ford

Wayne Hargy (6/21)

Towpath in good condition with resurfacing done below mile 181.8

ACKNOWLEDGMENT OF CONTRIBUTIONS

With appreciation, COCA acknowledges the following persons and organizations who have contributed to the Davies Fund (D), the C&O Canal Fund (C), or the Monocacy Fund (M) since the last report in ATP. Treasurer Dave Johnson reports that total 1996 donations to the C&O Fund for flood repairs are \$18,131; for the Monocacy Aqueduct fund since inception, the total is \$14,444.

Edwin R. EMERY	C
BALTIMORE WALKING CLUB	C
John Ehmer, President	
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Membership in the C & O Canal Association is open to all persons with an interest in the C & O Canal, the C & O Canal Historic Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, and are assessed on a calendar-year basis. Dues should be mailed to the C & O Canal Association at the above address. A newsletter subscription is included with membership. The Association is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

The C&O Canal Association maintains a telephone for information and inquiries. Please direct calls to (301) 983-0825.

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Canal Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Ralph Donnelly/Fred Mopsik
Level Walkers	Keith Kridenoff
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Assistant Superintendent
Chief Ranger
Admin Officer
Asst Ch. Ranger & Chief, Visitor Protection Branch
Chief, Natural Resource Mgmt Branch
Chief, Cultural Resource Mgmt Branch
Chief, Interpretation Branch
Chief of Maintenance

301-739-4200
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Patrick Toops
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Gordon Gay
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11710 MacArthur Blvd, Potomac, MD 20854
301-413-0024

District Ranger
Supv Ranger - Fee Collection
Supv Ranger - District Interpretation

Tom Nash
Terry Barbot
Clyde Bell

GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson Street, Washington, D.C.
Park Ranger - Subdistrict Interpretation

202-653-5844
Kathy Kupper

GREAT FALLS TAVERN VISITORS CENTER

Great Falls Tavern Information
Park Ranger - Subdistrict Interpretation

301-299-3613
Nancy Brown

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

WESTERN MARYLAND DISTRICT

301-739-4200 x237
District Ranger

Mark Spier

Monocacy Subdistrict
Conococheague Subdistrict
Four Locks
Paw Paw

Bill Orlando
John Bailey
Bob Gray
Rick Erisman

Supv Ranger District Interpretation

Martin Gallery
301-678-5463

WILLIAMSPORT VISITORS CENTER

Williamsport Subdistrict Interpretation

Donna Swauger

HANCOCK VISITORS CENTER

301-678-5463

326 East Main Street
Hancock, Maryland 21750

Park Ranger

Sherilyn Seyler

CUMBERLAND VISITORS CENTER

301-722-8226

Western Maryland Station
Cumberland, Maryland 21502

Park Ranger

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	202-653-5844
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

THE 1996 WORLD CANALS CONFERENCE

"Regeneration" was the theme of the World Historic Canals Conference, held in Birmingham, England, on June 26-28. Two hundred sixty-two delegates came from Great Britain, USA, Canada, The Netherlands, Belgium, Ireland, France, Germany and Sweden. Site of the conference was the International Convention Center, an ultramodern facility on Birmingham's Main Line Canal. This waterway connects the numerous canals that join it from all directions. The huge meeting hall is a major feature of Birmingham's ambitious regeneration scheme. This plan has transformed a once gritty industrial center into a pleasant place whose canals are lined with restaurants, other amenities and restored towpaths for walkers and for berthing the characteristic "narrowboats" used on British waterways.

On the first day, a gigantic jigsaw puzzle outside the convention center on the quayside was filled with puzzle pieces from all over Britain, delegates having brought their pieces to place on the giant puzzle resting on an easel. The final piece was affixed to the board in a ceremony at which Birmingham's deputy lord mayor officiated. Inside the hall delegates heard welcoming speeches by the minister for construction and the British Waterways chairman. The rest of Day One was devoted largely to reports on England's canal system, with emphasis on history, the role of volunteers and the regeneration in Birmingham. A walking tour in the city center followed these presentations. Highlights of the tour were the Gas Street Basin, where many colorful narrowboats were parked, and Brindley Place, where three major waterways converge. While our problem on the C&O Canal is sometimes too much water, the British concern is just the opposite: too little water to supply their canals. Therefore, to conserve water as much as possible they constructed very narrow locks, which explains the narrowboats, whose dimensions are just small enough to allow them to pass through. These vessels are used mainly for recreation, and many are elaborately decorated; but at one time they were important for hauling cargo.

After a dinner hosted by Birmingham's Lord Mayor in the Council House, the evening was devoted to a canal play entitled "Still Carrying."

On Day Two, the conferees discussed canals as a vital catalyst, with most reports concentrating on regeneration in Britain and Ireland. American delegates reported on waterfront restoration and the improvement in New York's canal system. An optional program discussed education concerning the waterways, with presentations by British, Dutch and American delegates. Yet another option was a canals tour. This tour departed from the Gas Street Basin by narrowboat to Hockley Port in heavily industrialized northeastern Birmingham, where modern housing has replaced redundant industrial buildings. The trip continued

by bus from Hockley Port to Digbeth, where the delegates walked along the canal through an industrial area. Then they headed south to view the restoration work that will bring the Droitwich Canal back into use. From there the bus took delegates to Stourbridge for lunch and a long narrowboat tour. A stop at Delph gave an opportunity to see the lock flight and the restored waterfront. The journey ended with a boat trip through the Dudley Tunnel, a long internal canal built to allow boats to enter the mines to remove coal. This long passageway ended at an underground basin, where a sound-and-light show illustrated early mining. The evening concluded with a dinner in Coventry, hosted by that city's lord mayor, followed by Morris dancing and fireworks.



Narrowboats at Stourbridge. Photograph courtesy Hal Larsen

The final day was devoted to follow-up presentations on the themes developed during the conference. Notable was the keynote speech by Francois Bordry, president of Voies Navigables de France, who described plans to link up the French canal system to form a commercially viable network. This excellent presentation, accompanied by well-chosen slides, illustrated how France is going to capitalize on its waterways as major freight routes to lower shipping and fuel costs and reduce high truck traffic. Bill Trout from Virginia gave a good presentation on a program to revitalize the canal system in India, where he visited several years ago. Dave Johnson's discussion, "Challenges on the Chesapeake and Ohio Canal,"

WORLD CANALS CONFERENCE - continued

described the devastating January 1996 flood and how a major volunteer response inspired generous Congressional appropriations for repairs. (Dave distinguished himself by being the only speaker to keep within his prescribed time limit.) Bob Billington from Rhode Island reported on plans for next year's historic-canals conference, to be held in October in the Blackstone River Valley National Heritage Corridor.

The Association's delegation comprised Dave Johnson, Karen Gray, John and Gloria Lindt, Lee Struble and Hal and Jane Larsen. Before the conference the Lindts thoroughly studied the canals in England's south. After Birmingham, the Larsens explored the waterways in the north, the Midlands and Wales, while Dave Johnson concentrated on the canals in the Scottish Highlands. Karen Gray went her mysterious way, and no one knows what she did. Lee Struble was assumed to have gone off to study canals after the meeting, but this seemed in doubt when she was later spotted in the Edinburgh Castle far from any canals.

While the program pertained largely to working canals and weren't readily applicable to the C&O, many experiences revealed by speakers from other countries offered ideas we might use, especially regarding volunteer programs and restoration. In addition, valuable international personal contacts were made.



Dave Johnson checks out an ale house in Coventry.
Photograph courtesy Hal Larsen.

As for the site of the 1997 conference, Blackstone River Valley National Heritage Corridor is managed by the National Park Service. It extends from Worcester, Massachusetts, to Providence, Rhode Island, and comprises the Blackstone River, canal segments (some restored) and the contiguous urban and rural environment. The area is considered to be among the earliest developments in the American Industrial Revolution. For those who have seen the British canals in an industrial setting, it will be interesting to compare them with an early-American waterway that also served a heavily industrialized sector.

- - Hal Larsen

HELP WANTED

Serious Philatelist to head up the 50th Anniversary Justice William O. Douglas Hike commemorative stamp project. 2004 is right around the corner. Contact the President

Cartographer to work on updating the Clague maps. Much work already done. Contact the President.

Recruiters, each to bring in one new member to the Association. All current members are eligible for this position. Membership brochures available. Contact any Board member.

ISO--HELP WITH PUBLICITY

Please help get the word out about events and achievements of our association. Here are two easy ways to begin:

Send me information about how to get calendar announcements in your local newspaper. We have a list of the major papers, but may not be aware of community newspapers and small publications. Announcements in two community papers resulted in a good-sized contingent from Poolesville joining our Monocacy Aqueduct walk. We want to make certain that the next big event--the October Heritage Hike--is publicized up and down the canal.

Agree to distribute brochures and pocket-sized calendars listing upcoming events. The 4" x 9" calendar, which will come out twice a year, fits in display racks. It could be distributed at local museums, libraries, welcome centers, tourist-oriented restaurants, bike and canoe shops--any place that might be frequented by someone with an interest in the canal.

Get in touch with me by phone, fax or mail with information or to volunteer for calendar distribution. Kate Mulligan, Information Officer, 202-484-3590 (phone and fax), 1301 Delaware Ave., SW, Apt. 310N, Washington, DC 20024.

VOLUNTEERS IN THE PARK (VIP)

COCA VIPs meet the first Saturday of each month September through June for a WORKDAY to assist park staff in such chores as: improving and maintaining the towpath, clearing vegetation, maintaining historic structures, telling visitors about canal history and other functions to supplement the Park Service budget and staff constraints.

Note: In the event of snow, or inclement weather, workdays will be canceled and NO makeup date will be scheduled.

VOLUNTEERED, BUT HAVE NOT BEEN CALLED?

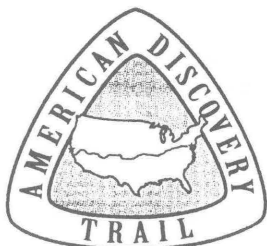
Thousands of local people and COCA members have volunteered to help in flood cleanup. Many, about 4000, have turned out to pick up debris, repair the towpath, remove vegetation, clean historic structures, repair the boardwalk to the Olmsted Island Fall's Overlook, make telephone calls, enter data into computer databases, provide food for various occasions, contact political leaders, and countless other vital functions. As a result, the Park is open and most activities have resumed. But, there are still many finishing touches to be made by volunteers and in some cases by paid contractors.

You may be one of the 2,000-plus who volunteered, but to date have not been called. The Park still needs your help! If you have not been called, but are still interested in helping, join the VIPs.

Meet us at Great Falls Tavern this fall. See the **Calendar of Upcoming Events** on page 17 of this issue of *ATP* or call John Lindt at (301) 469-6381, Ranger Nancy Brown, Park Volunteer Coordinator (301) 739-4200, or Ranger Susan Fauntleroy (301) 299-3613.

DATA ENTRY AND TELEPHONE HELP NEEDED

Once again, your help is needed to assist the Park Service in data entry and making telephone calls to invite restoration volunteers to a celebration party. Volunteers will work any time between the hours of 9 a.m. and 4 p.m., Tuesday through Saturday at Great Falls Tavern. Please call Sonny DeForge at (301) 530-8830 to volunteer.



METEOROLOGY 101

If you're concerned about recent weather phenomena, consider the following letter from a Pennsylvania resident to the Olean, New York Times Herald:

"I can't stand it any longer. I've had a theory for some time that the shuttle program is affecting our weather. Ten or so years ago, when shuttles were in orbit only a few times a year, our weather would fluctuate with a similar pattern. After the Columbia disaster the shuttle program was suspended for some time and our weather seemed to return to normal. But lately, with the program in full swing, the weather is quite erratic.

Stop and think. The shuttle orbits are from Alaska to Florida in direction. Maybe if the orbit pattern was changed to the opposite direction we could experience some good weather for a change."

Now carry this hypothesis one step further. The Russian space station is up there continuously. Is the cold war really over?

- - Gary Petrichick

UPDATE ON THE OCTOBER THROUGH-BIKE TRIP

Join us for a six-day bike trip from Cumberland to Georgetown, Saturday, October 12 to Thursday, October 17. We will average around 35 miles a day, except for the first day, when we will allow extra time for the beginning, and time to work in our legs.

Overnight we will be tenting at the Hiker-Bikers along the way. If you wish to stay in a motel or B&B, that will be up to you to make arrangements. October can be cool or warm, so plan accordingly.

We will be doing a certain amount of cooking in camp, for which we will share expenses. However, many of our meals will be taken at restaurants along the way, all of which are inexpensive and provide home-cooked fare.

Monday night in Williamsport will offer the comfort of showers, and the hospitality of cocoa and cookies at the home of Tom and Linda Perry.

Unfortunately, there will be no sag wagon provided on this trip. However, Sonny DeForge has offered to help with transportation, if arranged ahead of time with him. (Also see the article on page 17 in this issue--AMTRAK will now carry bikes to Cumberland.)

The group is limited to fourteen, so please get your name in now to avoid being disappointed. We hope to have you with us along the towpath! Itineraries will be sent to registrants. Call:

Tom Perry (301) 223-7010/ Sonny DeForge (301) 530-8830

AMTRAK ALLOWS BIKES ON TRAINS

Those of you who have longed to bike the length of the Canal and return by train will be heartened by the following news quoted in the July issue of News from the *National Association of Railroad Passengers*. According to the article, sometime in the last half of August, un-boxed bikes will be allowed on a number of trains, including the Capitol Limited. "There will be racks for 17 bikes in Superliner coach-baggage cars. Bikes can be brought on/off at any station; reservations needed (\$10 per bike per rail segment). Members of the League of American Bicyclists may have all Amtrak bike-related fees waived by then."

Editor's note - You might want to confirm this information to be sure the Capital Limited will carry bikes to Cumberland. Call the AMTRAK hotline at (703) 491-1441.

CALENDAR OF UPCOMING EVENTS

1996

<u>Date</u>	<u>Day</u>	<u>Event</u>
Monthly	Wed, Sat	<i>Sights and Sounds of the Seasons</i> nature walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in Great Falls Tavern at 10 a.m.
Sep 21	Sat	C&O Canal Bike ride. Contact Mario Abbate (301-540-6974).
Sep 28-29	Sat-Sun	Cumberland Canal Boat Festival. Contact John Millar (301-729-3136)
Sep 29	Sun	Board Meeting, Tom and Linda Perry's, 116 Conococheague St., Williamsport, 1 P.M.
Oct 5	Sat	VIP Workday--9 a.m. to noon. Tentative-Meet at Great Falls Tavern. Call John Lindt (301) 469-6381 or Ranger Susan Fauntleroy (301) 299-3613 for details.
Oct 12-17	Sat-Thu	Through-bike trip -- Cumberland to Georgetown led by Tom Perry and Sonny DeForge. Details in this issue on page 16.
Oct 26	Sat	Annual Heritage Hike. Details (Page 18) and reservation form included in this issue.
Nov 2	Sat	VIP Workday--9 a.m. to noon. Tentative-Meet at Great Falls Tavern. Call John Lindt (301) 469-6381 or Ranger Susan Fauntleroy (301) 299-3613 for details.
Dec 1	Sun	Board Meeting, Glen Echo Town Hall, 1 P.M.
Dec 7	Sat	Annual FROSTBITE HIKE. Contact Ken Rollins (804) 448-2934). VIP Workday--9 a.m. to noon weather permitting. Meet at Great Falls Tavern. Call John Lindt (301) 469-6381 or Ranger Susan Fauntleroy (301) 299-3613 for details.
Dec 14	Sat	Canal Commission Meeting.

1997

Mar 1	Sat	Annual Meeting in Williamsport, Md.
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ALL ABOARD FOR THE HERITAGE HIKE

The Association's Heritage Hike is ready to receive passengers at the **NPS Harper's Ferry Visitors' Center on Saturday, October 26 at 10 AM. Free parking will be provided for COCA members.** Under the direction of "Conductor" Michael Ditkoff, the hike will cover Brunswick (Mile 55) and Harper's Ferry (Mile 60.2), continuing where COCA finished the 1995 Heritage Hike from Noland's Ferry to Brunswick. Participants will be shuttled (if this was Buffalo instead of Brunswick, you would be shuffled) to the hike's origin. Conductor Ditkoff selected this portion of the canal because it parallels the former Baltimore and Ohio (B&O) Railroad, now part of CSX.

The first stop is the Brunswick Railroad Museum. For a reduced admission of \$2.50, see the extensive railroad model of the Baltimore & Ohio (B&O) Railroad between Washington and Brunswick. The second floor has an exhibit on Life of the Railroaders the 1900s - at work and at home.

Eat lunch in Brunswick or take it along on the hike. However, there aren't any Hiker-Biker locations on this trip.

As an avid railfan (**not TRAIN BUFF!! thank you**), Conductor Ditkoff will talk about railroad rules and the operation of the signal system at the eastbound signals at Weverton (B&O Mile Post 78.8), adjacent to Weverton Lock #31. He will carry his scanner to eavesdrop on all railroad communications.

The itinerary includes five railroad signals (Maple Avenue, Cattle Pen, Weverton, Miller's Bend and Harper's Ferry), four locks (Brunswick, Weverton, Sandy Hook and Harper's Ferry - Bring your own bagels), two highway bridges, the railroad tunnel at Harper's Ferry and partridge in a pear tree. Sonny DeForge has arranged a buffet dinner at the Hilltop House. The evening speaker will be Conductor Ditkoff giving an abridged history of the B&O Railroad. After dinner, enjoy a famous Harper's Ferry Ghost Tour, where we will visit haunted homes and be regaled with stories by an experienced guide (\$2 charge).

The hike is designed for railfans and closet railfans who are afraid to admit they like trains to canal association members.

To ensure your space for the evening meal, your registration form (enclosed) must be received by **OCTOBER 20**. Dinner seating is limited to the first **100**.

A trail/rail guide will be provided for each participating hiker.

If you have any questions, please contact Conductor Ditkoff at (301) 459-7945.

----- - - Michael Ditkoff

THE RISE AND FALL OF THE GREAT NATIONAL PROJECT

Early American colonies were established along the Chesapeake Bay and the tidewater area. Later, western migration was directed up the river valleys to land further inland. The country's expansion stretched over the first range of mountains, the Appalachians, to the Ohio Valley. By the beginning of the 19th century the United States faced a transportation dilemma. The Appalachian Mountains had to be crossed in order to connect the frontier resources with the Eastern ports and commercial establishments. The Potomac was the only river in the East to bisect the Appalachian mountain barrier, and therefore was considered the best route for Western trade.

As early as 1749 several organized attempts were made to utilize and improve the Potomac route. The first significant effort, the Ohio Company, a land and trading venture, established a regular route for commerce from its western outposts through the Potomac Valley. The company used upper Potomac navigation, trails and improved wagon roads. In 1785 the Patowmack Company began a struggle to fashion the Potomac River into a navigable waterway. For over three decades this enterprise built skirting canals and made river improvements. However it was the overwhelming success of

the Erie Canal, constructed from 1817 to 1825, that proved artificial water systems were vastly superior to improved riverbeds. A wave of enthusiasm for canal building swept the country.

On November 5, 1823 the first Chesapeake and Ohio Canal Convention was held in Washington. Under consideration was a proposal to build a canal along the Potomac route from the nation's capital 360 miles to the Ohio River. The Chesapeake and Ohio Canal Company was chartered by the state of Virginia on January 27, 1824. In 1825 the act was confirmed by the state of Maryland and the U.S. Congress, and in 1826 by Pennsylvania. The new canal was greatly anticipated and deemed the "Great National Project". Actual construction began on Independence Day, July 4, 1828 with President John Quincy Adams capping a lavish opening ceremony by turning the first spadeful of earth at Little Falls, Maryland. On that very same day a company with an untested means of transportation, the Baltimore and Ohio Railroad, laid the cornerstone for its new enterprise in Baltimore, Maryland. An unanticipated race for the use of the Potomac route had begun.

From the beginning the canal was beset with problems.

RISE AND FALL - continued

Lumber, stone, lime for cement and other building supplies were scarce and expensive. Excavation revealed unexpected hardpan, slate or gravel which made digging more time consuming and costly. Difficulties were encountered in securing titles for the right-of-way. Land acquisition costs ran above estimates. Stone cutters, masons, and carpenters had to be hired from the successful Erie Canal project. Laborers were virtually unavailable because the Potomac Valley was predominantly agricultural. The canal company turned to Europe for labor and in return promised passage to America, housing, food, whiskey and fair wages. Soon men arriving from Ireland, Germany, Netherlands, England, and Wales provided a pool of workmen. However the workers found poor food, makeshift housing, disease ridden labor camps and wages delayed. Broken promises and prejudices brought from Europe resulted in general labor unrest,

Despite these difficulties, the construction of the canal inched westward. Thousands of laborers toiled with pick axes, shovels, mule scoops, wheel barrows, and black powder. An engineering marvel was carved out of the Potomac's north bank. Initially not considered a serious rival, the B&O Railroad picked up momentum and was soon competing with the canal for property rights. The construction routes of the two companies collided at Point of Rocks, in Frederick County. The bitter battle for the narrow right of way drained countless dollars and caused a four year delay before the courts ruled in January 1832 in favor of the canal's appeal.

The canal opened each section as it was completed: first, from Georgetown to Seneca in 1831; then to Harpers Ferry in 1834; and to Hancock in 1839. The construction of the Paw Paw Tunnel and serious financial problems delayed eleven years the opening of the last 50.5 miles. In 1850, the canal was completed to Cumberland, Maryland, but the faster and less expensive railroad had steamed through Cumberland 8 years before and was already operating in the Ohio Valley. The C&O Canal Company dropped its plans to continue another 180 miles westward to Pittsburgh.

The company had spent \$22 million to build 184.5 miles of artificial waterway, \$11 million on the actual construction and another \$11 million on changes, additions, and repairs from damage by Potomac River floods. Structures built to operate the canal included: 74 lift locks which raised the canal bed from sea level at Georgetown to an elevation of 605 feet at Cumberland; 7 dams in the Potomac to supply water; 11 stone aqueducts which carried the waterway over major Potomac tributaries; hundreds of culverts which tunneled roads and streams under the canal; a number of waste weirs to control the water level; an assortment of lock houses, river locks, stop locks, bridges, shops and section houses; and a gemstone of construction the 3118 foot long Paw Paw Tunnel which burrowed the canal under a mountain.

A typical canal boat was 92 feet long and could carry cargo of up to 120 tons. The waterway was 40-60 feet wide at the surface and had a depth of 6 feet. The power of the operation was a team of two mules which pulled the boat at the end of a

100 foot long rope. The mules walked along a dirt and stone towpath that paralleled the canal. The primary cargo was coal but lesser quantities sand, and gravel were also shipped. A trip down the canal to market took about seven days. In the early decades of the C&O operation, the canal boats were privately owned. Many were family operations with every member contributing to the labors. Hard work and a slow pace made an average canaller's day extend from daybreak until dark.

Although the private boating operations were profitable for owners, the C&O Canal Company continued to suffer financially. Year after year the competing B&O Railroad cut into canal profits from shipping coal. The tolls collected could not sustain the costs of maintenance and repair. When a titanic flood swept the Potomac Valley in the late spring of 1889 and left the canal in total ruin, the company did not have the funds to rebuild. Ironically, its old nemesis, the B&O, rescued the canal on the eve of foreclosure. The railroad operated the waterway, including company-owned boats and mules, as a subsidiary from 1891 until 1924. After a flood in late March of that year the obsolete canal was drained and left for nature to reclaim.

In 1938 the Baltimore and Ohio Railroad traded its C&O Canal property to the U.S. government in lieu of a \$2 million debt. In the 1950's a proposal to pave over the "grand old ditch" for a scenic auto-parkway was successfully thwarted by conservationist William O. Douglas, Associate Justice of the Supreme Court. Due to his efforts and the work of other advocates, the C&O Canal was given the status of National Monument in 1961. Finally on January 8, 1971 President Richard Nixon signed legislation creating the Chesapeake and Ohio Canal National Historical Park. Of the 4000 miles of canals built during the 19th century in the United States, the C&O is the only towpath canal that remains intact today. Standing in historic ruin, the 184.5 mile long canal and its majestic structures offer visitors journey into the past, and preserve the legacy of that great canal era.

- - Susan Fauntleroy, NPS

WILEY FORD BRIDGE A REALITY

We have received reports from the "western end" that as of this writing, the surveying stakes are in the ground. Utilities should be moved this month and construction is expected to begin this fall—including an access for the NPS. All real estate has been acquired and nearly all re-located smoothly. However, the Parkway from the bridge area to the Cumberland Station Center is not yet ready to be bid. I understand that up to \$35 million is available for that stretch.

This action, which raises the Wiley Ford Bridge above the Towpath and creates an access and parking area adjacent to the canal, is the result of approximately twenty five years of study and planning. Our travels along the towpath in that area will be much safer. Who knows, one day we may be able to enjoy a ride on a canal boat from Station Center to Wiley Ford.

Thanks to Tom Conlon for this update.

Several months ago, the idea of COCA having a home page on the World Wide Web was discussed. Fortunately for us, Ms. Olivia Casasnovas volunteered her talents to prepare the page and was able to obtain space on which to place the page at no charge. The page is up, so have a look. I think you will be very pleased at the fine job that Olivia has done. For those of you who don't know, Olivia is Bill Evans' (Board member and past treasurer) daughter.

The COCA Internet Committee co-chaired by Kate Mulligan (Information Officer) and Bob Perry. Olivia Casasnovas is our Webmaster. Other committee members include Karen Gray, Fred Mopsik, Ralph Donnelly, and Kathy Bilton. Kathy currently edits a canal page at **Kathy@fred.net**. It is a pleasant surprise to see the volume of information that is already on the "net" about the C&O Canal. COCA's presence will only serve to increase the public's awareness of the canal and our efforts to promote, maintain, and enjoy the natural and historical resources of the Park.

In addition, you can now e-mail Robert Perry at **cocassn@erols.com** for COCA information and to send articles for publication.

FLASH ➡ C&O CANAL AGAIN CLOSED DUE TO FLOODING ◀ FLASH

Once again this year, the C&O Canal NHP has been closed as a result of surging flood waters. The heavy rainfall associated with Hurricane Fran sent crest levels soaring--equal to or exceeding those of January. As work crews and COCA volunteers filled sandbags and prepared for the inevitable, Superintendent Faris said, "It's like looking down the barrel of a loaded gun." It will take a week or two to assess damage and determine whether or not the Canal will re-open this fall.

NOTE:

- ALL EVENTS SCHEDULED FOR THIS FALL ARE SUBJECT TO CHANGE BASED ON THE EXTENT OF DAMAGE TO THE CANAL AND THE TOWPATH. WATCH FOR SPECIAL BULLETINS.
- THE OCTOBER 17, 1996 BIKE TRIP IS STILL A GO, BUT MAY BE ALTERED DEPENDING ON TOWPATH CONDITIONS.

Check for updates on the COCA home page or call the COCA telephone number.

According to the Washington Post, Sunday, September 8, 1996 the Potomac River was due to crest at the following times and heights:

Cumberland	22 feet	10 a.m. Saturday
Paw Paw	40-42 feet	Saturday night
Hancock	37-39 feet	Sunday morning
Williamsport	30-32 feet	Sunday morning
Shepherdstown	28-30 feet	Sunday afternoon
Harpers Ferry	32-34 feet	Sunday evening
Point of Rocks	39-41 feet	Sunday evening
Little Falls	19-21 feet	Sunday evening
Washington D.C.	13-15 feet	Sunday evening

Some additional statistics from Kathy Bilton's page on the net:

Little Falls is expected to crest at 19-21 feet. The January flood raised the river to 19.3 feet. For this point of the river, flood stage is at 10 feet; when water levels rise above 10 feet, the river is considered flooded. At 5 feet, the river is considered unsafe for recreational use. Normal river depth at Little Falls is 2 feet. The approximate height of the towpath along the canal is 12 feet

Kathy's source: Jim Decarufel, National Weather Service.