



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 CONDUCTOR ISSUE ....HERITAGE HIKE A SUCCESS

With a degree of anticipation I left my hotel room in Charlestown for the Heritage Hike on Saturday, October 26. That day was the culmination of four months of preparation with assistant conductors Sonny DeForge (free parking and bus transportation from Harpers Ferry Visitors Center to Brunswick, banquet facilities at Hilltop House), Kate Mulligan (publicity outside the Association) and Bob and Jane Perry (publicity in the Association's newsletter and reproduction of the rail/trail guide I wrote.)

I arrived at the Visitors, Center at 9:15. A crowd had already arrived. The first bus arrived at 9:30 and left on schedule at 9:45 with 40 passengers. The second bus arrived around 10 and left with 40 passengers. The first bus returned for an encore trip at 10:20 and left at 10:30 with standees. The combined passenger count was 146. Some travelers were members, others were guests and *some thought: they were on the Park Service's bus to downtown Harpers Ferry.* I could see the headlines now. Conductor Dittkoff Kidnaps Unsuspecting Women Across State Line. Fortunately for me, they agreed not to prosecute and hiked back to Harpers Ferry ahead of the Association.

The first stop on the itinerary was the Brunswick Railroad Museum. Curator Eleanor Milligan was expecting us, well, most of us. She was overwhelmed with the number of visitors, as I told her to expect 100 at the maximum.

Some hikers brought their lunch. I didn't, so I enjoyed pizza and the company of some hikers at King's Pizza. (If I was home in Brooklyn, it would be King's Plaza.)

At Noon, everybody assembled at the railroad station to begin the 6 mile journey. At the spring hike, we were sent off by a bagpiper. For this hike, I planned something more elaborate. Amtrak's "Capitol Limited" from Chicago and too many other cities to mention is scheduled to pass through Brunswick around Noon. Running almost 3 hours late out of Pittsburgh, I knew we couldn't wait. However, CSX obliged us with not one, but two freights blowing their whistles at the Maple Avenue grade crossing. one train was going beyond Harpers Ferry to Cumberland. The other was making a yard move to double against the rest of its train. (Translation: The engines pulled the front of the train out of track 5 and then backed into track 7 to get the rest of the train prior to going west.)



Hikers viewed repairs to the washed out area near Lock 33 while on the heritage Hike. Photograph by Hal Larsen.

**Annual Meeting March 1, 1997 - Williamsport VFD Hall - Williamsport, Maryland**

**Membership Renewal For 1997 - Zip+4 Required - You May Not Owe - See Insert**

## HERITAGE HIKE - continued

During the wait for this freight to clear the grade crossing, I welcomed everybody to the hike and gave some information. Brunswick was originally named Berlin but was renamed because there already was a city named Berlin on the eastern shore. Other remarks included freight operations and that the station was designed by E. F. Baldwin, who designed a number of stations for the Baltimore & Ohio Railroad. After running out of things to say, I turned control to President Gary Petrichick.

As the freight's diesels passed us, the crowd applauded the engineer who then imitated a rower pulling on the oars in a rowboat. After the train cleared the grade crossing and the gates went up, Newsletter Editor Bob Perry cut the ceremonial ribbon (because he's the only one who had scissors) to begin the hike.

The weather was a delightful 70 degrees. The first stop was Weverton, about halfway to Harpers Ferry. I gave a 30 minute presentation on how railroad signals operate. Fortunately, the signal for #2 track was lit Medium Approach [Yellow over a white light] for #2) indicating a train was approaching. When the eastbound train passed the signal, the crowd of about 75 saw the signal change to red. My discussion included a brief history of signals, what the lights mean, and how they operate. Afterwards, it was on to Harpers Ferry.

Amtrak's "Capitol Limited" made a cameo appearance about 3 PM near Lock #32 (Sandy Hook).

All hikers could see the ravages of the recent floods because the towpath was impassable near the Ferry. The Park Service used heavy equipment to plow the canal for hikers to use.

After returning to Harpers Ferry (and getting a quick drink), I boarded the Park Service bus to the Visitor's Center to reclaim my car and return to my hotel to freshen up for the evening.

Happy hour was well on its way by the time I arrived. The bartender looked overworked. Rita Bauman was selling T shirts and books as well as presenting a slide show.

Due to the Association's extreme informality, members got in line for the buffet before Sonny knew it and then things got out of control. Dinner took much longer than planned but we coped. Due to a very successful publicity campaign, 126 were accommodated for dinner and many had to be turned away.

After a warm introduction from the President, I gave an "Abridged History of the Baltimore & Ohio Railroad" covering its incorporation in 1827 to merger with the Chesapeake and Ohio Railway in 1963. High points

included laying of the first stone, resolving the construction problems at Point of Rocks, building the Philadelphia and Metropolitan Subdivisions, fighting two world wars with the assistance of women, and replacement of steam engines by diesel engines. Nuggets of information included why the Park Service doesn't spell Harpers Ferry with an apostrophe, why Linda and First Vice President Tom Perry's swimming pool is so large, and why it took almost 40 years to build the Harpers Ferry railroad tunnel.

Due to some scheduling problems, I was unable to secure space for the 8 PM Ghost Tour, but did arrange for space on the 9 PM tour which some Association members were able to attend. Due to excellent timing, as the guide was talking about "Screaming Jenny" running along the tracks with her clothes in flames, a westbound freight came screaming through the station.

Overall, this very exciting day included kidnaping, hiking, eating, and talking. I was extremely grateful that later that night, the clocks were turned back one hour.

- - Conductor Michael Ditkoff

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## NOTES FROM THE PRESIDENT

With the calendar year coming to an end it's a good time for reflection. The unprecedented two devastating storms in one year had many effects. The negative side was the damage to the Park. On the positive side, both the Park and the Association have received publicity beyond anything experienced since the Justice William O. Douglas / Washington Post Hike of 1954. We have been visited by President Clinton, Vice President Gore and more extensively by Secretary of Interior Babbitt. The Park has had many hours of national media coverage and much of that has focused on the corporations and the tens of thousands of people who have donated time and money toward restoration of the Park. Congress responded to the overwhelming public support by appropriating millions of dollars for recovery.

Superintendent Faris and the entire Park staff have belied public impressions of government employees by toiling untold hours to restore the Park to public use in scant months after the January flood only to have had to dig in again after Fran. Sadly, it was during this time that a tragic accident took the life of Nelson Griffith, a longtime and respected Park employee.

During all of this, the Association has been in the thick of things with volunteer work parties, coordinating volunteers and raising thousands of dollars for the recovery effort. Carl Linden, Gilbert Gude and the Monocacy Committee with the help of the American Society of Civil Engineers have drawn attention to the plight of the Monocacy Aqueduct, raising many more thousands of dollars toward its restoration.

With all of the disruptions and added responsibilities, Sonny DeForge managed to keep our normal events functioning smoothly. Likewise, Kate Mulligan juggled flood and regular activities, getting us superlative media coverage on all fronts. Rita and William Bauman maintained our membership functions while preparing hundreds of acknowledgments to donors, and with the help of Delilah Hawa, added a beautiful display to our festival booth. John Lindt saw his VIP program multiplied manyfold and met the challenge without batting an eye. Dave Johnson kept our treasury in order while coping with the many hundreds of donations flowing in for the Monocacy and Canal Funds, and Rachel Stewart has been a blessing in her performance of her secretarial duties. Bob Perry had the September newsletter all set to go when Fran hit and did a lightning quick revision for the flood report.

Meanwhile, Hal Larsen and his Archives Committee have seen our collections moved to the Gelman Library at George Washington University and, with the help of the library staff, are hard at work organizing the materials.

An organization is only as good as the people in it, and we have the best! Thanks to all!

- - Gary Petrichick

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## ENGINEERS MEET AND LOOK OVER THE MONOCACY AQUEDUCT

### SCOPE-OF-WORK OF AQUEDUCT STUDY DISCUSSED

At Canal Park Superintendent Doug Faris's initiative the NPS has convened an advisory group of engineers and experts to consider the draft of a "scope of work" for the upcoming Monocacy Aqueduct Study. Doug Faris wants the study to produce a good above and below water "snapshot" of the real condition of the Aqueduct so the NPS can go to Congress and say what needs to be done to preserve the structure.

The first meeting of the advisory group was held at Sugar Loaf Mountain last October 26th. Robert Kapsch, special assistant to the Director of the National Park Service, chaired the meeting and also led the group on a field trip to look over the Aqueduct. The group is being asked to offer comment on the scope-of-work draft. Subsequent meetings of the group are planned. Park Service historical architects, civil engineers of the American Society of Civil Engineers (ASCE) under Bernie Dennis' lead, and Dave Johnson, Chuck Laughlin, and Carl Linden of the Association's Monocacy Aqueduct Committee joined in the discussions, formal and informal, that took place at the meeting and at the Aqueduct. (Note: Bernie Dennis is recent President and now Chair of the ASCE History and Heritage Committee of the ASCE's National Section here in the Washington area. The ASCE's National Section and the Association are partners in the campaign to Uphold the Monocacy Aqueduct and worked together in raising a portion of the funds for the Aqueduct study. Chuck Laughlin chairs the engineers' subcommittee in the Association's Monocacy Aqueduct Committee.)

A range of technical issues is set forth in "the scope of work." The advisory group will provide comment and critique of this working document. Basically, two alternatives for Aqueduct preservation are set out-- 1) a minimum cost stabilization to prevent structural collapse of the Aqueduct and 2) full rehabilitation of the structure including the removal of the steel "harness" that now obscures the Aqueduct's historic appearance and its beauty of line and proportion. The Association, of course, looks to the ultimate realization of the second alternative. However, the chances for the latter will probably depend on the success of public-private partnership in the effort (including governmental action at federal, state, and local level as well as corporate, private organizational and citizen input).



Doug Faris wants the on-site engineering study to be done as soon as possible so the work that needs to be done to preserve the Monocacy Aqueduct can be defined and then undertaken in earnest. To go the distance from study project to the reality of a repaired Aqueduct is no doubt a real challenge. However, a good start has been made. It bodes well for the preservation of this great water bridge that serves as a key link in the historical and physical continuity of our C & O Canal National Historical Park.

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- - Carl Linden

### ASSOCIATION EXHIBIT AT ASCE CONFERENCE

On November 11-13, the C&O Canal Association had an exhibit at the conference held by the American Society of Civil Engineers (ASCE) at the Washington Hilton Hotel. This meeting, attended by 5,000 delegates, brought together engineering specialists from all over the U.S. and from foreign countries. Among the many exhibits in the vast exhibit hall the Association's collage on the Monocacy Aqueduct stood out as an historic display among the many technical and scientific presentations.

The Association's display was staffed during the afternoon on November 12 when time was taken from Conference sessions to allow the delegates to roam the exhibit hall. During this time, Carl Linden, Chris Cerniglia and Hal Larsen were on hand to answer questions about our organization and the Monocacy Aqueduct. Our exhibit, which displayed photographs and engineering drawings in a skillfully-designed collage, was accessible during the entire conference, with brochures available to the delegates. We were heartened to note a substantial interest in membership in the Association.

The Association developed close ties with the ASCE through Carl Linden's relationship with Bernie Dennis, who heads the civil engineering organization's Washington branch, and other officers from this body. They visited the aqueduct on several occasions to study the structure and recently contributed \$2,500 to the Monocacy Restoration Fund.

- - Hal Larsen



Chris Cerniglia and Carl Linden at the Monocacy Aqueduct display.  
Photograph courtesy Hal Larsen

### NELSON GRIFFITH

#### REMEMBERING A GUARDIAN AND FRIEND ON THE CANAL

One day about a year ago I was cycling home from work on the Crescent Trail a mile below Fletcher's where the trail and the towpath parallel each other. I happened to look up into the trees ahead and there saw Nelson Griffith gingerly taking down a "hanger." It was suspended like the Sword of Damocles above the trail pavement. Hangers are limbs that have broken from a tree but have not yet fallen. Typically they dangle by a thread. They can seriously injure or even kill someone who happens to pass below at the moment they break loose and crash earthward. I know whereof I speak. Once years ago my wife and I were walking down a peaceful tree-shaded street when a massive limb from a majestic Elm broke loose dropping to the sidewalk with a heavy thud just a few feet behind us. It was two days after we were wed. It could well have been a brief marriage!

The hanger over the Crescent Trail posed a like danger. Most of the many cyclists, runners, walkers, and roller-bladers who passed by it were unaware of the menace above them. After "Griff" at risk to himself finished lowering the hefty hanger to the ground, he told me that he had spied it from the towpath. He had been doing his regular reconnaissance in his pickup truck. Griff had a trained and vigilant eye for hangers and this one was not easily seen through the trees and foliage intervening between the towpath and trail.

Keeping a sharp lookout for and removing such hazards and impediments to safe travel along the towpath was a big part of Griff's mission as a member of the Canal Park's maintenance crew. Griff himself knew there was more danger in it than was realized by most passersby who saw him at his daily task. However, his courage was unassuming. He would have brushed aside any suggestion that there was anything heroic in his work. Nor was he phased by his job's daily hazards or the sheer magnitude of the work to be done. In the face of this past year's two "hundred-year" floods he worked long hours and seven-day weeks. Together with his fellow crew members he toiled unstintingly to limit and reduce the damage to the Canal Park and clear it of fallen trees and debris.

Shockingly, sadly, Nelson Griffith fell in the line of duty not long after the September flood. Without warning a tree he was cutting suddenly split in two, striking him with fatal force. Fellow crew members at the scene believe that the fell stroke was instantaneous in its effect. A freak accident, yes, but one that always lurks in the range of possibility in such work.

*Along the Towpath*



## ACROSS THE BERM - continued

Over the years I often met Nelson Griffith on his rounds as I cycled between work and home. There would always be a cheerful greeting and a few moments taken to talk about the Canal and what was going on in the world. In our last conversation we talked about how one goes about retirement. Griff had spent many years in the park service and was scheduled to retire soon. Griff was a shrewd observer and, among other things, I learned a great deal about the Canal and its affairs from him.

I for one, and I know many others also, will remember Nelson Griffith as an old friend on the Canal. We will dearly miss him on the towpath.

- - Carl Linden



Griff at work sandbagging Great Falls Tavern. Seen with him is Donna Swauger.

Photograph courtesy Patsy Lynch

## IN MEMORY OF NELSON P. GRIFFITH --

Not only did Nelson have a wonderful immediate family, he had a very big family of coworkers and friends with the National Park Service.

*Along the Towpath*

Those who worked with him most often knew of his big smile, his love of the C&O Canal National Historical Park, and his easy-going manner. "Griff", as we caringly know him, worked for the park 23 years and for the National Park Service for 30 years.

On a Sunday morning in October 1996 when the telephone calls began regarding an accident on the towpath, I reflected in shock about the extreme conditions faced by all park staff during the unprecedented weather conditions and flooding of the past year and wondered how could something like this be happening. Following a few more calls, I knew that our worst fears had become a reality involving one of our own.

During 1996 we used more than 4,400 volunteers to recover from the floods and none had worked harder with them than Nelson. He cared for the volunteers and wanted to share his skills and knowledge with them.

As we searched for answers amidst the shock and sadness, this tragic accident underscored the mysteriousness of God's plan, that we are not in control, and that a higher force guides all our actions.

Griff's spirit is enduring and will continue with us. During this ordeal I recalled the words of a departed close friend and great river conservationist, Steve Beasley, who said -- "I am simply going ahead along the river a few bends. I will have camp prepared and be waiting for you when you arrive." He met his challenges with great courage and said "if you are afraid of the future, simply walk into it". We have proceeded together into the future with the comfort provided by Nelson's calm and caring manner as an example.

We fought through the sadness to celebrate Nelson's contributions and his life. I received a letter from park supporter and flood recovery volunteer Jeff Baron after Nelson's accident. He wrote that -- "With great sadness I write to express my deep condolences to the family and friends of Griff - Griff led the work party May 18 in which my daughter and I participated. In a short time he made a lasting impression -- terrifically skilled and dedicated, and an extremely nice person. I have thought of him often since that day as the finest example of a public servant I have ever met!!"

What an impression Griff made, and what a tribute to his life! We all celebrate Griff's contributions, his caring manner, and his friendship. He was a wonderful father and husband, an outstanding co-worker, and a warm and caring friend. As we proceed with our rebuilding of the park, we know that he will be there with us with his big smile and enduring concern for the park and its staff.

- - Superintendent Doug Faris

### CANAL CHARACTERS, PART III

Dr. Don Messersmith, after having read previous articles on Orville Crowder, wrote the following letter and has contributed three copies of *World Nature News* for COCA archives.

#### MORE ON ORVILLE W. CROWDER

I am not a member of the C & O Canal Association, but a friend who knew of my close association with Orville, gave me copies of the June and September issues of "ALONG THE TOWPATH". Much has already been related by others in those issues, but I would like to add just a little more, because I became the sole heir of Orville's estate when he died and continue to carry on his dreams through the World Nature Association. I have been its President since Orville and I co-founded that organization in 1969.

His full name was Orville Wright Crowder. He was a cousin of the famous pioneer aviator. I have two "First Day" covers with stamps commemorating the 25th Anniversary of the first flight autographed by Orville Wright and addressed to Orville Crowder. This partly explains his early interest in flying.

He was (the) third person in history to walk the entire length of the Appalachian Trail. I have the plaque presented to him for that achievement.

The date of his death was August 6 (not 5th), 1974. As related by Ken Rollins, Orville made a trip across the Soviet Union and arranged for his guide to see the Pacific Ocean. Of even more significance was the fact that that was the first and perhaps the only tour to have ever visited every one of the Soviet Republics on one continuous tour. Orville was treated almost royally by In-Tourist as the result of this. At one stop they literally rolled out the "red carpet" for him. He actually made four different trips to the Soviet Union and at the time of his death was ready to go on another. He literally was going out the door of his Harpers Ferry house, when he couldn't remember where the group tickets were. He began frantically looking for them and had a stroke. His long-time housemate Herman W. Postlethwaite (Pw) argued for two hours that he should go to the hospital, but Orville fought this, until finally Pw said he would take him to the airport, but instead took him to the hospital. I was told Orville never spoke again and died a week later. I was leading one of his tours in the Indian Ocean when he died. I immediately ended my tour and came home to take over his affairs.

He took his first tour to Europe in 1961 and spent six months touring in both Western and Eastern Europe. When he came home, he organized a group of friends to take a European bird-watching tour. That led to one to Africa and shortly thereafter to his starting up "Crowder Nature Tours". (The Club came later.) During the late 60's and early 70's

he organized and led tours all over the world. In some years as many as 30 tours were run. He himself went around the world six times, one year he went around twice. At the time of his death he had visited every country in the world except five.

I led my first tour for him to Iceland in 1967. After that I began to work closely with him and his Secretary, Corrine Rathbone. From these tours he conceived the idea of the World Nature Club which was founded at the Smithsonian Institution Natural History Museum on April 18, 1969. When he died, he left his entire estate to me to be used for the World Nature Club (later changed to Association). This we have done. The Association gives grants to conservation and education projects outside the United States. We also give an annual "Orville W. Crowder Memorial Scholarship" to a young educator in Maryland through the Maryland Ornithological Society, because Orville was its second President and founder of six of its chapters.

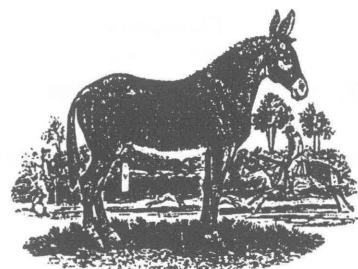
When he died, my wife and I, at the urging of his friends, continued the tour business. We called it "World Nature Tours, Inc." and operated his kind of tours from 1975 to 1995. It is now moribund.

Upon his death, his remains were cremated. Sometime later we had a simple service above Deer Creek in Harford County, Maryland, where Orville had a house called "Lost Valley". There we scattered his ashes on a hillside while birds sang a farewell in the trees above us.

So, I feel like Tom Hahn. Orville is still with me in spirit (as well as in some concrete ways among his diaries and other memorabilia which I have here at home). I consider it a great privilege to have worked with this remarkable man and have learned even more about him in the previous articles. I am pleased to be able to carry out his dreams.

I am enclosing some issues of our "World Nature News" for your archives. I also have a tape recording of the Memorial Service held on October 12, 1974.

- - Donald H. Messersmith



The Mule

*Along the Towpath*

## A STOP ALONG THE CANAL

### Bill's Place, Little Orleans Store

Nestled near the Fifteen Mile Creek Aqueduct, milepost 140.9, one of three drive-in campgrounds along the Canal, the now-abandoned Western Maryland Railroad Indigo Tunnel, and with easy access to the Towpath and the Potomac River, Bill Schoenadel's Little Orleans Store is one of the high points of any trip along the towpath. It rates right up there with the Monocacy Aqueduct and Paw Paw Tunnel as one of the wonders of the Canal.



Bill's Little Orleans Store--One of the Wonders of the Canal

If you haven't been there, it's worth the visit. I was first introduced to Bill's vicariously through brother Tom on my maiden trip on the Canal from Dam Number 4 to Hancock, a story in itself. Tom lured me to this stop where cold beer was a real bargain, and as he said "it's served in frosty mugs." Our next trip included a stop at Bill's. In fact, at that time, the Canal was closed due to the flood of 1985. Tom and I wanted to bike from Little Orleans to Paw Paw and return. We had every intention of camping at the NPS campground there, but unfortunately it was closed. Bill allowed us to camp in the area just across from the store, an overflow parking area. That was a memorable trip--not only because of the simple pleasures of nature experienced along the towpath, but also because of the Little Orleans experience.

Without a doubt, the cornerstone of this establishment is Mr. William J. Schoenadel, owner of the store. But, as is usually the case, behind a good man is a good woman. Even though Mrs. Schoenadel is not usually seen interacting with customers as does Bill, there's no doubt in my mind that Ethel plays a major role in the store's operation.

Approaching the store from the Canal or from Orleans Road, one notes the sign "Mayor's Office" atop a porch which extends across the store front. Inside, one can't help but notice ceiling tiles filled with dollar bills, signed and dated by patrons. Several thousand of these bills are overhead, but it's been a few years since Bill, for whatever reason, stopped this activity. One of the pleasures to experience at Bill's is, as stated by Tom Hahn in his Towpath Guide, that it's "a great place to rest your feet and enjoy a cold brew." Need a fishing or hunting license, or to check game, a warm meal after a day on the Canal, a game of pool, groceries, or camping supplies? Bill's is the place to go. There used to be a sign posted:

"If you don't see it, ask us for it. If we don't have it, you don't need it."

And that's pretty much true. But, don't necessarily expect to get it your way, however. That's not to say that Bill and the folks who frequent the store aren't friendly. On the contrary, you can strike up a conversation with almost anyone you meet there. Oh yeah occasionally someone is "escorted" from the premises--hopefully not after meeting with the kraut-stomper located behind the bar, but that's an infrequent occasion. Anyway, I was saying that you don't necessarily get it your way at Bill's. Another sign still posted on our last visit there over the Paw Paw Bends canoe trip weekend reads:

"This is not Burger King. You get it our way, or you don't get the SOB at all."

There's no telling who you might see at Bill's Place. Of course, it's a stop for local folks, but it's not unusual to see someone else from the Association, some city folks out for the day, some kids playing pool, bikers, or canoeists just finishing the trip down from Paw Paw. There's a TV operated from a satellite dish, a juke box, and by the way, if you need to use the rest room, the "Mayor's Office" is the place. Bill's is a comfortable stop along the Canal.

Bill's is also accessible from Interstate 68 from the Orleans Road exit. Travel south 4.6 miles and turn left at the Little Orleans Grocery sign. Be advised that during fishing season on Mondays Bill might not be around until later in the day, or if there's been a late night before, don't expect to get anything to eat too early the next day.

There's a lot of history behind Orleans's Grocery which surrounds the Canal. The following article by Jan P. Alderman, News Staff Writer for the *Cumberland News* appeared in 1975:



## Old Store Attracts Tourists

With the bicentennial celebration gearing up and the general increased awareness of local history, the Little Orleans area is receiving more and more visitors.

One of the focal points of that area is Bill's Orleans Grocery, a 150-year-old business which was a warehouse and stopping point for C&O Canal boats.

William J. Schoenadel, owner of the grocery, said that while much of his business is generated by hunters and fishermen, the boom in tourism and the interest in the history accounts for many of the visitors who stop by his store.

Located on the Orleans Road, the grocery was originally along the canal, but in 1905 it was moved 100 yards to make way for the laying of track for the Western Maryland Railway.

Besides the close proximity to the 185-mile canal, the store is near the quaint little St. Patrick's Church which is surrounded by a cemetery that predates the present church building. The earliest burial date in the cemetery was noted as 1802, and the cemetery contains the graves, many of them unmarked, of Irish canal construction workers and their descendants.

The C&O Canal Towpath Guide points out that several tombstones show a birth date but not a date of death, indicating possibly that an enterprising peddler of tombstones passed through the community in the late 1800s.

Orleans Road itself was the main route from Fort Frederick to Fort Cumberland for many years, and traffic of all sorts--horseback, supply wagons and stage lines--passed over the road until a more direct route across the mountain summits was opened.

Little Orleans was the scene of a riot of construction workers on May 17, 1838 which resulted from non-payment of workers by canal contractors, followed by a stoppage.

German laborers were hired to replace the Irish, and a German worker was clubbed to death with swinging shillelaghs, while another German was thrown into a bonfire and burned to death.

After reinforcements of 500 duck guns arrived from Baltimore, Irish from Little Orleans to Paw Paw took up arms and a riot near the tunnel ensued. Three companies of state militia from Baltimore responded and confiscated and destroyed the guns, burned Irish shanties, confiscated whiskey and suppressed the rebellion.

Owners of whiskey subsequently sued as non-rioters and the court held that the militia had acted illegally and exceeded its authority in confiscating privately-owned liquor.

The Orleans Grocery and warehouse, when it was originally located adjacent to the canal, included a beam which extended

over the canal was equipped with a large pulley.

A rope strung through the pulley was used to tie canal boat cargo on the boats and the other end of the rope was hitched to a mule driven along the towpath, lifting the cargo above the level of the warehouse wharf. The suspended cargo rope was then hooked with a pole, drawn to the dock and unfastened.

Mr. Schoenadel has in his possession ledgers dating back to the early 1900s which were kept by C. T. Callen, the then-proprietor of the grocery.

The payroll ledger, for example, shows that a laborer received \$2.50 a week salary while "colored help" was paid \$2 a week.

Other ledgers, all with neat handwriting, reveal store prices which would be bargains by today's standards. For example: 25 pounds of sugar for \$1.63; milk for 10 cents; six yards of calico for 42 cents; three pounds of coffee for 69 cents, and five pounds of nails for 15 cents.

The warehouse and blacksmith repair rates were neatly registered, including wagon repairs ranging from 25 cents to \$1.50 and up: shoeing a horse for 60 cents; and replacing a pick handle for a quarter.

One lucky family obtained a full bedroom of furniture, complete with two large beds, for just \$22.10.

Today, the Orleans Grocery caters mainly to the tourist trade--primarily campers--with Mr. Schoenadel estimating that 90% of his business comes from tourists.

The store's busy season extends from mid-April to December. By far, Mr. Schoenadel said, the busiest time is deer hunting week. Throughout most of the year *he is kept busy by those* (sic) taking a time out from a canal-long hike to visit the grocery for supplies and a rest.

Mr. Schoenadel, who is himself something of a history buff, said many interesting and revealing facts about the Little Orleans past can be learned from some of the older residents of the area. Until her death two years ago, Mrs. Raymond Higgins, who had been a canal boat cook, spent a number of hours talking to Mr. Schoenadel about life on the canal. She was 98 when she died.

Since he purchased the grocery eight years ago, Mr. Schoenadel has learned of a small hospital which was located nearby. Apparently not much more than a first-aid station, the hospital was still in operation in the 1920s and "Hospital Hill" is located on the Schoenadel property.

Mr. Schoenadel, who is also a printer at The Times and Alleganian Company, operates the grocery with his wife, Ethel. The couple has five children: Paula and Kevin, at home; Mrs. Bonnie Black of Little Orleans; Steven Schoenadel of LaVale; and John Schoenadel of Cresaptown.

- - Editor

## The C&O Canal Association Welcomes New Members:

### Prior to August 31, 1996

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BLYTHE GEORGE H.	VERO BEACH FL	HUBBARD LARRY	CHEVY CHASE MD
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BROADBENT RICHARD	EMMITSBURG MD	HUGHES WILLIAM A.	GAITHERSBURG MD
BROWN JOHN DWIGHT	HERNDON VA	HURVEY M/M WILLIAM T.	NEWARK OH
BROWN WILLIAM N.	WASHINGTON DC	HUTCHISON SHERRY	SILVER SPRING MD
BUCCINO SHARON	ARLINGTON VA	HYATT DR. ASHER A.	BETHESDA MD
BURGESS JACK & MARY JANE	SCIO NY	JOHNSSON ROBERT & FANNY	FREDERICK MD
CANZANO DIANE M.	WASHINGTON DC	JONES JOHN F.	WASHINGTON DC
CHRISTMAS PATRICK	SILVER SPRING MD	JORDAN EVY	ROCKVILLE MD
CLEM CARMEL	POTOMAC MD	KIMBALL JOHN	WASHINGTON DC
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COOPER LOIS	POOLESVILLE MD	KING FRED	SILVER SPRING MD
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DEVONALD KIM	FALLS CHURCH VA	LINDEN LAILA	KENSINGTON MD
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ELMER SONJA G.	ARLINGTON VA	MC GUIRE KATE	BETHESDA MD
ENGELSTAD F. N.	BETHESDA MD	MC NAMEE THOMAS & LINDA	CLEAR SPRING MD
FABER ALAN	ARLINGTON VA	MELCHIOR ROBERT	FAIRFAX STATION VA
FARMER THOMAS L.	WASHINGTON DC	MILLER DAVID & NANCY	SPRINGFIELD VA
FISHER ROBERT & JOAN	SHARPSBURG MD	MINNERS WARREN	BETHESDA MD
FOARD DOUGLAS	LOVETTSVILLE VA	MINTZ JULIE	ARLINGTON VA
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GIMBLE JOSEPHINE	ROCKVILLE MD	PIMENTA JOE	FALLS CHURCH VA
		PINE RICHARD & MARTHA	ROCKVILLE MD

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PRESTA MARY & FRANK	CLIFTON VA	HALL RIDGWAY	WASHINGTON DC
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RAGLAND SUSAN	FAIRFAX VA	HILL DALE	BETHESDA MD
RASMUSSEN ANGLEA	GAITHERSBURG MD	HOLMES MARGUERITE	GAITHERSBURG MD
REICHLEY RICK	ARLINGTON VA	KEENEY JOHN	LANHAM MD
REIN ALAN	TAKOMA PARK MD	KIEKEBUSH BERND	COLUMBIA MD
ROBINSON CARLTON C.	BETHESDA MD	KIMBLE PAUL G. & LULA	INWOOD WV
ROHR HOWARD LEO	FALLS CHURCH VA	LEITHAUSER JOHN G.	ROCKVILLE MD
ROLAND F.	SILVER SPRING MD	LERCH HARRY & SHARON	BETHESDA MD
ROOT RUSSELL B.	POOLESVILLE MD	LOUDON MARGERY & SHELDON	BETHESDA MD
ROUSH JEANNE L.	LEESBURG VA	MC ALLISTER BILL & SUE	LANHAM MD
SATTERTHWAITE ANN	WASHINGTON DC	MC COOK RANDOLPH & KAREN	NEW MARKET MD
SCHWARTZ RONALD C.	HAGERSTOWN MD	MEIJER CORINNE E.	WASHINGTON DC
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SHEFFIELD JOANNE	POTOMAC MD	NESTOR BARRY	WASHINGTON DC
SHEPHERD, JR. DAVID E.	DUNN LORING VA	PAWLIKOWSKI EMILY	CABIN JOHN MD
SHIELDS BOB	ANNANDALE VA	PECK TOM	WILLIAMSBURG VA
SHOMPER DAVID E.	BOULDER CO	PROSSER ANN & BILL	MC LEAN VA
SHORT DR. & MRS. JOHN J.	POTOMAC MD	QUINLAN MIKE	BOWIE MD
SLATEN RICHARD K.	BETHESDA MD	REID RICHARD	HAGERSTOWN MD
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SMITH DONALD E.	POTOMAC MD	SCHULTZ CARL & CHRISTINA	HARPERS FERRY WV
SMITH RICHARD C.	FT. WASHINGTON MD	SHEA WALTER	SILVER SPRING MD
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SNYDER TIMOTHY R.	HAGERSTOWN MD	THARP LISA K.	PINEY POINT MD
SNYDER AMY	BETHESDA MD	VAN HALL WILLIAM	MIDDLETOWN MD
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STAFFORD ROBERT W.	POTOMAC MD	WHITE CATHERINE E.	BURKE VA
STRONG SHIRLEY	GLEN ECHO MD	WILLIAMS RON	ASHBURN VA
STROUD AONANDA	ALEXANDRIA VA	WINELAND JOHN & PAULA	GLENSIDE PA
TEDARDS MEREDITH	BOONESBORO MD	WIRFS TOM & VICKI	GERMANTOWN MD
THAYER HARRY E. T.	WASHINGTON DC	YOUNG KATHRYN	SILVER SPRING Md
TINSLEY PETER S.	BALTIMORE MD		
TOLLUS JAMES A.	ANNANDALE VA		
TOOHEY JOHN M.	BETHESDA MD		
TRAMS BERNHARD G.	BETHESDA MD		
UGELOW M/M RICHARD	WASHINGTON DC		
VAN VLIET PETER	ARLINGTON VA		
WADE S. A.	GAPLAND MD		
WEBBER KAREN LEE	SMITHSBURG MD		
WHITE GERALD	ALTOONA FL		
ZEIS M/MJOSEPH E.	SILVER SPRING MD		
<b>After August 31, 1996:</b>			
AUSTIN JIM	LURAY VA		
BELKIN STEWART	WINCHESTER VA		
BLUNDA FRANK L.	BROOKEVILLE MD		
BOERNER MICHAEL & DOROTHY	BETHESDA MD		
BOPP ANDREW	WASHINGTON DC		
BOWMAN JOHN	BALTIMORE MD		
BRAY JEAN M.	SHEPHERDSTOWN WV		
BROWN RICHARD D.	FREDERICK MD		
CHAPMAN CHUCK & LOUISE	WASHINGTON DC		
CLARK LOU & REGINA	SHARPSBURG MD		
CLAYTON LEDGE	FAIRFIELD CT		
CLOSE LOU	HANCOCK MD		
CORCORAN LINDA G.	LENOIR NC		
CURETON DAVID & SALLY	ALEXANDRIA VA		
DREW ALICE	BETHESDA MD		
GARDNER VIVIAN M.	WILLIAMSPORT MD		
GERUSTEIN JOANNE	WASHINGTON DC		
GILLIAM REGGIE & BARBARA	WHEATON MD		

-- William Bauman, Membership Coordinator

### MAP PROJECT - A REMINDER

A year or so ago the C&O Canal Association began a project to revise the publication, A Collection of Maps of the Chesapeake & Ohio Canal, last published by William Clague in 1977 and now out of print. We are struggling to update these detailed maps and about a year ago requested Level Walkers' cooperation in bringing to our attention needed revisions.

This reminder is directed to Level Walkers especially and to anyone so inclined to report recent changes to the canal and to access roads or other notable matters.

If you did not receive or cannot locate the copy of the map of your level please contact Ellen Holway, 9533 Veirs Drive, Rockville, MD 20850-3477 to receive a photocopy of that map. After you have checked it, preferably by taking it to your level and verifying its accuracy, return the form to me with changes noted. Forms must be returned, even if there are no changes.

These maps are very helpful in finding access roads to various sections of the canal, many of which don't appear on maps from other sources.

If you have already submitted a revision and there are no further changes you need not take any further action.

-- Ellen Holway



## CANDIDATES FOR ELECTION - 1997 ANNUAL MEETING

The following 1997 Slate of Nominations for the Board of Directors of the C&O Canal Association at the March 1, 1997, Annual Meeting, has been prepared by the Nominating Committee appointed by the President of the Association. The nominees are for the six officer positions and the five board positions.

Many thanks to the 1997-1998 Nominating Committee members for their efforts in presenting this slate for the new year. Members wishing to place additional names in nomination, or suggest a candidate, should contact one of the following committee members:

- Peggy Weber, Chair
- Phyllis Elliot
- Theodore Leach
- Craig Reynolds
- Lanetta Schmidt

### OFFICERS

For President: **GARY M. PETRICHICK**,  
Belmont, New York

This has been a most unusual year. I entered my term as President on the heels of the January flood amid turmoil and confusion. Thanks to the Board and committee members, we came through with flying colors. Then came Fran! Again we rallied, providing what service we could to the park staff while maintaining our regular program.

Overall, things have gone extremely well. We have raised an impressive amount of money for the Monocacy Aqueduct and for Canal restoration. Work on our archives is progressing nicely. A few projects have had to be put on hold, but a more normal year should get us back on track.

It has been gratifying to see, in the face of adversity, the strength of the Association, the park staff and the general public. I can't fully express the pleasure this year has given me. The down side is that I haven't been able to spend as much time on the Canal as I would have liked.

My heart-felt thanks go out to all of you who have been so generous to me, to the Association, and to the Chesapeake & Ohio Canal National Historical Park. If I have the privilege to be re-elected I will do my best to build upon the gains we have realized this year.

For First Vice President: **THOMAS L. PERRY**,  
Williamsport, Maryland

I have been taking groups out on the towpath for 25 years and have been a member of the Association for 10 years. My wife and I are level-walkers and I am a volunteer in the Park in the Williamsport area, where we live. My special interest is in

introducing people to the Park and using it for camping and biking, endeavoring to pass on to others the rich treasure which is ours. The Canal needs our constant care, protection, and promotion

For Second Vice President and Level Walker Chair:  
**KEITH KRIDENOFF**, Baltimore, Maryland

I have been level walker chairman for 4 years and have greatly enjoyed working with all the dedicated volunteers who have made their levels their own. It has been wonderful reading and collating all the reports and to see how knowledgeable the level walkers have become on their levels.

With the Park Service budget becoming increasingly smaller I feel our work has become even more valuable. Not only with the multitude of trash picked up but also noting potential trouble spots that could become very expensive later. I would very much enjoy continuing working with this great group of volunteers. I have been a member of the association for 10 years and a member of the American Canal Society for 11.

For Secretary: **RACHEL L. STEWART**,  
Arlington, Virginia

I admit it: Having served as Secretary just since March 1995, I am hooked. Preservation of the natural and historical environment of the Canal Park and the Potomac River basin are the goals of our organization. With the projected fund-raising campaign for the Monocacy Aqueduct, it is important to keep continuity in the direction of the Association. As Secretary I can in a limited manner contribute to preservation of the Aqueduct, and to the continued existence of this greenway sanctuary.

For Treasurer: **DAVID M. JOHNSON**  
Bethesda, Maryland

Treasurer 1995-1996, 1989-91; President 1991-93; director 1985-89; level walker; NPS volunteer; member of the board of directors of the American Canal Society and Pennsylvania Canal Society.

As Treasurer, I will continue to work to maintain the Association's accounts and financial affairs in accordance with standard and accepted accounting procedures, and attempt to guide and influence the Board of Directors to exercise their responsibility to manage the membership's funds in a prudent and businesslike manner.

For Information Officer: **KATE MULLIGAN**,  
Washington, D.C.

More than 6,000 people volunteered to help with the canal park restoration after the floods. A mention of the recent Heritage hike in the *Washington Post* brought about a week-

## **CANDIDATES - continued**

long deluge of phone calls. If re-elected, I plan to work with the board to capitalize on the obvious public support for the canal park. Specifically, I want to identify association members who will serve as local publicity representatives by helping to place stories in local newspapers and with radio stations and by distributing fliers, brochures and calendars. I will further develop our contacts with the Washington media and try to promote the association and more effectively in the rest of the canal park

### **DIRECTORS**

(Listed in alphabetical order. Five to be elected.)

#### **CHRISTINE CERNIGLIA**, Rockville, Maryland

Growing up along the C&O Canal next to Lock 8 has given me a life long love and appreciation of the beautiful park, that we, as members work hard to support and preserve. My husband, Wayne, and I have been members for five years, have been level walkers, have helped to clean up after floods, have helped in ways we can at many events put on by the association. In 1994, I was fortunate to be able to participate in the Douglas through-hike and I have been an active member of the "Save the Monocacy Aqueduct" Committee. I would be honored to serve as a working board member of the C&O Canal Association.

#### **CARL LINDEN**, Brookmont, Md.

A member for more than three and a half decades I might be thought an 'old-timer.' However, our Canal fellowship ever renews me. Your President on two occasions from 1971-74 and, more recently, from 1994 to last March, I am ready to serve on the Board again if you so wish. Though I did not take part in our presiding body this past year, I have kept busy chairing our Monocacy Aqueduct and Canal Restoration Committees. There is plenty for us to do in working to protect and preserve the integrity of our great national and historical Canal Park.

#### **MARY ANN MOEN**, LaVale, Md.

I am pleased to be considered for appointment to the Board of the C & O Canal Association. I believe that, as a resident of Allegheny County, I will bring a slightly different viewpoint to the Canal Association Board. I am interested in working with others to increase the membership and the participation of western Marylanders in the Association's activities. A broader geographical membership base will help the Association to represent all those who visit and love the C & O Canal.

I have only been a member of the Association for a few years; however, I have really enjoyed the hikes, trips, and other activities in which I have participated. I enjoy the people, and believe strongly in the goals of the Association. Having grown up in Washington, D.C. and Glen Echo, Maryland, the Canal was always a part of my younger life. When I moved to Cumberland, I thought it was wonderful that I still live near the Canal.

As I mentioned, I grew up in Washington D.C., graduated from Sandy Springs Friends School in Sandy Spring, Maryland in 1973, I graduated from Vassar College in 1979 and from the University of Maryland School of Law in 1988. I then moved to Cumberland as Clerk for the two Allegheny County Circuit Court Judges, Judge Sharer and Judge Leasure. I now live in LaVale, Maryland, with my husband, James Moen, and our dog, Cory.

#### **JIM PRESTON**

I have been a member of the Association since 1993. Somewhat active; always interested. As the canal itself changes through the seasons, other activities will influence directly upon the canal's usage.

1. The opening of Canal Place in Cumberland.
2. Later, the completion of the Allegheny Highlands Rails to Trail,

The western terminus of the canal towpath will be the eastern end of the A.H.R.T. The National Park Services Authority also ends at this point. I believe the canal association to be the most logical qualified group to make smooth the operations pathway in what could be a major difference in operating procedures. The western end of the A.H.R.T. will be Ohio.

From the Potomac to the Ohio, the original target of the canal, with the additional visitation the above will bring, we must be aware and prepared. I appreciate the opportunity to serve.

#### **KEN ROLLINS**

Member 37 years; past Treasurer, Vice President, President, and Board member. Former member of Advisory Commission Originator and Chairman for several years of the Programs Committee. Lived 30-odd years opposite Lock 6 and wore out several bicycles on the towpath. Charter Level Walker. Walked the Canal 3½ times in continuous hikes and several times over its segments. Contributor to and strong supporter of the General Plan governing development and use of the Park, stressing that "Historical" is part of its name, but willing to compromise historical purity where feasible to provide "relief valves" against flood damage.

#### **MICHAEL SCHUCHAT**

My wife and I joined the Association at the suggestion of Gilbert Gude when we took his course on the Potomac River Basin. At one of the after hike dinners, I learned about the through Douglas Hikes. I was fortunate enough to go on the 1994 hike and agree to be nominated as a way to increase my chances to go on the 1999 hike.

I am a retired lawyer and am Legal Editor of the Daily Washington Law Reporter.

The canal is a wonderful asset to the area and any help I can give it will be partial payment for many wonderful experiences on the canal.

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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  
Editor, *Along the Towpath*  
12713 Knightsbridge Drive  
Woodbridge, Virginia 22192  
e-mail: cocasn@erols.com

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.

#### C & O CANAL ASSOCIATION 1995-1996 Association Officers

##### President:

Gary M. Petrichick  
716-268-5187

36 Willets Ave.  
Belmont, NY 14 813

##### First Vice President:

Thomas L. Perry  
301-223-7010

116 S. Conococheague Street  
Williamsport, MD 21795

##### Second VP & Level Walker Chairperson:

Keith Kridenoff  
410-661-8285

1725 Red Oak Road  
Baltimore, MD 21234

##### Secretary

Rachel L. Stewart  
703-237-4727

5914 Washington Street  
Arlington, VA 22205

##### Treasurer

David M. Johnson  
301-530-7473

9211 Wadsworth Dr.  
Bethesda, MD 20817

##### Information Officer

Kate Mulligan  
202-484-3590

1301 Delaware Ave., SW  
Washington, DC 20024

Board of Directors: (Terms expire in 1999) Charles Ayers, Harold Larsen, Nancy Long, Robert Perry, Patricia White (Terms expire in 1998) William J. Evans, Karen M. Gray, Fred I. Mopsik, Ralph Donnelly, Peggy Weber. (Terms expire in 1997) William D. Bauman, John Frye, Norma Hendrickson, Ellen Holway, Lyman Stucker.

##### Committees. (Contact at the COCA telephone number or write to COCA))

Archives  
Canal Restoration/Monocacy Aqueduct  
Environmental  
Level Walkers  
Membership  
Programs  
VIPs

Hal Larsen  
Carl Linden  
Ralph Donnelly/Fred Mopsik  
Keith Kridenoff  
Rita Bauman  
Sonny DeForge/Ken Rollins  
John Lindt

##### Editorial Staff

Editor: Robert C. Perry

703-590-5568

##### Associate Editors

Carl A. Linden  
Jane D. Perry  
Ken Rollins

#### DIRECTORY C & O CANAL NHP TELEPHONE NUMBERS AND PERSONNEL

##### C & O CANAL NHP HQTRS

Box 4, Sharpsburg, MD 21782  
Superintendent  
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  
Douglas Faris  
Kevin Brandt  
Keith Whisenant  
Ken Brodie  
Kevin Fitzgerald  
Patrick Toops  
Susan Trail  
Gordon Gay  
Bob Hartman

##### PALISADES DISTRICT

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  
Abner Cloud House  
Fletcher's Boat House (Concessionaire)  
Canal Clipper, Great Falls Tavern  
Swains Lock (Concessionaire)

202-653-5844  
202-472-2679  
202-244-0461  
301-299-2026  
301-299-9006



## SUPERINTENDENT'S NOTES

The year 1996 has been one for the record books for the C&O Canal National Historical Park. We experienced records for annual precipitation, snowfall, low temperatures, and government shutdowns. While we have together accomplished much this year toward emergency repairs and interim recovery actions, much remains to be completed.

We have hired our flood recovery team which is in a new office setting at Ferry Hill, and are proceeding to prepare plans and designs for future repair actions. The park has hired an architectural and engineering firm, Dewberry and Davis, to assist us during the next three years of flood recovery activities. Members of this firm assisted park staff in November in undertaking a major parkwide assessment of all flood damage throughout the 184.5 mile park. This assessment included an evaluation of over 2,000 features, and has been computerized for easy access and use.

Our media and public awareness campaign resulted in excellent results with fund raising and volunteer support. We received over \$24 million in Congressional appropriations, donated funds and services, and grants. Our first major repair contract was for \$3 million and should be completed by January 1997. Partial accomplishment will be celebrated on December 14 when the park begins to rewater the canal segment from Lock 5 downstream through Georgetown. Volunteer support has been fabulous. During 1996 we used 4,746 volunteers to accomplish 275 repair projects!

We all know that floods "come with the territory" along the C&O Canal, and that our repair work must be pursued as cost effectively and as sustainable as possible. Our sustainability workshop held in July was very helpful and provided a context for more comprehensive evaluations of standards, methods, and designs that potentially can be used to minimize future damage.

Flooding throughout the Potomac Basin is a topic of great concern to property owners, land managing agencies, and elected officials. In November 1996, Governor Glendening established a 19 member Flood Task Force co-chaired by Representative Casper Taylor and Corps of Engineers Colonel Randall Inouye. I am a member of the Task Force and have two Rivers, Trails, and Conservation Assistance Program staff assisting me. A report is due to Governor Glendening by January 20, 1997. Hopefully this group or some variation of the task force will continue after January and further explore long-term potential solutions.

Members of the C&O Canal Association have been invaluable to the park and its staff during 1996. Your support and smiles were unwavering and, believe me, made a big difference! Many thanks, and best wishes as we proceed together toward an exciting and challenging future for the park.

- - Superintendent Doug Faris

## THANK YOU, VOLUNTEERS

Many, many thanks to all those wonderful people who volunteered to staff the Association booth at the various events in which the Association participates. Without such members who are willing to give of their time and effort, the Association would not increase in membership, and, therefore, could not support the C & O Canal National Historical Park as much as it does.

Members who give extra time and effort on behalf of the Association are what makes belonging a great experience. A deeply felt **thank you** goes to the following members who rearranged their schedules so they could volunteer:

**Justice Douglas Hike** - Joan Paull

**Montgomery County Fair** - Nancy Long\*, Hal and Jane Larsen, Carl Linden, Dave Johnson, Pat White and son James, Rachel Stewart, and Sonny DeForge.

**Williamsport C & O Canal Days** - Tom and Linda Perry\*, Sue Ann Sullivan, Ed Miller, Nick and Peggy Weber, John Barr, Will and Sara Ann Godwin, B.K. Lunde, and Bill Hibbard

**Happy Birthday Montgomery County** - Ellen Holway\*

**Hancock Canal-Apple Days** - John and Jeri Popenoe\*, Ralph and Adele Donnelly, Jack Murray, and Larry Logan

**C & O Canal Boat Festival** - Tom Conlon\*

**Brunswick Railroad Days** - Pat Stakem, son and daughter, Joe Himes, Jack Smith, and Katrinka Westendorf

**Heritage Hike** - Ellen Holway and Byron Souder

Again, many thanks to the above members. The coordinators of each event are indicated by the asterick. A special thanks goes to them for help above and beyond. The Association couldn't do without any of you.

- - Rita Bauman

### Editor's Note:

I would be remiss to not acknowledge Rita's efforts on behalf of COCA in coordinating the logistics of each event ensuring that staffers have the necessary membership brochures, and materials for sale, as well as a tent/booth and table/chairs. Many thanks to Rita.

## What Did I Get Myself Into?

In a burst of volunteerism, you signed up to help staff the Association booth. What did you get yourself involved in? The answer is quite simple. You volunteered a hour or two of your time to be at one of the events listed in the Calendar of Events. At the event, you will be called upon to:

- Talk about the C & O Canal National Historical Park. You can go into as much or as little detail as you wish or as you have time. You don't have to be an expert on the canal.
- Tell interested people about the Association and its purpose.
- Hand out membership and Monocacy Aqueduct brochures.
- Describe Association-sponsored activities. They also are listed in the Calendar of Events contained in the newsletter. Copies of the latest newsletter are at the booth.
- Sell Monocacy t-shirts and canal-related books. Last but most importantly, meet fellow Association members and others interested in the canal.

Please check your calendar and the Calendar of Events and let the coordinators know as soon as possible the event(s) in which you would like to participate.

A nonrefundable registration fee must be sent in three months prior to the date of each event. Before the Association is committed to any particular event, the coordinators need to know whether they have a sufficient number of volunteers. However, don't hesitate to call near the date of the event--the more members that participate, the merrier.

- - Rita Bauman

## NATURE NOTES

Celebration of the reopening of the walkway to Olmsted Island on August 3 was quickly forgotten as Hurricane Fran forged up the Atlantic Coast in early September. Rising waters along the Potomac River valley again brought out Park rangers and volunteers as they worked to protect Great Falls Tavern and its contents. Sandbags were piled three feet high around the Tavern. Railings were removed from the bridges to Olmsted Island. Then the waters came!

For the second time this year, the river battered the park. Water rushed through the break in the towpath near Angler's Inn to join rising flood waters surging through the woodland below. This time damage to the wall that holds canal and towpath high above the normal river level in the Rocky Islands area led to closure of that section of the towpath as far as the stoplock. Below Lock 5, the towpath so remained closed in early October.

*Along the Towpath*

No interruption of the regularly scheduled "Sights and Sounds of the Seasons" walks occurred at any time. Rain or shine, at least a few people showed up for a brief slide show at the Tavern, followed by a walk lasting a couple of hours. This fall the group could start with the Tavern Garden where the wild lobelia outdid itself, often attracting large butterflies with its spike of blue blossoms. At the edge of the brick walk behind the Tavern, tiny blue speedwell blossoms lined a crack where they had never been seen before.

The speedwells were not the only plants found in unlikely places. Plants were on the move throughout the 1996 season, a January and September flood waters pushed them out of one "home" into another. Rushes, sedges and tall grasses crowded the canal prism, with arrowhead showing its stalk of white blossoms against the green background. Wingstem and cone flower grew more than head-high in places along the canal bank. Later, clusters of white or blue asters crowded both sides of the towpath in some places.

On the gold mine tract, some of the more open woodland areas looked as though they had been scoured by drenching rains. Even the sturdy Christmas fern looked battered, with few of the tapering fertile fronds with which it usually starts the winter season. At more protected levels along the towpath, Christmas ferns continued to flourish,, helping to create natural rock gardens with yellow and green lichens and mosses, and occasionally slender wands of goldenrod. Beech drops were found in full bloom in October under a spreading beech tree. Tiny British soldiers again emerged in cracks in the bridge railing near the Marsden Tract.

The little green heron and the black-crowned night heron left the Carderock area as fall approached. One or two great blue herons will continue to haunt the area all through the winter, assuming close watch over pools of water in the canal prism.

The bald eagle pair on Conn Island are reported to have reared one young bird this year. In late September, an adult eagle showed itself briefly to an adventuresome group following the muddy river path above Great Falls. Chimney swifts and swallows circled over the river during September on their way to southern locations. The mallards never left, but the Canada geese have been strangely absent all through the summer and fall.

And this fall we lost the "Pied Piper" who started so many of us on Bird-watching. During World War II, Roger Tory Peterson was stationed in Washington. Many of us joined his early morning tours along the towpath. These were unforgettable. Such memories are part of the park's lasting charm.

(Sights and Sounds of the Seasons walks are scheduled by the Park on the first and last Wednesday and Saturday every month of the year. Led by Volunteers, they start at 10 A.M. with a brief slide show at Great Falls Tavern.)

- - Helen Johnston

It's been a busy fall for the level walkers with this being our most productive quarter yet. Thanks go out to all the level walkers and other volunteers who put forth a tremendous effort to help clean up the mess left by Mother Nature.(several times!) Also there are currently several openings for levels up and down the entire towpath. If you ever thought of becoming a level walker now is the ideal time as many diverse areas are available. If interested please contact me at:

1725 Red Oak Road  
Balto. MD 21234-3707  
(410) 661-6130

The following are reports received by the November 5th deadline. The next deadline is February 5th.

3 - 5 to 7.5

Lock 5 to Cabin John

James & Joan Wilson(10/3,4,5)

Major washout at Locks 6&7. Fallen Trees in canal prism but towpath is clear. Towpath still closed below Lock 5. Lock 6 will require major repair.

4 - 7.5 to 9.4

Cabin John to Lock 14

Carolyn Reeder(11/2)

Collapse of bank almost complete below Lock 8. Several trees fallen in prism. Erosion near edge of towpath under beltway bridge.

6 - 12.3 to 14.3

Anglers Inn to Great Falls

Helen Johnston(Oct. to Nov.)

Olmstead Island bridges opened in summer have closed due to September flooding. Towpath closed from stop lock to near bridges. Bridge at Widewater further weakened from before.

7 - 14.3 to 16.6

Great Falls to Swains Lock

Mark Page(8/20)

Towpath good but for construction 500 yards north of mile 15. Fallen trees in prism just below Swains. Water level low at Tavern.

8 - 16.6 to 19.6

Swains Lock to Pennyfield

Paul Davis(9/27,10/17)

Towpath good except for washout for 1/4 mile east of mile 19. Also eroded 1/8 mile below mile 18.

11 - 25 to 27.2

Tenfoot Island to Sycamore Landing

Sharon Freedman(9/10)

Towpath inaccessible with road flooded.

12 - 27.2 to 30.8

Sycamore Landing to Edwards Ferry

Charles Otstott(9/13) Stephen Pollock(9/24)

Towpath full of muck! Several culverts seem to be clogged with very little drainage. Fill has been added and many downed trees removed. Edwards Ferry area cleaned up and work done at Chisel Branch HBO.(9/13) More culverts are needed in several areas. Certain areas seem to always wash out during flooding.

14 - 33 to 35.5

Harrison Island to Whites Ferry

Herbert Madison(9/26)

Sinkhole near iron bridge has grown. Towpath in good shape but for uprooted tree near mile 33.6. Some resurfacing needs to be done.

15 - 35.5 to 39.4

Whites Ferry to Lock 26

Herbert Madison(10/11)

Towpath open with few muddy spots. Much debris in trees from floodwaters. HBO is closed.

19 - 48.2 to 57.5

Pivot Bridge to Catoctin Aqueduct

Jack & Pat Cook(8/19)

Three trees uprooted on towpath side of prism between 49.5 to 50.5. Needs resurfacing all along.

20 - 51.5 to 55

Catoctin Creek to Lock 30

Mario & Anne Abbate(8/17,9/21)

Much cutting and pruning near culvert at mile 54.8. Impossible mud at mile 52.9 to 53. Water level in canal higher than usual.

22 - 58 to 60.7

Lock 31 to Lock 33

Robert Schoen(8/31,10/20)

Flood damage less than expected. Parking lots full of cars.(8/31) Lock 33 damaged with two washouts a little below. Very large tree fallen across prism at mile 59.4

28 - 72.8 to 74

Lock 38 to Lock 39

John Frye(10/6)

Towpath open but very rough due to recent flooding.

37 - 99.3 to 98.3

Lock 44 to 1 mile above

Ellen Holway & Elizabeth Scott(9/29)

Towpath in good shape despite 8 foot flooding. Entire level open.

38 - 99.3 to 102.3

Lock 44 to High Rock Quarry

Dave Brown(10/13)

Repairs resumed at Lock 44. One course of new block laid. Entertainers performing at Visitor Center.

40 - 104.9 to 106.8

Nessle RR piers to Dam 5

Bill Hibbard(10/13)

Towpath side washout is passable and well marked. Usual amount of trash.



## ON THE LEVEL - continued

42 - 108.6 to 110.4

Lock 47 to Culvert 142

John Ziegler(10/25)

Towpath in good shape because of elevation. Silt has been removed from parking lots. Parking area next to McCoys Ferry seems to have become a dumpsite.

43 - 110.4 to 112.4

McCoys Ferry To Fort Frederick

Karen Gray(9/29)

Towpath between mile 111 and 112 badly rutted and muddy. Two culverts above mile 111 deteriorating more quickly. Overall level in good shape.

44 - 112.4 to 114.5

Fort Frederick to Ernstville

Jane & Hal Larsen(9/22)

Towpath level. clean and dry. Very little trash to pick up. No recent beaver cuttings but spotted two new lodges.

51 - 134.1 to 136.6

Dam 6 to Sideling Hill

John Popenoe(9/20)

Mostly small branches and dead wood along towpath. Entire level restored with new bridge over culvert. near mile 135.

58 - 154.5 to 156.2

Paw Paw to MD 51 bridge

Judie & Fred Mopsik(8/11)

Graffiti on south portal and inside. No evidence of flood damage. Many flowers in bloom.

62 - 164.8 to 167

Lock 68 to Lock 71

Len & Joyce Skoglund(9/1)

Tree in prism at mile 165.6. New bridging over washout at mile 166. Towpath in good condition all along level.

69 - 182.6 to 184.5

Wiley Ford to Cumberland

Wayne Hargy(9/30)

NPS has relocated walkway leading to towpath. New canal info signs at terminus. Warehouses across from Wills Creek have been razed and graded. Elevator tower at Western MD rr station under construction.

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## PAW PAW BENDS CANOE TRIP

The trip that almost wasn't. The Fran flood of September 7 and 8 almost sank the annual canoe trip, originally scheduled for the following weekend. All campsite facilities were removed as a precautionary move when the Park staff learned of the impending flood, leaving us with plenty of water and no place to go. Ken Rollins and Carl Linden got to work and rescheduled the trip for the weekend of October 12 and 13. Our good friends in the Park had already planned to have the Paw Paw campsite open in early October, and bent over backwards to have Stickpile Hill open for us.

Friday afternoon Jane and Bob Perry, Nick Weber and son Scott, and Nancy and Gary Petrichick showed up at Paw Paw for the now traditional "night before" camping. Jane arrived with a bad back, precluding the Perry's canoeing but not their participation. They planned to drive to Bonds Landing the following day to be able to meet the rest of us at Stickpile. The night was brisk and only a heavy fog kept the frost out of the valley.

Saturday morning's arrivals brought news of bright sky on the hilltops but it was late morning before the valley fog burned off. As always we had good intentions, planning to shove off early to compensate for the short daylight hours. As in the best laid plans of mice and men, we didn't get on the Potomac until well after noon, owing to one of us getting misplaced (Association members never get lost) on his way to Bonds Landing during the ferrying of cars to Little Orleans.

The late start proved to be no problem as the water was a good foot and a half higher than normal and we made

record time with the swift current and lack of usual low water obstacles. Departing Paw Paw were the two-person canoes of Carl and Ken, Nancy and Gary, and Mary Ann and Jim Moen of Cumberland, and the singles of Rachel Stewart, Ginny Evans, Nick and Scott Weber in their



Carl Linden and Ken Rollins--Two Canal Characters.

Photograph by Jom Moen

inflatables, and Sonny DeForge in the Perry Canoe (*Towpath*). Sonny had driven the Association's bike trippers to Cumberland that morning and made it to Paw Paw by launch time, shortly after lunch time.

The first leg of the trip through the awesome Paw Paw Bends was as beautiful as always, but we were all amazed at the sight of flood debris high in the trees and on the

railroad trestles. There were many other canoeists on the river for this late in the season -- word of good water must get around. The day was cool but comfortable for canoeing.

On arrival at Stickpile Hill we found to our delight that Bob and Jane were already there and that Bob had laid in a healthy supply of firewood which we knew would be needed shortly. Tents were pitched, steaks were cooked over Ken's ingenious portable grille, and we were ready for the welcoming campfire. By the glow of a freshly carved jack-o-lantern, we sang and swapped outrageous tales until late into the chilly night.

Sunday morning was the usual leisurely affair, knowing that we had a short paddle especially with this year's fast water. We lunched at Devils Alley, roughing it with no table or outhouse. It turned out that we had consumed all of the soft beverages last night and this morning, but not to worry. Mary Ann Moen to the rescue with fruit juice for everyone. Thus refreshed, we sailed on to Little Orleans where we landed high on the beach as the boat landing was under water.

Vehicles were retrieved and loaded and the crew enjoyed Bill and Ethel Schoenadel's hospitality for as long as we could before having to return to reality. Parting was sweeter for knowing that in only two weeks we'd all be back together for the Heritage Hike.

-- Gary & Nancy Petrichick

#### CANAL COMPANION CLASSIFIED

**Wanted:** Canal companion to join me for a walk between the Monocacy Aqueduct and either Point of Rocks or Brunswick. Walk one way, drive back to origin. Will supply scenic commentary and description of railroad operations.

Contact Conductor Michael Dittkoff, (301) 459-7945.

#### 1997 CALENDAR OF UPCOMING EVENTS

<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. to begin with a brief slide show. Hikes are led by Park Service Volunteers Betty Bushell, Betty Henson, and Helen Johnston.
Feb 1	Sat	VIP WORKDAY, 9 a.m. to Noon. Meet at Great Falls Tavern for flood rehab. Call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 299-3613 for details.
Feb 2	Sun	Board Meeting, Williamsport Library, 1:00 p.m.
Mar 1	Sat	<b>C &amp; O Canal Association Annual Meeting</b> , Williamsport, MD, 1:00 p.m. Happy Hour 4:30 p.m. Dinner 5:30 p.m..
Mar 1	Sat	VIP WORKDAY, 9 a.m. to Noon. For those not attending the annual meeting. Meet at Great Falls Tavern. Call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 299-3613 for details.
Mar 15	Sat	Canal Commission Meeting
Apr 5	Sat	VIP WORKDAY, 9 a.m. to Noon. Meet at Great Falls Tavern. Call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 299-3613.
Apr 6	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Apr 19	Sat	43rd Anniversary Justice William O. Douglas Hike. Dam No. 6 to Hancock.
May 2-4	Fri-Sun	Virginia Canals and Navigation Society Annual Meeting. Featuring a tour of the C&O Canal between Point of Rocks and Great Falls. For details, contact Lynn Howlett, 6826 Rosemont Drive, McLean, VA 22101.
May 3	Sat	VIP WORKDAY, 9 a.m. to 4 p.m. Meet at Great Falls Tavern. Call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 299-3613 for details.

## CALENDAR OF EVENTS - continued

Jun 1	Sun	Board Meeting, Williamsport Library, 1:00 p.m.
Jun 7	Sat	VIP WORKDAY, 9 a.m. to noon. Call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 299-3613 for details.
Jun 14	Sat	Canal Commission Meeting.
Jun 21	Sat	Canoe from Violettes Lock to Great Falls. Ideal introduction to canoeing -great for old-timers, too. Contact Carl Linden (301) 229-2398 or Ken Rollins (804) 448-2934).
Jul 13	Sun	Potluck dinner with Friends of the Tavern and the C&O Canal Association (6:00 p.m.).
Jul 26	Sat	Canoe the River from Brunswick to Monocacy landing. Contact Carl Linden (301) 229-2398 or Ken Rollins (804) 448-2934.
Aug 3	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Aug 16-23	Sat-Sat	Montgomery County Fair--the Montgomery County Historical Society, C&O Canal Association, and other preservation groups share a booth. Contact COCA Coordinator--Nancy Long, (301) 320-2330, for information.
Aug 23-24	Sat-Sun	Williamsport C&O Canal Days. Contact Tom Perry (301) 223-7010.
Sep 6	Sat	VIP Workday. Details later.
Sep 7	Sun	Happy Birthday Montgomery County - Co-hosted by Montgomery County Historical Society. Contact Ellen Holway (301) 738-7894.
Sep 13	Sat	Canal Commission Meeting.
Sep 13-14	Sat-Sun	Hancock Canal - Canal Apple Days. Contact John Popenoe (301) 678-6379.
Sep 20-21	Sat-Sun	Annual overnight Paw Paw bends canoe trip. Contact Carl Linden (301) 229-2398 or Ken Rollins (804) 448-2934.
Sep 20-21	Sat-Sun	Sharpsburg Heritage Festival
Sep 27-28	Sat-Sun	Cumberland Canal Boat Festival. Contact John Millar (301) 729-3136.
Sep 28	Sun	Board Meeting, Tom and Linda Perry's, 116 Conococheague St., Williamsport, 1:00 p.m.
Oct 4	Sat	VIP Workday. Details later.
Oct 4-5	Sat-Sun	Brunswick Railroad Days
Oct 11-16	Sat-Thr	Through-bike trip -- Cumberland to Georgetown led by Tom Perry. Details later.
Oct 25	Sat	Annual Heritage Hike. Details later.
Nov 1	Sat	VIP Workday. Details later.
Dec 6	Sat	VIP Workday. Details later.
Dec 7	Sun	Board Meeting, Glen Echo Town Hall, 1:00 P.M.

## CALENDAR OF EVENTS - continued

Dec 13	Sat	Canal Commission Meeting.
Dec 13	Sat	Annual <b>FROSTBITE HIKE</b> . Contact Ken Rollins (804) 448-2934 or Sonny DeForge(301) 530-8830.
Dec 14	Sun	Holiday Sing-Along at the Great Falls Tavern, 1:00 p.m. Bring a snack to share.

1998

Mar 8	Sat	C&O Canal Association Annual Meeting.
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### POINT OF ROCKS TO MONOCACY CANOE TRIP-- JUNE 15, 1996

*A 6-1/2 mile canoe trip on the Potomac River, from Point of Rocks, MD to the Chesapeake and Ohio Canal's historic Monocacy River Aqueduct-June 15th, 1996 (Saturday)--an eye-witness account of what happened (Most of what I'm telling you is true).*

The weather was warm and sunny on June 15 as my mother and I picked up my good buddy Guy Bartels at his house at 7:45 a.m. and we were on our way to Carl Linden's house in Brookmont, Maryland. Ken Rollins, Sonny DeForge, Carl Linden, Bob Perry, Bob's son-in-law Jeff Eickenhorst and his young daughter Brittany (This was Brittany's first canoe trip) and two unidentified members of the COCA met us there.

As we were driving into Point of Rocks on Route 28, we drove by the beautiful and historic 19' century train station which is located at the junction of 2 CSX rail lines (CSX is a descendant of the Baltimore & Ohio Railroad). The station must have been built during the early 1870's when the adjacent C & O Canal was still in operation, and this historic old train station is still used by the MARC commuter trains which run during the week between Martinsburg, West Virginia and Washington DC. The town of Point of Rocks was one of many communities in the Potomac River valley that was hit hard during the flood in late January, 1996. Point of Rocks is on the narrow Potomac River floodplain.

We parked the trucks underneath the U.S. 15 bridge, took the canoes off the roof and placed them at the river's edge. I took a quick look at the trees next to the boat ramp and noticed that there was some flood debris lodged in their branches 10-15 feet above my head. After spending about 20 minutes in loading the canoes with our life preservers and lunches, we shoved off downstream towards the western end of Heater's Island which is about 3 miles long. Guy was in a canoe with Ken, and I was in a canoe with Sonny. Brittany was in another canoe with her father, two ladies were in a fourth canoe, and Bob was in his own canoe. As we were drifting downstream in the shade along

the island's southern shoreline, Sonny said that there were some old farm buildings and equipment on the center of the island that was abandoned back when Hurricane Agnes blew through the area in June, 1972.

We made landfall at a muddy, steep and slippery beach hoping to follow an old road trace into the interior, but we had to cut short our visit and return to our canoes because two members could not paddle back upstream to where we had beached the canoes. As we were leaving the island, Bob accidentally tipped over in his canoe and drifted downstream with the overturned canoe until it lodged against a tree branch in the water where we all helped him right his canoe.

This part of the Potomac River has some 300-year old V-shaped fish traps that were built by the local indian population. They built 2 converging stone walls and placed a net at the place where the stone walls meet. Fish arriving at a fish trap are forced to swim alongside the wall until it is caught in the net.

The river water was coffee-colored as a result of the recent rains. It was lunchtime when we reached the next island, so we all beached our canoes on the muddy and slippery island. Sonny and I came up against a tree branch that was still attached to the shoreline. I carefully stepped from the canoe to the branch. Some loose flood debris and driftwood on the branch moved abruptly as I moved across it causing me to lose my balance and fall into the chest deep water. I climbed out of the water and inadvertently fell into the water again scratching my lower legs. The water was very warm. Fortunately, I did not lose anything. I lifted myself out of the water again and made my way to the shoreline. When I set foot on the island, I slipped and fell on the mud dirtying up my clothes!

We all had lunch at an old overgrown hunting blind on the eastern end of the island. It seems that most of the islands that we passed still had flood debris and other trash from the January, 1996 flood. I counted at least 25, 55-gallon oil drums. After lunch, we resumed our journey downriver and one of the unidentified participants took a quick dip in the river (she did not fall in). We saw 2 or 3 Great Blue Herons and other unidentified birds as we were paddling downstream. As you are coming into the Monocacy River, from the Potomac River, you



## CANOE TRIP - continued

get a good view of PEPCO's 3 smokestacks at its powerplant at nearby Dickerson. Soon afterwards, the mouth of the Monocacy river and aqueduct came into view-we steered the canoes towards the Monocacy boat ramp and landing passing under the aqueduct's 4th arch because the channels under the 1st and 2nd downstream arches were still blocked on the upstream side with flood debris. The aqueduct is wearing a 25-year old special harness that is designed to keep it together until a vital engineering study is made on the entire structure and its underwater foundation that was built in way back in 1833. The water level in the Monocacy and Potomac Rivers rose to a point that is 2 ½ feet below the tops of the aqueduct's arches. This aqueduct is the largest and most beautiful of the C & O Canal's 11 aqueducts.

We made landfall at the wide concrete boat ramp and pulled our canoes ashore. There was some mud on the boat ramp and as I was walking on it, I slipped and fell down hard on my tailbone knocking off my hat and glasses in the process. Fortunately, my glasses were not broken because they had landed on a coating of thick mud.

Sonny and Ken left to go back to Point of Rocks in order to retrieve the vehicles that were left behind there. Guy, myself and the others spent the time resting and talking while waiting for Sonny and Ken to return. When they had returned with their vehicles, we posed for a group picture then loaded the canoes back onto Ken's truck and Bob's and Sonny's cars. While on the way out, we stopped at a store and gas station in Dickerson so that I could call my mom and tell her that we would arrive back at Carl's house at 5:15p.m. We also got some refreshments at the store since we were very thirsty after an afternoon of paddling on the Potomac River.



Happy Canoers--Photograph by David Lepkowski

After about an hours drive through the beautiful Maryland countryside, Ken, Guy and I arrived back at Carl's house shortly after 5:15 p.m. Guy and I took the canoes back down to the area

where they are stored, after they were removed from the top of Ken's truck. My pal Guy was a happy camper while enduring the mud and other hardships. He enjoyed being out on the water. Generally, I think that we all had a great time canoeing on the Potomac River, even though it was very muddy and wet. It is traditional to encounter mud and to fall into the water during a canoe trip.

-- David E. Lepkowski  
(LWWS,27B@PRODIGY.COM)

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## C&O ANNUAL THRU-BIKE RIDE

Despite the two floods of '96, there was an abbreviated ride on Oct 12-13 with the weather, at least, cooperating. In a normal year, a leisurely ride of 6 days would run from the canal terminus to tidelock. But with the downstream end of the towpath in poor condition, and no facilities at overnight campsites, tour leader Tom Perry devised a three-day tour from Cumberland to Harpers Ferry. There would be no sag wagon; the riders would carry all their gear. The plan was to get to Little Orleans the first night, and Williamsport the second.



Mario, Tom, and Fred, ready to start their trip(Milepost 184.5)  
Photograph by Mario Abbate

On a cold Saturday morning at the Cumberland terminus three cyclist showed: leader Tom Perry, Fred Slick of Williamsport, and Mario Abbate. Sonny DeForge, who doubled as transport man for the concurrent C&O canoe trip, brought Tom and Fred and their gear. Seems like Sonny's there whenever there's work to be done. The towpath condition for the most part was rideable, sometimes barely so because of exposed rocks or mud, and occasionally there was no choice but to dismount. At noon we enjoyed a bag lunch at Old Town, always a pleasant stop. Tom's offering of table scraps to a gaggle of large geese resulted in an uproar and demand for more. We retreated to the now unofficially opened bridge across the Potomac. It had surely been underwater in the flood but survived. The first evening we made camp at the Little Orleans camp ground, which, not surprisingly, was deserted. We had not encountered many others

on the towpath. Chef Tom prepared a hot meal. Yes from a can, but under the circumstances, it was gourmet food. The evening highlight was a visit to downtown Little Orleans and Bill's Place for a pitcher of beer.

The following day was warmer, and near Indigo Neck we left the towpath looking for the path up the steep berm side to the Indigo railroad tunnel. The flood obliterated the path, and we were a quarter mile off when we finally found the tunnel. We departed the towpath briefly for a pleasant outdoor lunch in Hancock. Back on the towpath we were surprised to encounter Hal Larsen on foot inspecting canal damage. We made a side trip to Fort Frederick before making our planned stop in Williamsport. This proved to be the end of the trip since both Tom and Fred had work to attend to and Mario was happy to get out of the saddle.

Tom is looking forward to next year's ride when surely there won't be more high water, and the towpath will be rideable and the day's leg shorter. Amtrak which initially scheduled bike service to Cumberland this fall, has postponed it indefinitely. Perhaps bike clubs may persuade them to reconsider. Even without Amtrak, Tom Perry is sure that some arrangements can be made to allow greater participation next year,

- - Mario Abbate

#### ACKNOWLEDGEMENT OF CONTRIBUTIONS

With appreciation, the C&O Canal Association acknowledges the following persons who have contributed to the C&O Canal Fund (C) or the Monocacy Aqueduct Fund (M) since the last edition of *ATP*.

Richard G. Kirk, SR.	M
Mr. and Mrs. Neal Potter	M
Seneca Valley Sugarloafers Volksmarch Club	C
Elizabeth P. Stone	M
James W. Houck	M
Vicki and Tom Wirfs	M
Albert H. Small	M
William S. Hall	M
Clarence H. Westendorf	M
Eric R. Nelson	M
Gladys H. Fuller	M
Robert N. Price	M
Emma Rose Dieter	M
Robert Joel Reynolds	M
Frederick County Public Library Staff Association	M
John D. And Patty K. Hawley	M
Martin L. Heavner	M
Katherine Wells	M
William E. Ravenscroft	M
Mildred C. Thorbreg	M

#### MEMBERSHIP RENEWALS ARE DUE

Membership in the C&O Canal Association runs concurrent with the calendar year and expires on December 31. The Association encloses renewal forms with the winter and spring issues of *ATP*. This practice saves the expense of a separate mailing, plus many volunteer hours for stuffing and addressing envelopes.

**Prior to this issue**, the code in the upper right corner of your mailing label indicates your current membership status. The letter shows your membership class: "M" for individual member, "F" for family, and "P" for patron. The number indicates the year through which your membership is paid: "96" means your membership expires in 1996; "97" means that you are paid-up through 1997. YOU MAY ALSO REFER TO YOUR MEMBERSHIP CARD.

**IF THE NUMBER ON YOUR PRIOR MAILING LABEL IS "97" OR HIGHER, OR IF YOUR MEMBERSHIP CARD INDICATES DUES HAVE BEEN PAID THROUGH 1997, YOU ARE A MEMBER IN GOOD STANDING AND MAY DISREGARD THE REMAINDER OF THIS NOTICE. WE ARE NOT ASKING YOU TO PAY YOUR DUES AGAIN.**

If the number on your prior label is "96", or if your membership card indicates 1996, your dues expire December 31, 1996. Please use the enclosed renewal form to remit your dues today and remain a member of the C&O Canal Association.

We also hope that you will consider making a donation to one or more of the Association's three funds. Contributions to the MONOCACY AQUEDUCT FUND are used toward restoration of the aqueduct, one of the most important structures on the canal. THE C&O CANAL FUND supports various projects and interpretive programs proposed by the Park Service that cannot be budgeted with appropriated funds. The DAVIES FUND is a reserve to support legal actions and other special uses that may become necessary to defend the C&O Canal against threats to its historic and environmental integrity.

**The C & O Canal Association is classified as a non-profit organization as defined by section 501© (3) of the Internal Revenue Code and all contributions are tax deductible.**

Your continued membership is the key to the Association's success. Prompt renewal benefits both you and the Association. It ensures that you will continue to receive *Along the Towpath* and will be eligible to vote for officers and board members at the annual meeting. It also ensures that the Association will continue to sustain its activities for its members and in support of the Park. We appreciate your past support and hope that you will continue to be an active member of the Chesapeake and Ohio Canal Association, Inc.



**SUMMARY OF THE MINUTES OF SEPT. 29, 1996  
BOARD OF DIRECTORS MEETING**

The President called the meeting, to order at 1:00 p.m.

1. The Treasurer presented a balance sheet as of Sept. 26, 1996 and a statement of income and expenses as of same date. (See Ex. 1 attached). He will be sending out a budget call to officers and committee chair for estimates for the 1997 budget.
2. Park Report:
  - A. Superintendent Faris thanked the association for its efforts in the flood clean-up campaign, discussed the work that had been done and the damage suffered in the September flood, and displayed aerial photographs taken during the September flood of Violettes Lock area, Olmstead Island, Harpers Ferry, and Monocacy Aqueduct. He invited us to a volunteer appreciation picnic that afternoon at Ferry Hill headquarters. He stated that a flood recovery team has been established and is being staffed, that among other projects are a \$3 million contract for the lower canal. The staff hopes to have one or both canal boats operating in Spring 1997. He also briefly described other projects involving Cumberland and the Canal Place and the train station visitors center, as well as plans for more waysides, better signage within the Park as well as outside directional signage. Regarding the Monocacy Aqueduct: He will shortly send the Association a letter regarding the fund-raising campaign; an engineering study should be committed by years end; and he hopes to have input from federal highway experts and regional and county experts on preserving and restoring the aqueduct as well as potential upstream preventive measures.
  - B. Ranger Clyde Bell reported he had received a \$15,000 grant for educational video, that part of the grant will be used to purchase the educational trunks he had described last winter, and that he has in fact signed purchase orders for 6 such, to be used at Visitors Centers as well as sent out to schools. The Georgetown Visitors Center has been painted and re-carpeted and has new exhibits. For the Canal boats, the maintenance staff is working on restoring them; the Canal must be watered, and he must hire 12-13 seasonal staff for March through October. He plans to develop new handouts and exhibits on flood history and on different ethnic groups involved in construction of the Canal.

3. Committee reports:

- A. Archives: Hal Larsen, Chair, reported that association members have begun collating the collections of records of the Association, for example, level walker reports and committee chair reports. The Archives curators are planning a C & O Canal display based on archival material, photographs and architectural/engineering drawings, with the help of the Association.
- B. Monocacy Aqueduct Fund-Raising Committee: The Chair, Carl Linden, was not present. A comment on the fund-raising brochure was made that it does not include directions to the Aqueduct.
- C. Environmental Committee: Ralph Donnelly, co-chair for the Western end, presented information on the steam-generating station near Mexico Farms; on the new management of the campground west of Hancock; on the lack of damage to Paw Paw Tunnel from the September flood; and on Wiley Ford Bridge; and the Oldtown Bridge, where signs erected by the State say the bridge is closed.

Fred Mopsik, co-chair for the Eastern end, discussed the Georgetown University Canal Road entrance proposal, which remains alive despite the zoning board's disapproval of the EIS. Nancy Long noted that in the long-standing civil suit, the U.S. District Court decided in favor of WMATA regarding the Rider's Trust lands, and reminded the association that Metro still owes the NPS land in trade. Long also reported that the Montgomery County Board of Zoning Appeals has had three hearings on a proposal to build an assisted care facility on MacArthur Blvd. at the entrance to Great Falls, and that a fourth hearing is scheduled for 10/1.
- D. Level Walker Committee: The Chair was not present. Following discussion of the paucity of level walker reports from this Committee, Karen Gray moved that the President communicate with the Chair.
- E. Membership Coordinator: William Bauman presented a report of membership as of Sept. 29. At the last meeting there was extensive discussion of the Association's liability to members and/or non-members arising from use of hired shuttle busses.. Bauman had three brochures from area hiking clubs each of which state that participants do so at their own risk.

## BOARD MINUTES - continued

- F. Newsletter/Internet Committee: Robert Perry, Co-chair, reported that our Internet Web page is complete, and circulated to the meeting hard copies of some pages. Regarding "Along the Towpath", the next issue will be December; he requested articles from Environmental Committee Co-Chair regarding environmental issues that impact the Canal Park.
  - G. Program Committee: Sonny DeForge reported that the September canoe trip has been postponed to October 12/13, that the VIP work-party of September 7 worked some 18 hours on sandbagging, and inquired whether the Association could use the Park's vans for shuttles during our hikes. He stated that the Heritage Hike will take place as planned. .
  - H. Information Officer was not present. A written report was submitted.
  - I. Volunteers-In-Parks Committee Chair was not present and sent no report.
5. 4. Other business:
- A. Report on Canal Place volumes was given to the President, who has left it with Hal Larsen; those wishing to read it should contact Larsen.
  - B. Nominations for officers and directors will be solicited pursuant to a motion by Patricia White to authorize the expense and publication of a separate bulletin to the membership, soliciting nominations for officers and directors. The President appointed Peggy Weber as chair of the Nominations Committee.
  - C. Patricia White reported that she will be better able to report on plans for a "Thru-Hike in Pieces" when the level-walker situation is clarified.

Respectfully submitted,  
Rachel Stewart

## LATE NEWS FLASH

At the December 1st meeting of the C&O Canal Association Board of Directors, the Board entered into a Memorandum Agreement with Advanced Video Artistry for the production of a video "glorifying and extolling the Chesapeake and Ohio Canal and the Potomac River Basin forming a part of the C & O Canal National Historical Park".

Mr. David Humphrey, sole proprietor of Advanced Video Artistry, is a lifelong Canal enthusiast. He began this project as an effort to increase the public awareness of the uniqueness of the Park and of the need to preserve its natural and historical heritage. The immediate goal is a documentary to be aired on national television, possibly as early as late spring. The secondary goal is the sale of copies with proceeds going toward the repair, maintenance and upkeep of the Park.

Enter the Association. Many hours of footage have already been recorded, but to complete the documentary, Advanced Video Artistry needs to interest donors in contributing funds to cover production costs. As a not-for-profit organization, the Association will receive and hold tax deductible contributions for payment as required to cover the costs of the video.

Upon completion of the video, the Association will be the sole owner thereof, with the ability to market copies to benefit the C&O Canal Fund. We will have incurred no costs other than the bookkeeping necessary to account for the funds.

The board viewed a five minute promotional tape and was extremely impressed with the content and quality of the work. Look forward to updates on "The C&O Canal, American History's Greatest Walk".

-- Gary Petrichick

