

VOLUNTEER HANDBOOK



NATIONAL PARK SYSTEM



United States Department of the Interior

NATIONAL PARK SERVICE

C&O CANAL NATIONAL HISTORICAL PARK

P.O. Box 4

SHARPSBURG, MD 21782

IN REPLY REFER TO:

A8227-VIP

Memorandum

To: Our Volunteers in the Park, C&O Canal

From: Superintendent, C&O Canal

The C&O Canal National Historical Park is pleased to welcome you as a "Volunteer in the Parks."

The National Park Service over the years has been fortunate in having many "friends of the parks" who help the parks in many ways; and, who obtain much satisfaction in working with the park staff to make a visit to the parks more meaningful, and assisting in preserving and keeping the environment of the parks unimpaired for the enjoyment of present and future generations.

Since the C&O Canal became a National Historical Park in January 1971, thousands of volunteers have helped us in a variety of park program activities. Many tasks and programs would not have been possible had it not been for the interest and dedicated service of our volunteers.

We are proud to have you as a member of the park family and hope that you will enjoy your experiences with the park.

Please do not hesitate to call on any of us on the park staff if we can help you in any way. Our VIP Coordinator at headquarters has charge of the overall coordination of the volunteer program.

With all good wishes.

Richard L. Stanton

A BRIEF HISTORY OF THE NATIONAL PARK SERVICE
AND ITS GOALS

Yellowstone became the world's first National Park when it was created in 1872. Today, we have a National Park System of over 300 areas set aside for historic, natural or recreational purposes.

Congress acted in 1916 to create the National Park Service. America's parks would be managed in such a manner as to "conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." This goal, established in 1916, is still applicable to the National Park Service today.

In the 1970's, the National Park Service added two principal goals. "It is implementing a "Parks to the People" program by means of new and existing parks, recreation areas and projects near urban centers; and is emphasizing the educational and inspirational values that make parks an effective instrument for promoting social cohesion and community understanding."

The interpretation of history in the 170 historical areas has a new dimension-- living history. Congress broadened the concept of historic preservation in 1906 by authorizing the President to establish national monuments on lands owned by the United States so that we could preserve historic landmarks, historic and prehistoric structures and related areas of scientific and historic significance (Antiquities Act of 1906). The Service has now added the philosophy of making history more relevant in these days of change by skilled interpretation of the unfolding story of man. Visitors often have the opportunity to witness a segment of past life in many historical areas. The National Park Service has a long-range goal to round out the Park System by acquiring those areas identified as nationally significant to the preservation and understanding our national heritage -- historic, natural and recreational. Achieving this goal will be a slow and gradual affair affected by such things as economics and national priorities.

Park planners will be asked to consider future impact on our nation's parks. As visitation increases, traffic and visitor use will have to be decentralized in the parks. The public must be reeducated to use mass transportation and to plan their activities in advance. Our parks are fragile areas which must demand respect from the visitor. Without this consideration, our unique system will suffer irreversible damage. We must begin now to awaken a sense of responsibility for our present and future roles as caretakers of America's heritage.

Parks-to the people, and more recreation areas near urban centers will help to meet the increasing needs of an urban society.

We will continue to carry out the original pledge made in 1916 when the Service was created.

A Brief History of the C & O Canal National Historical Park

At the beginning of the 19th century, the land beyond the Appalachians lured settlers, with visions of wealth, land, freedom and the subtle challenge of the unknown. With a prophetic resemblance to a modern rush hour, pioneers jostled each other in the race to where their suns would set. The few trails heading west became a tangle of humanity, wagons and livestock. Hucksters were quick to note the need for commerce along the way. The demand for an economical means of transportation for commercial goods coincided with the wave of canal building in Europe and found many converts in the new and growing country. The Erie canal, begun in 1817 and launched in 1825, had shown that it was feasible to use waterways as a means of exchanging finished goods for the untold raw materials of the west.

The C & O Canal was the heir apparent of the Old Potowmack Company, envisioned by George Washington in 1785. On July 4, 1828, John Quincy Adams broke ground to initiate development of a waterway to connect with the Ohio River located across the Alleghenies. Coincidentally, construction of the Baltimore and Ohio Railroad began on this day. From these two foundations a bittersweet competition was formed from which there would be only one victor.

Construction of the canal was a slow, expensive undertaking. Building supplies were scarce, land costs high and since the Potomac Valley was predominantly agricultural, skilled laborers were almost unknown. Indentured laborers were brought from Ireland, Germany, Netherlands, England and Wales and brought with them skills in carpentry, masonry and stone cutting. Miners from Wales were of inestimable value during construction of the Paw Paw Tunnel.

Life was extremely difficult for immigrants as well as local drifters looking for work. Living conditions were appalling and the ravages of disease, nature and prejudice took their toll. On top of these problems, it is doubtful if the workers lost much sleep over the westward-running steel tracks to the north of them.

Canal management was beginning to feel the pressure from the B & O. Land acquisition between the two factions grew into a bitter dispute. The narrow gorge at Point of Rocks became the focal point for the contention. There was room for only one right of way. After four years of litigation, the case was settled in favor of the canal. Financial crises further delayed the completion of the canal with final stage to Cumberland completed in 1850, eight years after the railroad reached that point. The speed and economy of railroad made it clear to the C & O Canal officials that they should drop plans to extend the canal to Pittsburgh.

The company had spent \$11 million to build 297 kilometers (184.5 miles) of canal consisting of 74 lift locks which raised it from sea level at Georgetown to 184 meters (605 feet) at Cumberland, 11 stone aqueducts which carried the canal over major Potomac tributaries, seven dams to supply water for the canal, a number of waste weirs to control the water level, hundreds of culverts to

carry roads and streams under the canal, a 9,180 meter (3,117 feet) tunnel to take it under a mountain, and an assortment of stop locks, river locks, bridges, ships, section houses and lockhouses. The canal generally was 15 to 18 meters (50 to 60 feet) wide at towpath level, sloped to 9 to 12 meters (30 to 40 feet) across at the bottom and carried a minimum depth of 1.8 meters (6 feet) of water. The size of the locks--4.57 meters (15 feet) wide and 30.48 meters (100 feet) long--restricted the size of the barges. A typical barge was 4.41 meters when loaded (14.5 feet) wide, 28 meters (92 feet) long, drew 1.37 meters (4.5 feet) of water, and could carry upwards of 122 metric tons (120 tons) of cargo.

In the early summer of 1889, a titanic flood swept the Potomac Valley, leaving the canal in ruin. However, it was rebuilt and used until 1924, when another flood seriously damaged the already financially troubled canal company.

Though the canal was not a financial success, it did provide for transportation of coal, flour, grain and lumber between Washington and Cumberland. It created a unique way of life for the people who labored or lived along the canal. It was born of the vision of men who could not foresee the impact of mechanization on a new and striving country. Their desire, to supply the commercial needs of a growing population and to reap its benefits, displayed a daring which was fundamental in opening up the frontiers to the streams of pioneers seeking new freedoms.

The 185 miles of the canal contain an array of historically significant sites which trace the comings and goings of Indian tribes, mountain men, settlers, missionaries, all playing a part in expanding the nation from a few cities and settlements in the east to the diverse expanse it is today. Take time to see and understand for we have probably only scratched the surface.

Legislation

Pertinent federal legislation of interest to VIP's:

Act of June 8, 1864 - established Yosemite as a state park.

Act of March 1, 1872 - established Yellowstone National Park, the world's first national park.

Act of June 8, 1906 - Antiquities Act gave the President authority to establish national monuments and gave legal protection to historic and prehistoric objects.

Act of August 25, 1916 - established the National Park Service.

Act of June 5, 1920 - authorized the Secretary of the Interior to accept lands and money for parks.

Act of March 3, 1933 - Reorganization act brought many areas from the Department of War and the Department of Agriculture into the National Park System.

Act of August 21, 1935 - Historic Preservation Act to preserve historic sites, etc.

1937 - The B & O Railroad applied for a loan from the Reconstruction Finance Corporation. Among the properties used for collateral (\$2,000) were the holdings in the C & O Canal & the title.

1938 - Canal officially turned over to Department of Interior after B & O secured its loan.

1940 - "Barge" rides began operation in Georgetown.

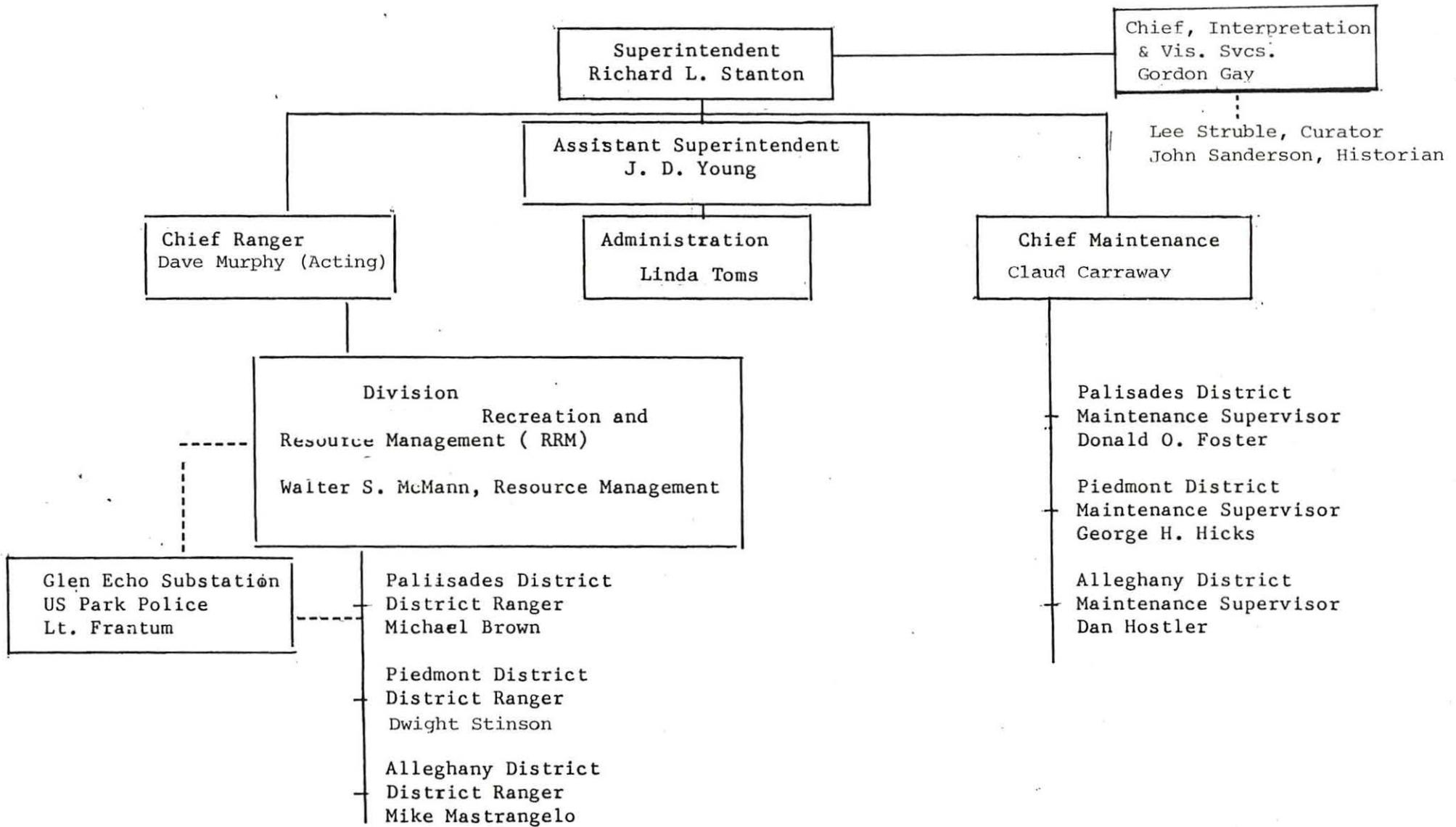
January 18, 1961 - President Eisenhower designated the area from Seneca to Cumberland as a National Historic Monument

Volunteers in the Parks Act, 1970 - authorized the National Park Service to use the services of unpaid individuals in the parks.

Act of January 8, 1971 - to establish and develop the Chesapeake & Ohio Canal National Historical Park.

May 19, 1977 - Dedication of "The C&O Canal and Towpath" to Justice William O. Douglas

C & O CANAL NATIONAL HISTORICAL PARK
BASIC ORGANIZATION



Park Districts

Park Headquarters

C & O Canal National Historical Park
E.O. Box 4
Sharpsburg, Md. 21782

Phone: 301/739-4200
301/739-4206 - night emergency number
Use the 7 line for direct dial to Washington, D.C.

Radio: KQC 732

Palisades District Office

C & O Canal NHP
11710 MacArthur Boulevard
Potomac, Md. 20854

Phone: 301/299-3613 - Tavern Information; Marsden Tract Reservation
301/299-2026 - Barge Information & Ice skating Information

Radio: KQC 728

Little Falls Sub-District (Mile 0-9.6) (Georgetown to Beltway)

Georgetown Visitor Center
C & O Canal NHP
The Foundry Mall
1055 Thomas Jefferson Street
Georgetown, D.C. 20007

Phone: ~~202-472-4376~~

Seneca Sub-District (Mile 9.6 - 31) 301/299-3613 (Beltway to Edwards Ferry)

Piedmont District Office

Route 34, Sharpsburg, Md. 21782

Phone: 301/739-4200 ext. 239

Radio: KQC 732B

Monocacy Sub-District (Mile 31-64) Edwards Ferry to Dargan Bend

Conococheague Sub-District (Mile 64-106) Dargan Bend-Dam 5

Allegheny District Office

C & O Canal NHP
180 Main Street
Hancock, Md. 21750

Phone: 301/678-5463

Radio: KQC 731

Paw Paw Sub-district

Mile 141-184.5

15 Mile Creek to
Cumberland Terminus

Paw Paw Sub-District

Mile., 175.5
North Branch Visitor Center

C & O Canal NHP
Route 4, Box 246
Cumberland, Md. 21502

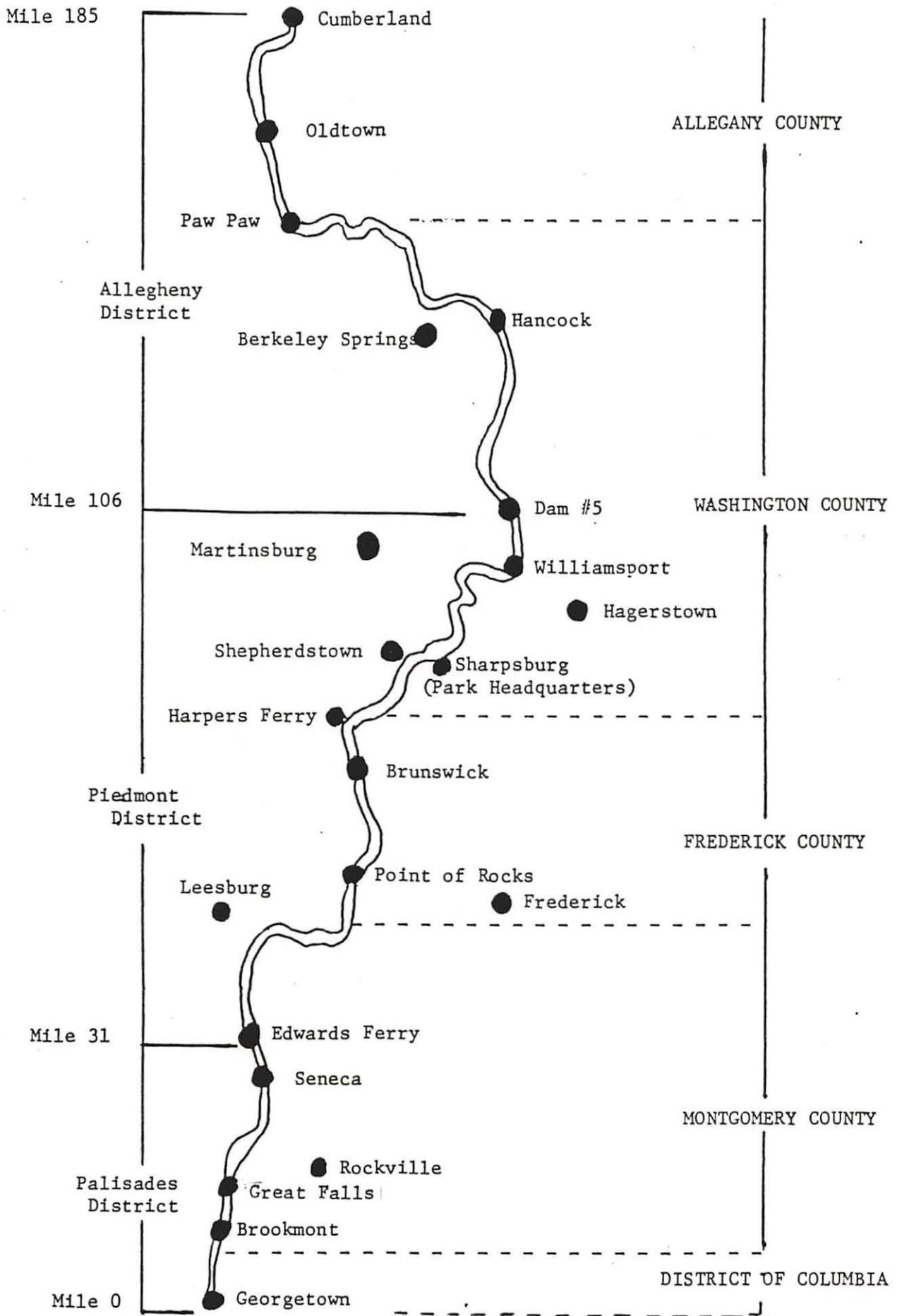
Phone: 301/777-8667

Radio: KQC 727

Four Locks Sub-District (Mile 106-141) Dam 5 - 15 Mile Creek

Lockhouse 49
Phone: 301/842-2222

(COUNTIES, CITIES and TOWNS)



CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK

P.O. Box 4
Sharpsburg, Maryland 21782
301-739-4200

SPECIAL REGULATIONS

The Superintendent has established the following regulations pertaining to the C & O Canal National Historical Park. These are necessary in order to protect park areas and provide for the safety and welfare of persons and property.

1. Emergency access gates to the C & O Canal towpath shall not be blocked. Vehicles in violations will be towed away.
2. Motors (gasoline and electric) shall not be used on boats in any park waters, particularly at Big Pool (Mile 112), Little Pool (Mile 120) or Battie Mixon Pond (Mile 165) at Oldtown. Exception: Electric may be used at Big Pool (Mile 112) and Little Pool (Mile 120).
3. All motor vehicles, including unlicensed vehicles and trail bikes, are prohibited from traveling on the towpath and undesignated areas.
4. Developed recreational sites at Four Locks, Carderock, Great Falls, Tonoloway, McCoys Ferry picnic area, and Dam 4 are closed after dark.
5. Place all refuse in trash receptacles. Where no receptacles exist, please carry trash out with you.
6. Pets must be under physical restraint, in a cage or on a leash, at all times.
7. Horses are prohibited in campgrounds, picnic areas and hiker-bikers units. Horses must be tied well away from these areas. Horses not permitted on towpath between Mile 0 and Mile 16.6 or in the Paw Paw Tunnel.
8. Hunting is prohibited in the park. Hunters with unloaded weapons may cross park property to reach adjacent hunting lands. Campgrounds may not be used as a base for hunting.
9. Washing of dishes, bathing or cleaning fish near wells is prohibited. Such activities may contaminate water.
10. Vehicles must be driven and parked in designated areas only.
11. Group camping is prohibited in drive-in camp areas.

Natural areas possess hazards not normally encountered in your home surroundings. You are responsible for your family's safety.



C&O CANAL NATIONAL HISTORICAL PARK
CAMPING REGULATIONS

1. All campsites are on a first-come, first-served basis. Abandoned and unattended personal property is prohibited and any such property may be impounded.
2. One camping unit or one family is allowed for each site. A family is defined as one head of household and immediate family. Small groups of up to 6 persons will be permitted for each site.
3. Campsites and/or camping units cannot be transferred on site or otherwise to another person or group. When a camper or group leaves the area, all equipment must be removed.
4. The pitching of tents and parking of trailers or other camping units are permitted only at designated sites.
5. All wheeled vehicles, except bicycles and wheelchairs, must be kept off the grass.
6. Pets must be kept on a leash or be restrained by other means of physical control.
7. Quiet will be maintained in the campground between the hours of 10 p.m. and 6 a.m.
8. The removal, cutting or altering of live vegetation, digging or leveling of the campsite grounds are prohibited.
9. The taking of firewood will be restricted to dead material lying on the ground. Wood may not be removed from the ground.
10. Fires will be restricted to grills or fire rings provided for visitor use or portable charcoal grills positioned off the ground.
11. Draining or dumping refuse or body wastes from any trailer or other vehicle is prohibited.
12. Washing of dishes, bathing or cleaning fish near wells is prohibited. Such activities contaminate the water.
13. Stay is limited to 14 days per season (whether cumulative or consecutive), Memorial Day through Labor Day, at all carry-in, drive-in campgrounds and one night at each site, per trip, for hiker-biker areas.
14. Visitors to campgrounds must park in the boat parking area.
15. Campgrounds may not be used as a base for hunting outside Park boundaries. Firearms, bows, etc., are prohibited.
16. Portable engines or generators are not permitted in the campgrounds.
17. McCoy's Ferry Picnic Area is closed at dark.

CAMPSITES MAY NOT BE RESERVED

Park 24-Hour Emergency Number: 301/739-4206

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK
P.O. Box 4
Sharpsburg, Maryland 21782
301-739-4200

CANOEING ON C & O CANAL WATERS

Short and widely separated stretches of the canal are watered to support canoes from Georgetown to Lock 5; Great Falls to Violet's Lock; at Big Pool (Mile 112); Little Pool (Mile 120); Town Creek to Oldtown (Mile 162 to Mile 167).

Natural areas possess hazards not normally encountered in your home surroundings. You are responsible for your family's safety.

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK
P.O. Box 4
Sharpsburg, Maryland 21782
301-739-4200

CANOEING ALONG THE CANAL

Canoeing in the Potomac River should be carried out only under the direct supervision of experience adult canoeists. Special attention should be given to the following hazardous areas of the Potomac River:

PPG Dam at North Branch, low water dam, extremely dangerous. Canoeists should put in at Spring Gap and avoid this portion of the river.

Dam 5 above Williamsport, MARKED, high dam, must portage either side. Mile 107

Power Company Dam at Williamsport, MARKED, portage site on West Virginia side. Mile 99

Dam 4, above Shepherdstown, MARKED, high dam, must portage on Maryland side, Mile 84.5

Dam 3, above Harpers Ferry, West Virginia, UNMARKED, low dam but easily identified. Mile 62.5

Canoeing is not recommended between Dam 3 and the US 340 bridge downstream of Sandy Hook. It is an extremely hazardous section of the river.

Dam 2 at Violet's Lock, low dam. Mile 22

Canoeing is not recommended or advisable between Great Falls and Chain Bridge which is an extremely hazardous area.

Canoeing along the slackwater behind each of the dams is slow and can be quite tiring.

Maps which would be helpful to the canoeist may be obtained from the US Geological Survey, 1200 South Eads St. Arlington, Virginia, 22202. The US Weather Bureau, 202-899-3210 provides a telephone tape message for those interested in river conditions in the lower Potomac Valley.

Natural areas possess hazards not normally encountered in your home surroundings. You are responsible for your family's safety.

CANOEING IN SAFETY ON THE CHESAPEAKE AND OHIO CANAL

The Chesapeake and Ohio Canal provides a quiet waterway for the canoeing novice. The lack of a significant current, the relative shallowness of the water (maximum depth of six feet except for the Widewater area), and a shoreline usually not more than thirty feet distant make the Canal a safe place for canoeing. Due to constant restoration, continuity of the watered sections of the Canal may vary. At present there are only a few areas between Georgetown and Seneca that are suitable for long-distance canoeing.

LOCK 5/6 TO FLETCHERS BOATHOUSE

Fletchers Boathouse is located at the intersection of Canal Road and Reservoir Road. From Fletchers upstream to Lock 5 is a two-mile paddle. Canoeing further upstream to Lock 6 adds another one half mile to the trip. Canoe and bicycle rental is available at Fletchers. For rates and information call the boathouse at 244-0461.

LOCK 7 TO LOCK 6

A 1 ½-mile cruise may be taken between lock 7 and lock 6. Evidence of beaver activity and flood damage can be seen in this area. One quarter mile upstream from Lock 6 the boater will pass the Little Falls Pumping Station which is the site of the ground-breaking ceremony that marked the official beginning of the C & O Canal construction in 1828. Brookmont Dam spans the river adjacent to the pumping station, and the Little Falls of the Potomac extends down to Chain Bridge. Both Brookmont Dam and the Little Falls rapids claim the lives of several boaters and fishermen each year and are extremely dangerous. DO NOT CANOE IN THIS SECTION OF THE POTOMAC RIVER!

Access to the parking lot at Lock 7 is from the eastbound lane of the George Washington Memorial Parkway shortly before the Glen Echo exit. Access to the Lock 6 parking lot is from the eastbound lane of the George Washington Memorial Parkway as well. Access to Lock 5 parking is from the westbound lane of the George Washington Memorial Parkway one mile west of Chain Bridge. Public restrooms are available at these spots.

OLD ANGLER'S INN TO CARDEROCK RECREATION AREA

Beginning at Old Angler's Inn, it is 1 ½-miles downstream to the Carderock Recreation Area. A fish weir underneath a wooden footbridge halfway to Carderock requires a portage, but otherwise this is a peaceful trip. There are several beaver lodges in this section of the Canal, and in the early evening the owls may be heard.

If there is time for additional paddling, it is possible to continue past Carderock Recreation Area to Lock 14, a distance of one mile, where it is necessary to turn around and return to Carderock if convenient access to a parking lot is desired. Halfway to Lock 14 are the remains of a pivot bridge that dates from 1941.

1 Access to the parking lots across from Old Angler's Inn is from MacArthur Boulevard 1 1/2 miles west from the end of the George Washington Memorial Parkway. Telephones and public restrooms are available. Access to the Carderock Recreation Area with its drinking water, telephones, restrooms, pavilion and picnic facilities is from the George Washington Memorial Parkway opposite the Naval Ship Research and Development Center.

GREAT FALLS PARK (LOCK 20) TO SWAIN'S LOCK (LOCK 21)

This two-mile trip runs through a beautiful section of the canal, bounded by a low-lying flood plain on one side and by rocky cliffs on the other. The dam across the river at this point marks the beginning of a no man's land. Below the dam are the Great Falls of the Potomac where there is a substantial loss of life each year by drowning. DO NOT CANOE IN THIS SECTION OF THE POTOMAC RIVER!

Great Falls is the site of the historic "Crommelin House," commonly known as the Great Falls Tavern. The Tavern houses a museum open daily from 9:00 a.m. to 5:00 p.m. A Park and History Association bookstore is also located in the Tavern. Restrooms, drinking water and a seasonal concession stand are available at the park. Picnickers are welcome but no picnic tables or grills are provided. Access to the park is from MacArthur Boulevard South of Potomac, Maryland.

SWAIN'S LOCK (LOCK 21) TO PENNYFIELD LOCK (LOCK 22)

The three-mile section of the Canal between Swain's Lock and Pennyfield Lock is quiet and visitors are infrequent. This area provides a very pleasant paddle up to Pennyfield Lock.

Pennyfield Lockhouse stands silent guard over the lock gates. The large white house opposite the lock, now a private residence, was once an inn that President Grover Cleveland visited on his fishing trips. Restrooms are located a short distance upstream from the lockhouse.

For directions to Swain's Lock, see the last paragraph in the above section. Access to Pennyfield Lock is from Pennyfield Lock Road from River Road, about five miles west of Potomac, Maryland.

FOR FUTHER INFORMATION ON CANOEING IN THE C & O CANAL,
PLEASE CONTACT THE C & O CANAL TAVERN AT 299-3613.

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK

P.O. Box 4
Sharpsburg, Maryland 21782
301-739-4200

HIKING ALONG THE CANAL

The C & O Canal is a hiker's park! The 184 miles of towpath between Washington, D.C., and Cumberland, Maryland, offer a wide variety of hiking opportunities ranging from an hour's walk to a week's backpacking trip.

The towpath paralleling the canal is a walkway averaging 12' in width. The surface ranges from dirt to crushed stone. Dirt sections may be slippery and hazardous after rainstorms and extra caution should be used. The terrain is generally flat.

Approximately every 5 miles from Seneca to Cumberland, hiker-biker overnight camp areas have been developed. Facilities include chemical type toilets, well water (water good if handle is on pump), table and fireplace grill. Hikers are cautioned to keep fires under control and to use only dead and down wood (carry-in camp stoves are recommended). Length of stay at these campsites is limited to one night.

Plan ahead--route, distances, proper equipment, food, etc.

Know your limitations--don't overexert; average hiking distance is about 10-12 miles a day, less for beginners, slower with a full pack.

Trail guides are available at local area boy Scout Council offices-- National Capital Area (301-530-9360), Baltimore Area (301-338-1700), Potomac Area (301-729-1300), Mason-Dixon Council (301-739-1211), Shenandoah Area (703-662-2551)--park headquarters, Great Falls Tavern and other visitor information stations along the canal.

IF YOU NEED HELP--Rangers patrol on the section between Seneca and Cumberland and the United States Park Police patrol from Seneca to Georgetown. If an emergency arises call 301-739-4200 or 739-4206, between 8:00 a.m. and 5:00 p.m. At other times call the Park Police at 202-426-6600 or Park Rangers at our emergency number 301-739-4206.

Natural areas possess hazards not normally encountered in your home surroundings. You are responsible for your family's safety.

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK
P.O. Box 4
Sharpsburg, Maryland 21782
301-739-4200

BIKING ALONG THE CANAL

Biking along the C & O Canal on the towpath is a popular activity and an excellent way to see much of the park. Hiker-biker campsites are provided from Cumberland to Horsepen Branch at 5 mile intervals. Trail guides are available from any local council office of the Boy Scouts of America; American Youth Hostels, Inc. 1501 16th Street, Washington, D.C. 20036; park headquarters; Great Falls Tavern and the visitor contact stations along the canal.

Natural areas possess hazards not normally encountered in your home surroundings. You are responsible for your family's safety.

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK
P.O. Box 4
Sharpsburg, Maryland 21782
301-739-4200

BIKING ALONG THE CANAL

IMPORTANT INFORMATION

Detour at Widewater: between Old Angler's Inn & Lock 16 use Burma road (upper side of Widewater) cross back to towpath at Lock 16 Via wooden bridge.

Big Slackwater: during periods of high water, detour marked at the area.

TOWPATH CONDITIONS

The surface of the towpath varies from excellent to rough due to tree roots, rocks, chuckholes and weather conditions. It is advisable to carry tools and materials with which to repair broken chains and flat tires and broken spokes. Try to plan your trip so you are on the towpath at least two days after heavy rain storms as the towpath becomes muddy and slick. The simpler the bike the better, as dirt and mud gets in the gears and shifting mechanisms. Small wheeled bikes (childrens bikes) are not recommended for extended trips.

The Bike should:

- be a good fit for the rider
- be in good condition
- have a permanently attached seat
- have both fenders
- have nuts and bolts tightened
- be ridden with both hands on handlebars
- be ridden only in daylight
- be walked across aqueducts and footbridges
- be locked at night to avoid theft

There are three sections of the canal that lend themselves to one day bike trips. The towpath in these areas is in good condition and the scenery is great!

Great Falls Tavern to Georgetown
Fifteen Mile Creek to Paw Paw Tunnel, Approx. 15.5 Miles
Dam 4 to Lock 33, 24 Miles

There is access by motor vehicle to either end of these areas.

Towpath guides and information are available on the canal at:
Georgetown: (Lock 3-4) Foundry Mall; Great Falls Tavern: Antietam Creek Acqueduct
Ranger Station: Ferry Hill Canal Headquarters (Lock 38): Hancock Visitor Center:
North Branch (Lock 75): Tourism Office Cumberland, Md. or Boy Scouts of America
Council Offices (184 Miles of Adventure): American Youth Hostels 1501 16th St.
Washington, D.C. 20036.

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK
P.O. Box 4
Sharpsburg, Maryland 21782
301-739-4200

BIBLIOGRAPHY

Gutheim, Frederick, The Potomac. New York, Rinehart and Company, 1949. This is a history of the Potomac River Valley. Chapter 9 deals with the C & O Canal.

Hulbert, Archer B., Historic Highways of America, Volume 13, The Great American Canals. Cleveland, Ohio, Arthur H. Clark Company, 1904. This is an early account of the Chesapeake and Ohio, Erie and Pennsylvania Canals.

Sanderlin, Walter S., The Great National Project. Baltimore, Johns Hopkins Press, 1946. This is the only systematic and comprehensive treatment of the history of the Chesapeake and Ohio Canal.

Ward, George Washington, The Early Development of the Chesapeake and Ohio Canal Project. Baltimore, Johns Hopkins Press, 1809. This dissertation deals mainly with the legal and constitutional problems connected with the early development of the Chesapeake and Ohio Canal.

Wolfe, George "Hooper", I Drove Mules on the C & O Canal, Dover Graphic Associates and Woodwend Studio, Dover, Delaware, 1969. The author was a young mule driver on the C & O Canal and relates his memories of those days as well as interesting stories about the canal and the people who lived and worked on it.

Atwood, Albert W., "Potomac, River of Destiny", National Geographic, July 1945.

Gray, Ralph, "Down the Potomac by Canoe", National Geographic, August 1948.

Johnston, Jay, "Waterway to Washington", National Geographic, March 1960.

Roueche, Berton, "A walk on the Towpath", New Yorker, June 2, 1962.

Natural areas possess hazards not normally encountered in your home surroundings. you are responsible for your family's safety.

CHESAPEAKE & OHIO CANAL
NATIONAL HISTORICAL PARK

VOLUNTEER
INFORMATION

Performance Standards for VIP Activities

- A. Volunteers in the Parks perform satisfactorily, when the VIP:
1. Imparts an enthusiasm in volunteer assistance to the visitor, and for the concept of the C & O Canal National Historical Park.
 2. Is neat in personal appearance and dresses suitably for public contact at all times.
 3. Wears the VIP vest, jacket, or prescribed uniform when performing work wherein the public is contacted on an official basis.
 4. Demonstrates an acceptable level of oral communications.
 5. Demonstrates a working knowledge of the National Park Service and general policies and guidelines as expressed in the C & O Canal National Historical Park's VIP Handbook.
 6. Accepts the responsibility for approved use of equipment in strict conformance with operator's manual.
 7. Performs special assignments within parameters agreed upon with the VIP coordinator.
 8. Recognizes that any work performed with park equipment or supplies, resulting in a product, is the property of the C & O Canal National Historical Park and that the VIP retains no possessory rights to any such work.
 9. Accepts supervision, instruction and constructive criticism cheerfully and willingly.
 10. Willingly accepts a reasonable assignment within the scope of approved VIP activities.
 11. Will commit himself/herself to an established tour of duty.
 12. Demonstrates a working knowledge of the C & O Canal National Historical Park neighbors and outstanding features and points of interest of the county and community.

VIP's on the telephone

At times the telephone will be switched electronically over to the Information Desk for answering. Often the phone will be answered by the Ranger on duty. However, volunteers are expected to be able to assume this task when other staff members are busy with visitors and should have a thorough working knowledge of our phone system.

To learn the operation of the telephone, you should be checked out in its use by a staff member and be able to:

1. answer the right line
2. put someone on hold without losing him
3. know how to use the intercom system and,
4. be courteous at all times

Ask your supervisor to instruct you on the use of the telephone, things will be much clearer to you once you get checked out on the telephone!

If the call is for information that you can supply, by all means, please handle it. If there is a question you are not sure of, refer the call to a staff member for assistance. When the call is for another individual get the caller's name, if possible, and route the call to the correct party. Take a message & include date and time of message and if a return call is expected include caller's telephone number.

VIP On the Radio

Volunteers in positions requiring radio usage will be issued Radio Manuals. These manuals will aid in familiarizing the volunteer with the park radio system. Supervisors will give further instruction as needed. Radio manuals will be returned to the park upon termination of volunteer agreement.

Referrals and Special Requests

When you need to refer questions, problems, emergencies to staff members, it should be through your supervisor who is familiar with the duties and responsibility of each staff member.

Special requests such as unauthorized parking, cutting or picking up wood, special permits, or for handicapped individuals, should be handled by staff members. In any event, do not ask another volunteer but refer the questions to supervisory staff.

Conduct

Please remember that you are representing the National Park Service, C & O Canal National Historical Park and yourself. Your actions will reflect on the whole park staff. Many visitors will come here only once, and you may be the only person they meet. Your impression will be long lasting, and we hope it will always be a good one.

Foolish Questions

Sooner or later you will be asked a question that seems senseless or has an obvious answer. Never reveal that you feel the question is unreasonable. The visitor may feel his question is very logical or perhaps he is just trying to make conversation. Your reaction to his questions and comments should be polite and informative. Take the time to make the visitor feel that he has your attention.

Your VIP Job is Important

If you didn't like people you wouldn't be here donating your time. There are times when you may not want to see people, such as after a difficult situation, but we hope you will still go on smiling when you greet the next visitor who may not know your predicament. A VIP should always be sincerely glad to see people, to hear what each has to say, and to display a friendly attitude. You are the park's representative. Be courteous and friendly.

Be Natural

Don't be artificial in your attitude, or actions. We can supply you with the information and help, but the kind of job you do depends on you. Although there is no monetary reward, we hope you will find it rewarding to talk to people from across the country, or from other lands. You can receive as much as you give. ENTHUSIASM is an essential part of being a VIP.

Employment

The volunteer "...shall not be deemed a Federal employee and shall not be subject to provisions of law relating to Federal employment including those relating to hours of work, rates of compensation, leave, unemployment compensation, and Federal employee benefits."

Except

"...for the purpose of the tort claim provisions of title 28 of the United States Code..."

(Volunteers in the Parks Act, 1970)

A tort claim is a legal suit brought against the government to recover damages in a civil action.

Driving Park Cars

No one is permitted to operate a Government vehicle without a valid federal & state license. Since the Federal Government carries no insurance on its vehicles or for its employees, it is wise to have a broad insurance coverage so that the driver is covered when operating cars other than his own. A Government license will be issued if deemed necessary by the supervisor.

Uniform

Your position will determine the proper uniform. An official VIP vest is worn for desk duty. For "field" or "outside" work a tan jacket or shirt with VIP patch on the sleeve will identify you to visitors. The volunteer is responsible for his/her own uniform to keep it neat & clean and to report any need for repair. Uniforms will not be worn during off-duty hours and will be hung in a designated place before leaving the park.

Cleaning Up

Each VIP is expected to wash up any dishes or utensils that he uses. Work stations should be left in good order at the end of each tour of duty.

If you see small amounts of litter in the area such as a crumpled letter, pick it up and dispose of it. If there is a lot of litter, report it to the supervisor.

Special Situations

Complaints - Occasionally visitors will approach you with a complaint about the park, the National Park Service, or one of the staff. Always be courteous and tactful.

Listen to the visitor and indicate an interest in what he has to say. Do not take sides or argue. When you have an opportunity to speak, explain the situation if you know the answer. Do not bluff! If you do not know. For example if there is a temporary detour on the towpath, explain that we are repairing the towpath since the park is open all year. It needs rehabilitation. If there is a complaint about the restrooms such as paper litter, leaky faucet, etc., thank the visitor for letting us know and report it immediately to the immediate supervisor for action and provide the necessary assistance if possible.

If you feel you can not handle the situation alone, or need more information, call the immediate supervisor. Let him know you have a complaint, and ask the visitor to speak to him over the phone.

Important Visitors - If you meet important visitors in the park such as foreign dignitaries, high Government officials, etc., contact the immediate supervisor.

Bouquets - (Compliments) If visitors would like to write a complimentary letter about a VIP or staff member, give them the park's address.

For security reasons do not give out home addresses or telephone numbers. Some staff members are involved in law enforcement and would not want their addresses given. The park address is:

C & O Canal National Historical Park (NHP)
P.O. Box 4
Sharpsburg, Md. 21782

Please do not solicit "bouquet" letters.

Lost and Found Articles, and Occasionally Children

Obtain the name and address of the visitor who reports the lost/found article. A complete description of the article should be noted. This information and found articles should be turned in to the District Ranger's Office.

A lost child is a serious matter. If you are at an information desk, contact your supervisor immediately. If necessary, use the radio for assistance. Keep the parents/child with you until help arrives. Be clear in describing your location and the situation to expedite aid. Be concerned and considerate with those involved.

Gratuities

Please do not accept any gratuities. It is often hard to turn down a \$5.00 bill, especially when you are unpaid for your work here. You are representing the National Park Service. None of the staff working for the National Park Service is allowed to accept such gifts, and we ask that you, too, as a representative do not accept gifts. Gratuities from concessionaires are not to be accepted. Refuse all offers politely.

Safety

The National Park Service is concerned about the safety of its own personnel as well as the safety of the visitors. Each park has a safety officer. The safety officer at the C & O Canal National Historical Park is the Chief of IRRM.

All accidents are reported on standard forms by the staff. It is the safety officer's job to correct dangerous situations if they exist, and regular staff meetings are held in the effort to correct possible accident situations.

Warn visitors about unsafe behavior or conditions. If you see potentially dangerous situations, please report it to the immediate supervisor. If the situation needs immediate attention, go directly to one of the Rangers. If a Ranger is not available, call 301-739-4206 or 301-739-4200 these are 24-hour emergency numbers.

Be sure to include or have information on the following:

1. The name of the person reporting the incident to you.
2. The time and date.
3. The location of the emergency and your location.
4. How the visitor knows of the emergency.
5. How many people are involved.
6. Ages, (Child or elderly person(s)).
7. Known extent of damage or injury (Bleeding/heart attack).
8. Phone number of person reporting emergency.

Carry small pad to pertinent information for accurate record. Never try to be a one-man-hero in an emergency. Get help from a visitor, if all else fails.

The Great Falls area is particularly dangerous to visitors not aware of the river's hazards. Expertise in whitewater paddling is essential for boaters planning to paddle in the river below Great Falls. Violation of swimming and wading regulations (as well as other posted restrictions) are enforced by U.S. Park Police or law enforcement Park Rangers. Any situation where people are involved in water activities, holds potential dangers. While other parts of the canal seem peaceful and serene, the towpath can become very slippery in inclement weather. It is our responsibility to do all that is possible to prevent accidents and when they do occur to act quickly and coolly to initiate aid. We should try to anticipate the problems before they arise and try to prevent them with warnings.

General Information

Objectives and Policies

1. The Basic objective of the National Park Service is --

"..to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations!"

(Organic Act, 1916)

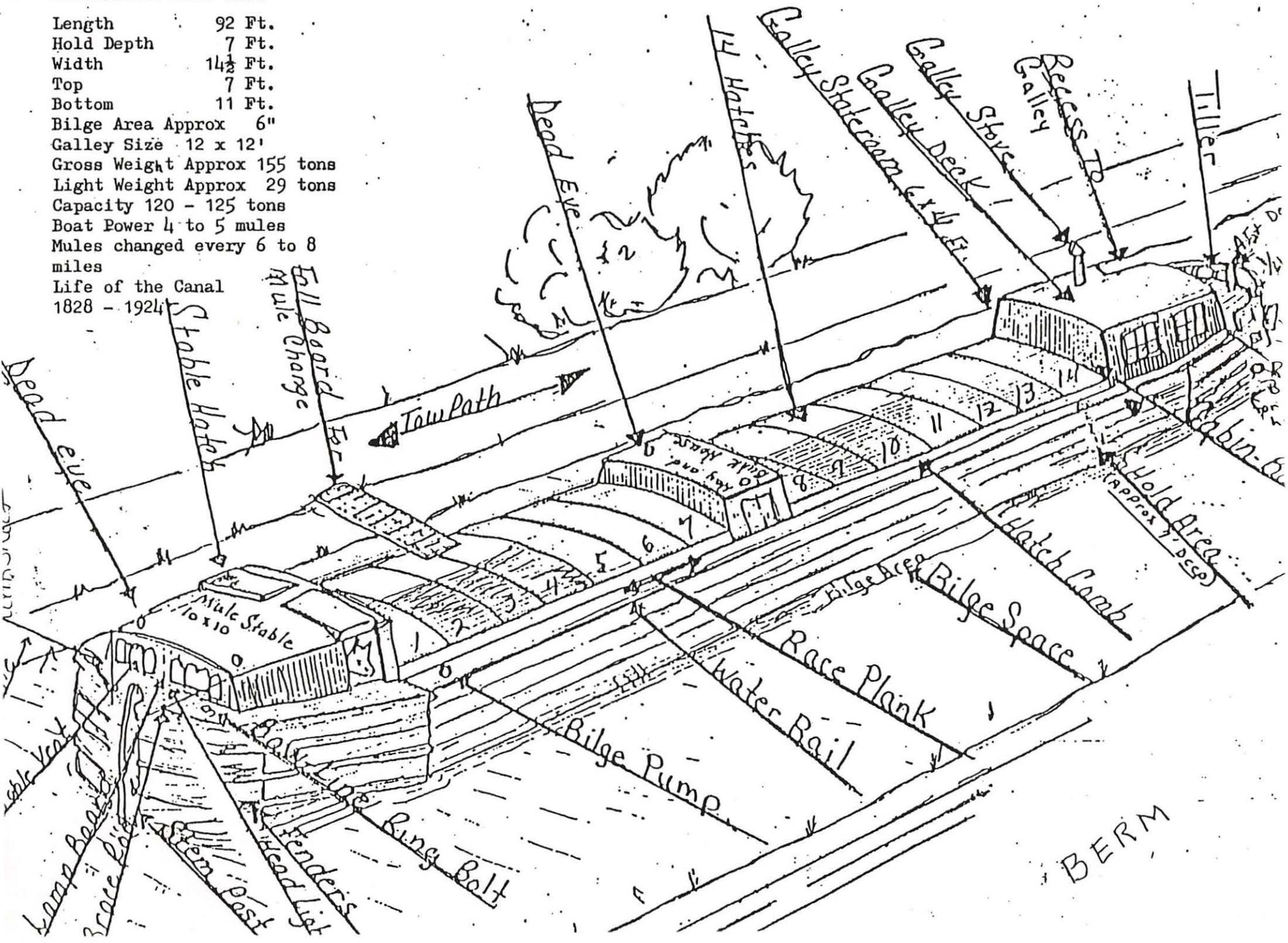
ON THE C&O CANAL NATIONAL HISTORICAL PARK

When was the Canal started?.....July 4, 1828
 When was the Canal completed?.....1850
 Why was the Canal built?.....To open trade from west to eastern markets
 How long is the Canal?.....184.5 miles
 How deep was the Canal?.....6 feet, (water depth)
 How wide was the Canal?.....Approximately 60 feet
 How many aqueducts on the Canal?.....11
 How many Historical culverts on the Canal?.....162 (Present day figure)
 How many river dams on the Potomac?.....7 (8 were originally planned)
 Were there any branch Canals?.....Yes, several were started, but only one was finished, the Alexandria Canal crossed Aqueduct Bridge to Rosslyn follow river to Alex. Va.
 What was the total cost of the Canal?.....Approximately 11 Million Dollars
 What is the Condition of the Canal now?.....80% intact
 How many acres does the Canal own?.....Approximately 20,781
 What year did the Canal cease to operate?.....1924
 When did the Government acquire it?.....1938
 When was it made a National Monument?.....1960
 When was it made a National Park?.....January, 1971
 How long did it take to build the Paw Paw tunnel?.....Approximately 8 years, average 1 foot per day
 How long is the tunnel?.....5/8 mile long (3118 feet)
 What is the tunnel's height?.....22 feet high, approximately
 How wide is the tunnel?.....21 feet
 What is the condition of the tunnel now?.....100% intact
 Where is Tide Lock?.....It is at the mouth of Rock Creek & the Potomac River
 Where is Lock 1?.....Georgetown, at Rock Creek
 How many locks were on the Canal?.....74 lift locks, 12 river feeder locks
 How long did it take to go through a lock?.....Approximately 10 minutes
 How long was a lock?.....100 feet
 How wide was a lock?.....15 feet
 How many boats operated on the Canal?.....During peak years,800
 How long was a boat?.....93 feet
 How wide was a boat?.....14 feet
 Where were the boats built in early years?.....Mostly in Cumberland
 What was the cargo capacity of a boat?.....Approximately 125 tons
 What was the speed of the boat?.....Approximately 4 miles per hour
 How long to get from Cumberland to Washington?.....3 3/4, 7 days round trip, continual travel
 Did they ever use steam boats?.....Yes, mail, pleasure, workboats but not canal boats
 How many mules per boat?.....4 minimum
 How much did mule drivers get?.....10 dollars per month (1900)
 How long was a boating season?.....Approximately 9 months
 How long was a tow line?.....Approximately 35 feet
 What was the most tonnage in 1 year?.....973,805 tons, 1875
 What was the lowest tonnage and in what year?.....50,533 1891 after 1889 flood
 Did families live on boats?.....Yes, and operated boats
 How much did the captain average in pay for his cargo?...51¢-highest rate per ton-1873, 1880
 Did they stop at night?.....Depended on the captain

(continued on back)

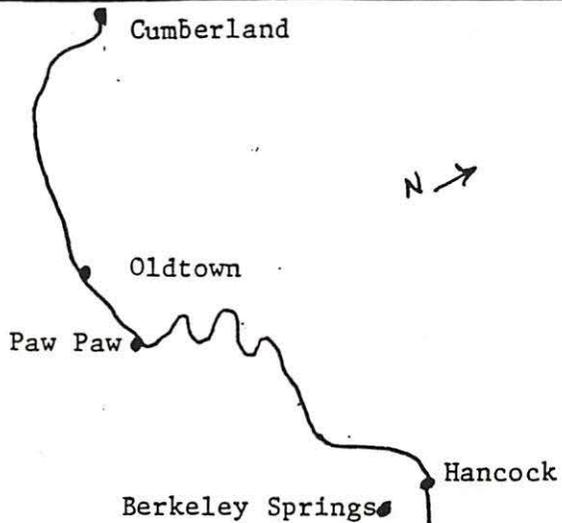
APPROXIMATE BOAT SIZE

Length 92 Ft.
 Hold Depth 7 Ft.
 Width 14½ Ft.
 Top 7 Ft.
 Bottom 11 Ft.
 Bilge Area Approx 6"
 Galley Size 12 x 12'
 Gross Weight Approx 155 tons
 Light Weight Approx 29 tons
 Capacity 120 - 125 tons
 Boat Power 4 to 5 mules
 Mules changed every 6 to 8 miles
 Life of the Canal
 1828 - 1924



EMERGENCY TELEPHONE DIRECTORY

CALL THE PHONE NUMBER LISTED BELOW THAT IS CLOSEST TO THE EMERGENCY INCIDENT(S)

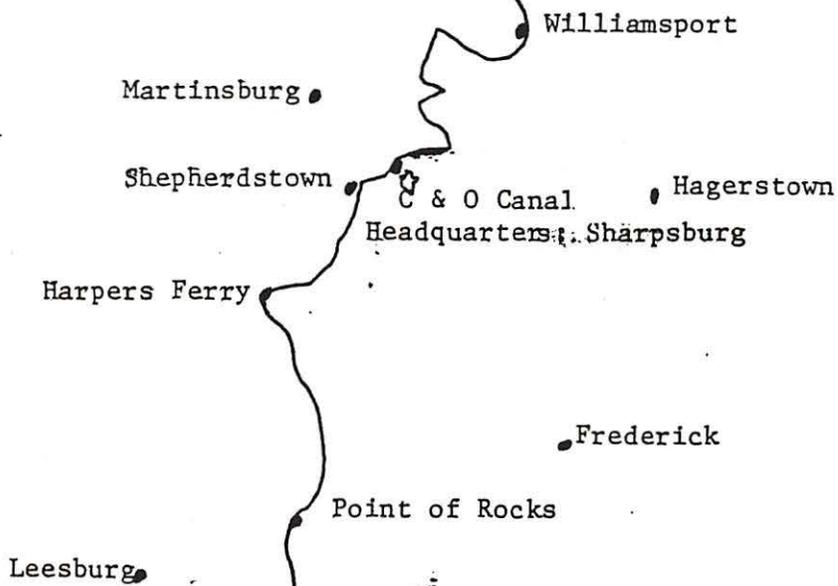


Paw Paw Sub-District
office
301-777-8667

Allegheny District
office
301-678-5463

District Ranger
301-842-2196

Four Locks Sub-District
office
301-842-2222

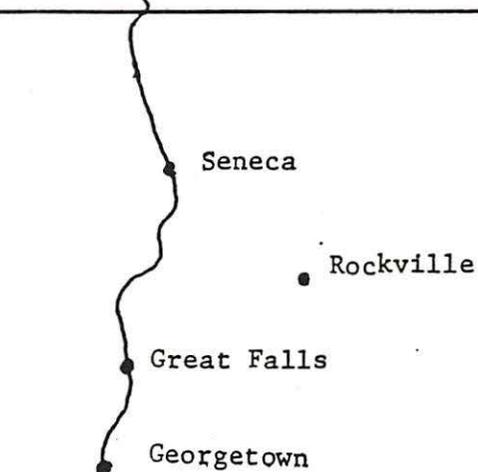


Park Ranger Sub-District
301-432-2474

Piedmont District
Office
301-739-4200 ext.239

Park Ranger Sub-District
304-263-5218

District Ranger
304-263-2893



U.S. Park Police
202-426-6600

Park Ranger Sub District
301-229-1708, if no answer
call: 703-450-4385

District Ranger
301-229-1553
Palisades District Office
301-299-3613

Georgetown Visitor Center
202-472-4376