

Arundel Report

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Christopher Swarth, the new naturalist at Jug Bay Wetlands Sanctuary, considers his new job "close to perfect." By George H. Lundskow — The Capital

'Marshmucker' hired for Jug Bay

By KYRA SCARTON
South County Staff Writer

Christopher Swarth has an odd hobby. He builds marshes. At least that's what he did on a college team, constructing wetlands on 200 acres along San Francisco Bay.

The land once boasted healthy marshes, but dikes had blocked off its lifeblood a century before.

That credential, among an impressive list of other waterfront assignments in northern California and Maryland, helped Swarth win the job as naturalist at Jug Bay Wetlands Sanctuary.

The 350-acre crown jewel of the county park system, Jug Bay is 70 percent wetlands.

"If I had to mock up what would be a perfect job, this would be close to it," said the Berkeley, Calif., native.

Swarth, 37, moved into a house

on the county Department of Recreation and Parks site July 23.

His official duties began Thursday at the Lothian site. He took over the 5-year-old research and education programs founded by Christine Gault, who left for Waquoit Bay National Estuarine Research Reserve in Cape Cod, Mass.

The department received 16 applications for the job and interviewed the top five candidates. Ms. Gault was part of the interview team, said Tony Dove, acting chief of environmental facilities and programs.

"He looks to me exactly what we were looking for," Dove said.

The immediate challenge for Swarth is to get to know 125 volunteers, who handle everything from typing to research at the sanctuary.

"The research I see here is a form . . . of recreation," said the

self-dubbed "marshmucker," who holds biology and zoology degrees. "It is a way that families in the community can learn about ecological relationships while they are out conducting the research themselves."

Swarth hopes to develop a research bond with the Prince George's County refuges on the opposite banks of Jug Bay. The wetlands themselves appear healthy, but research will have to address the Patuxent River's turbidity.

"What happens upstream in effect is what goes on downstream," said Swarth, who moved to the East Coast after marrying three years ago. His wife, Marilyn L. Fogel, and daughter, Dana, live with him at the reserve.

In contacting nature sites and environmental groups in the Washington area, looking for jobs and options, he found Jug Bay

An educator for more than 10 years, Swarth's last job was biologist and director of the Potomac River Program at Hard Bargain Environmental Center. The 330-acre private farm in Accokeek is dedicated to hands-on environmental studies for schoolchildren.

The education aspect of Jug Bay is what most captivates Swarth.

"I enjoy translating science and making it understandable to those who don't have a science background," he said.

He has taught at Anne Arundel and Prince George's community colleges, but prefers to work with children.

"They have a natural inclination toward nature," Swarth said.

When he jumped Ms. Gault was leaving, he heard at the chance "When you're into wetlands, your ears always perk up when you hear about mud and marshes," he said.

Phone strike may slow some service, repairs

Direct dialing probably won't be affected by workers' walkout

ASSOCIATED PRESS

WASHINGTON — Strikes by 157,000 telephone workers in 15 states and the nation's capital threaten to slow operator and directory assistance and delay installations and repairs as walkouts enter their first work week.

Strikes against three "baby Bell" regional phone companies began yesterday. With no new negotiations scheduled, they threatened to disrupt service in many of the nation's major business hubs, including New York, San Francisco, Boston, Philadelphia, Pittsburgh and Washington, D.C.

CWA Local 2107, based in Annapolis, reported all 530 of its members were on strike.

The local covers most of southern Maryland, with about 250 workers in Anne Arundel County south of Glen Burnie.

John Bowers, executive vice president of Local 2107, said this morning he had returned from Galesville and Mayo, where AT&T union members also were honoring the strike by not crossing picket lines.

Bowers said strikers were picketing in Odenton, Mayo, Galesville and five locations in Annapolis, including a major C&P office at 2510 Riva Road in Parole.

Informal talks were expected to resume today, and resumption of formal bargaining hinged on those discussions.

On strike were operators, technicians, sales, clerical, factory and other workers at NYNEX Corp., Bell Atlantic Corp. and Pacific Telesis Corp.

Spared phone strikes were nine states in the Southeast served by BellSouth, which reached a tentative agreement with the Communications Workers of America late Saturday.

Consumers dialing direct should notice little difference in their service, but those needing operator

assistance faced some delays yesterday.

The situation was likely to worsen as call volume increased with the start of the work week.

Spokesmen for the companies said repairs and installations also could be stalled as managers try to fill in for strikers.

"Things may start to back up as we get the crunch on Monday," said NYNEX spokesman John Bonomo.

Three more regional phone companies face Saturday strike deadlines. Those companies, Ameritech, US West and Southwestern Bell, have 131,000 union workers and provide service in 24 states.

Of the strikes that began yesterday, the situation at NYNEX appeared the most contentious. Major disputes over wages and a company proposal to shift health insurance costs to workers have prevented formal talks since Friday.

The company provides service in New York and the six New England states.

NYNEX has 60,000 union workers, two-thirds of whom are represented by CWA. The International Brotherhood of Electrical Workers represents the remaining 20,000 and for the first time this year has bargained with its onetime rival union.

In all three strike situations, the unions and companies remained well apart on the issues of wages and health insurance, and a number of local issues remained unresolved in each set of negotiations. The debate over health insurance has been the major obstacle.

The strike deadline at Bell Atlantic was extended as negotiations continued past midnight Saturday, but a walkout was called just before 7 a.m. yesterday because of a lack of progress.

Bell Atlantic serves Delaware, Maryland, New Jersey, Pennsylvania, Virginia, West Virginia and the District of Columbia.

Former Alderman Norwood Brown dies in Phoenix

By FRANCES JAQUES
Staff Writer

T. Norwood Brown, a former Annapolis alderman and deputy director of the Annapolis Urban Renewal Authority, died Saturday of complications following an aneurysm suffered in May at the Good Samaritan Center in Phoenix, Ariz.

A native and lifelong resident of Annapolis, Mr. Brown also had a home in Phoenix. He was 77.

He served as alderman from the former Ward 7, now Ward 3, from 1950 to 1967. He then worked with the Urban Renewal Authority, retiring in 1978.

In 1967, he participated in the ceremonial groundbreaking for the Newtowne 19 community, one of the first projects of the authority and now the Boston Heights apartment complex. The occasion was of partic-

ular significance to Brown, because the housing project was built on the site of a farm owned by his grandparents.

Former mayor and alderman Roger "Pip" Moyer remembered Brown as "one of the most capable aldermen Annapolis ever had."

"We weren't political allies — he was an old Republican and I was a young Democrat — but we worked together on many pieces of social legislation," said Moyer, now deputy director of the Annapolis Housing Authority.

Among those pieces of legislation were urban renewal and the city's open occupancy law.

"Annapolis has lost a good man and strong leader. He was a giant in the community," said Alderman Samuel Gilmer, Ward 3.

Alderman Gilmer recalled that

Mr. Brown was instrumental in having the Parole area annexed to the city and that he served as its first alderman.

Mr. Brown owned and operated Arundel Cab Co. and contracted to build the first post office in the Parole area, on West Street.

He was an active member of St. Philip's Episcopal Church, serving on the vestry and as chairman of the finance committee and of the Summer Fest Committee. He was a member of the Board of Trustees of the Fairhaven Episcopal Retirement Community in Sykesville.

Always involved in community affairs, he was a former board member of the Salvation Army, and past president of the board of directors of the Young Men's Christian Association of Anne Arundel County. He played a role in the construction of

the first YMCA building in the county.

He also was a charter member of the Annapolis Chapter of the Frontiers International and a life member of the Anne Arundel County Chapter of the NAACP.

In 1977, he received the first Dallas G. Pace Human Relations award honoring his community accomplishments.

Brown is survived by his wife, the former Mary G. Campbell; two sons, Warren S. Brown and Charles M. Brown of Annapolis; five sisters, Hazel Bufkin and Sylvia Offer of Annapolis, Blanche Holland and Shirley Douglas of Philadelphia, Pa., and Margorie Fitzgerald of Trenton, N.J.; one brother, Richard Brown, three grandchildren; and four great-grandchildren.

A Christian wake will be held from

Brown was instrumental in having the Parole area annexed to the city and he served as its first alderman.

7:8 p.m. Wednesday, with funeral services at 11 a.m. Thursday at St. Philip's Church on Bestgate Avenue. Burial will be in St. Anne's Cemetery.

Memorial contributions may be made to the St. Philip's Episcopal Church Building Fund or the Salvation Army on Hilltop Lane. Arrangements are by Hicks Funeral Home.

Life ain't always easy when you're with the SHA

When you wake up each morning, you don't want to be Neil Pedersen, the State Highway Administration's director of planning and preliminary engineering. He's a very unpopular guy right now.

Early on July 25, Pedersen rose from his bed, shaved and got dressed for a hard day that would end in Annapolis before hundreds of hostile residents.

On that day he chose to wear black slacks, a powder blue blazer and a coral tie that was pulled down from his wrinkled collar by the time he stood up to speak.

His mission that evening was to face down, inform, mollify, persuade and put up with a blustering crowd of Annapolitans who came to the Legislative Services Building to fight his highways.

Pedersen is not what you'd call a commanding figure. Tall and stiff, he has grown prematurely gray in service to his employer, the universally despised SHA.

When he speaks, it is in the cautious, droning jargon of bureaucrats everywhere. On the night of July 25, he was loaded down with poster-sized maps wrapped in plastic sheeting, the inevitable dull charts and a slide projector.

Pedersen's monographs were lifeless and his delivery monotonous, but his message was electrifying: The state highway bosses are going to inflict even more suffering on Annapolis. The crowd, in its own dignified way, went wild.

The people wanted no part of Pedersen's plans for a Washington bypass through Anne Arundel County. They especially didn't want any massive upgrading of Route 50 past the city to the Chesapeake Bay bridge. And they said so, loudly and often. "All of us are here to stop you any way we can," one participant called out to him.

In a way, Pedersen should have been

CITYSCAPE



By ERIC SMITH

pitied for his unpleasant job as he stood there in his sweaty summer jacket, trying all night to put a happy face on an ugly project.

Everywhere he goes, people gather to

abuse Neil Pedersen. In exchange for allowing this constant scorn to be heaped on him, he gets a midlevel government salary, maybe some medical benefits and, if he's lucky, an SHA car to roam the mangled highways in.

Pedersen tries hard to use opinion surveys and computer models to justify his case, but deep down he knows he's really fronting for pinhead transportation officials, chicken politicians and the truck lobby.

All these road pushers are like the generals who mindlessly ordered waves of soldiers to their deaths in World War I. Even though their suicidal charges always failed, the generals simply demanded more men and more guns for more useless offensives.

Highways are the same. More of them just bring more development, which

causes more highways to be built, which attracts more development. And so on forever.

As the SHA planning head, Neil Pedersen is a general in the futile battle to control cars with concrete. Because he only knows how to plan roads, it seems never to have occurred to him (or his dim-bulb superiors) that other options exist: light rail lines, maybe, or truck restrictions, or growth limits.

"Whatever we decide, we will get criticism," Pedersen told the audience. "It's the very nature of the business I'm in."

Maybe he's right. To the Annapolitans who have been forced to submit to highway construction and tree destruction, and who are being told they'll have to submit again, Neil Pedersen is the Civil Servant from Hell.