



# ALONG THE TOWPATH

Vol. 34, No. 1

March, 2002

## CHESAPEAKE & OHIO CANAL ASSOCIATION

Concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin

### DOUGLAS HIKE - APRIL 27, 2002 Spring Gap to Cumberland

#### History Karen Gray

The 2002 Justice Douglas Hike follows a part of the Potomac River enriched by more than 250 years of dramatic history during which the river and its valley served as a major transportation route into the Alleghenies and out to the lands beyond. In addition these eleven miles have, at each end, sites particularly rich in mid-eighteenth century history.

Those taking the longest version of this year's hike begin at the Spring Gap picnic area. Immediately upstream from Spring Gap is the mouth of Patterson Creek on the West Virginia side of the Potomac River, and just above that is one of the Potomac's most important fords. This ford served a well-established 18th century route to the present-day location of Cumberland. Striking westward from Winchester, Virginia, the route avoided ridge tops by taking advantage of gaps and intervening valley lands. Today US 50 roughly follows this route. Just across Patterson Creek, the route turned northward up the Patterson's narrow valley to the Potomac. Crossing at the ford just above Patterson Creek's

mouth, it continued on the Maryland side of the river to Wills Creek's confluence with the Potomac.

*Douglas Hike continued on Page 15*

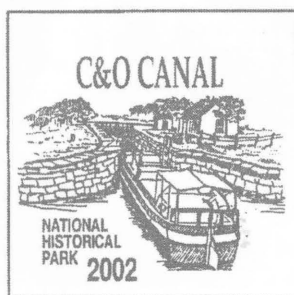


Canal Place. Mary Ann Moen

#### TOWPATH TAGS TO BOOST CANAL REPAIR

Carl Linden

**GET YOUR 2002 TOWPATH TAG NOW!**



*Towpath Tag on Page 2*

#### WIDEWATER CHALLENGE GRANT

Carl Linden

Good news! The C&O Canal Association has just received a \$100,000 challenge grant from the Kimbrough family through the Foundation of the Carolinas. The purpose of the gift is to assist the park service in its plan to restore a section of the towpath at Widewater. John and Carol Kimbrough are members of the Association and many of us find John on volunteer duty when we stop by the Great Falls Tavern. John sees the grant as taking a cue from the Association campaign that helped mightily in assuring the preservation of the historic Monocacy Aqueduct. Donations to the Association's Monocacy Aqueduct Fund helped leverage the federal appropriation last fall for stabilizing and restoring the Aqueduct. The many donations from members, friends of the canal, and various organizations supportive of the canal park helped convince Congress that public support for the repair was very strong.

*Continued on next page*

### Challenge Grant

Anyone who has walked or biked the towpath below Great Falls has encountered the very rough and rocky section at the western end of Widewater on the approach to Lock 15. Hikers and bikers have to work their way through and over this rock-strewn one-hundred-yard stretch with great care. The danger of twisted ankles, bruised knees and worse is great. The need for repair of this long-standing obstacle to safe passage on the towpath is manifest.

The Association will seek to raise funds to match the Kimbrough's generous gift. We will appeal especially to citizens and organizations who would like to see the break in the popular Widewater towpath repaired. We expect that support for the project will prove to be especially strong among the many users of the towpath. A good showing of support for the project should persuade our elected representatives that this is a project worthy of funding.

Association members, you can lead the way in meeting the challenge grant. Send your contribution to the C&O Canal Association, Box 366, Glen Echo, MD 20612, Write "Widewater Fund" on the memo line of your check. ❀

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### Towpath Tag from Page 1

The C&O Canal Association introduced the first 2002 "towpath tag" (illustrated on page 1) to its members at the annual meeting in Williamsport on March 2nd. The towpath tag is a way to invite friends and users of the towpath to support the C&O Canal National Historical Park and its ongoing program of canal restoration projects. The towpath tag depicts a familiar canal feature or scene and can be pinned to jacket, shirt or hat. The tag is awarded as a token of appreciation to anyone who contributes five dollars (or more) to the C&O Canal NHP. All contributions will go directly and fully to canal restoration work. No administrative costs are deducted. Moreover, each towpath tag is pinned to a card which thanks the contributor and cordially invites him or her to consider joining the C&O Canal Association. The towpath tags are available at NPS visitors centers along the canal, from the C&O Canal Association, and at various canal events and Association activities.

Wearers of the tag boast their support of the C&O Canal NHP. If asked about the tag they can explain that a five-dollar donation obtains one as an emblem of membership in the circle of canal supporters. Collectors will be pleased to know that a tag with a different logo and color will be issued annually. Once the supply of each year's tag runs out it will become a collector's item. The Association expects that the tag program will prove popular and will boost the C&O Canal NHP's effort to realize its restoration program. Further, the tag cards will make people aware of the Association's activities in support of the canal park and the benefits and opportunities that membership in the Association provides.

The idea of towpath tags originated with our sister organization, the Cuyahoga Valley Association (CVA). This volunteer organization, like ours, is a friend and partner of a national park, namely, the Cuyahoga Valley National Recreation Area. The

Ohio and Erie Canal Towpath Trail is a centerpiece of the park's hiking, biking, horse trails and scenic railroad. The Towpath Trail follows the Cuyahoga River and the old canal route for some forty two miles out of Cleveland, Ohio heading south toward Akron. The Towpath Trail is part of a growing network of trails that travel east to Pittsburgh and Washington, D.C. through rail trails and linking up with our own C&O Canal towpath! The CVA's towpath tag program has been in operation for the past six years and has been notably successful in raising funds for the Cuyahoga Valley National Park and expanding the CVA's membership. ❀

## Helen Johnston Retiring

Fred Mopsik

Helen Johnston will soon move to Iowa to be with her family. She has been a resident of the Washington area since 1935 and has written the column, Nature Notes, for more years than I can remember. It has been my pleasure for the past year to receive each quarter her hand-typed copy and make sure that it was properly converted into a form suitable for insertion into *Along the Towpath*. It was always a pleasure to get a chance to read her copy. It had a style that was delightful and hard to replace.

Her last piece is in this issue, and I do urge you to read it. It is a small window into the history of what has now become our C&O Canal National Historical Park.

Helen also was responsible for the nature walks at Great Falls and I can still remember the time that Judie and I went and discovered the Phog flower, not to be found in any of the common wildflower guides, but only in Gray's Manual of Botany. I am happy to report that not only do I now have the most recent edition of the book, but also a copy from 1908. Both books were acquired as a result of that encounter and are proud possessions.

She will be missed and we wish her the best. Naturally, from an editor's perspective, I will ask for any volunteers who would like to take over Helen's column, with the understanding that it could not be a simple continuation, but rather simply a place to write about the flora and fauna in the vicinity. This is as much what the C&O Canal NHP is about and the tradition should be maintained. ❀



Helen Johnston. Carl Linden

# NEWS FROM THE PARK SERVICE



## Point of Rocks Power Plant

The C&O Canal NHP has received an application for a utility right of way across the park for a water intake and discharge as part of a proposed power plant in Point of Rocks, MD. The public law governing the issuance of such rights-of-way states that they must be granted if they are not in conflict with the purposes of the park or the preservation of park values.

The briefing statement acknowledges the opposition of local groups, environmental groups and Frederick County. The environmental assessment must be, however, in conformance to applicable public law and will try to be fair to all parties while meeting legal obligations. The environmental assessment will be prepared by the NPS with the expense borne by Duke Power, the applicant, and when a draft assessment is ready, a 30 day comment period will occur and a public meeting will be held.

For more information, contact Tina Orcutt, Resources Division Chief, (301)714-2231, or Douglas Faris, Superintendent, (301)714-2201.

Fred Mopsik



## Munitions Along the Canal

The discovery in recent years of buried munitions going back to World War I in the Spring Valley area of the district of Columbia has now expanded to include the C&O Canal NHP. The site is just below Chain Bridge. The site has been investigated by scientists from the Naval Research Laboratory and was completed on February 27, 2002. The result will be known by March 18, and at that time the EPA and NPS will meet with the Army Corps of Engineers to remove the hazard.

Fred Mopsik



## Sewer Odor Control Status

The Potomac Interceptor Sewer runs along the C&O Canal and Clara Barton Parkway starting at Great Falls. It now operates at 75% of capacity and is the source of the foul smell along the canal below Great Falls. In the summer months, the odor can be overwhelming. The sewer is run by the D.C. Water and Sewer Agency (WASA), which is under court order to eliminate the odor. The parks have been working with WASA to develop a plan using carbon filters to control the odor and an Environmental Assessment is due in March. The plan will require some buildings to be constructed and these plans are being reviewed to minimize impacts on vegetation, archeological artifacts and scenic views.

Fred Mopsik



## Dalecarlia Reservoir Outflows

The C&O Canal NHP has become a party to a Freedom of

Information Act (FOIA) request with respect to the discharge of alum sludge from the Dalecarlia Reservoir Water Treatment Plant into the Potomac River. The discharge has been challenged under the Endangered Species Act with respect to short-nosed sturgeon. The plant is run by the Army Corps of Engineers. Since the C&O Canal NHP is traversed by the outfall pipes, it is a party to the issue, even though the rights-of-way predate the establishment of the park.

Fred Mopsik



## Lock 34 Parking Lot Plan

The parking lot for Lock 34 at Harpers Ferry is small, holds 6-8 cars and is very heavily used as an access point, especially for tubers brought to the river by the outfitters in the area. The road to it, Harpers Ferry Road, is historic, narrow, and dangerous with no shoulders. Illegal parking makes matters worse. A temporary plan was instituted in 2000 that limited the parking lot to only a drop-off point on weekends, with a ranger, paid by the outfitters, being present to enforce regulations. A comprehensive plan is due out soon to propose a solution to what has become a very difficult problem.

Fred Mopsik



## Bill Justice, New Chief of Interpretation

Kathy Sholl, NPS, from The Canaller, February 2002

Meet Bill Justice, the new chief of interpretation at the Chesapeake & Ohio Canal National Historical Park. Justice recently returned to the canal after coming full circle in his career. Originally from Hagerstown, Justice's first job with the National Park Service was in 1973 when he took a summer job at Four Locks for the C&O Canal. After earning a bachelor's degree in history, he began working for the National Park Service at Fort McHenry National Monument, where he met his future wife, Barbara. He then went to the Carlsbad Caverns National Park in New Mexico. He is returning to the canal from Natchez National Historical Park in Mississippi. Most of his career has been in interpretation.

Justice will be busy this spring overseeing the installation of all the wayside exhibits along the canal. Waysides are small stands that may include graphics and maps of a particular area. Topics may include nature, wildlife, and history. Waysides help visitors get a better understanding of an area. "The quality of wayside interpretation will improve visitors' experience," said Justice.

In the future, Justice sees more help from the community. Partnerships with organizations may play a more important role with the C&O Canal. "Visitors can take an active part, like participating in the bike patrol and helping at visitor centers to free park rangers so they can do more interpretive programs," said Justice.

As for the chief of interpretation, Justice is delighted to be back at the C&O Canal. "I'm glad to be here, really glad. Every park is special to me and none more so than the C&O Canal. It has a great story."





# THE NEWS FROM ENGLAND

Hal Larsen

The Basingstoke Canal should have begun building in 1779, but a financial crisis resulting from the costs related to the American Revolution delayed the project for ten years. The canal's purpose was to reduce the shipping costs from Hampshire to London. The 37-mile canal took six years to build. When it was finally completed from Basingstoke to the Thames River near London, it included 29 locks, 52 bridges, four lock houses, a tunnel, and aqueducts across the Whitewater and Blackwater rivers. The canal served its purpose very well into the 1880s when pleasure boating was increasing in popularity, and the canal operators met the demand with pleasure-boat stations at several points along the waterway. Barges hired out for excursions, and steam launches appeared in the 1890s.

Thus the canal had survived reasonably well when Sir Frederick Seager Hunt purchased it. He restored commercial shipping by capturing the right to transport Baltic timber and bricks from Hampshire to the London market. Such shipping was important at a time when there was much building in the city, but this transport declined when demand for materials decreased and the major brick producers in Hampshire went belly up. Commercial traffic on the Basingstoke all but ceased in 1901.

The next chapter in the canal's life occurred in 1905 when a Dorset landowner, William Carter, bought the waterway. Guided by a shady financier, Horatio Bottomley, Carter formed the London and Southwestern Canal Company, deluding investors into thinking that the Basingstoke was somehow connected to the same-named railroad. Bottomley succeeded in selling worthless shares in the company by the thousands, including 55,000 to a single investor, before the fraud was detected.

This scandal didn't help the Basingstoke Canal, but World War I gave it a boost when trade revived and the waterway saw use as a commercial transport link. The Basingstoke Canal Syndicate that was formed in 1914 repaired the canal and built new barges. During the war, the canal was used primarily to carry military cargoes. Under War Office control, German prisoners of war unloaded the boats and maintained the canal premises.

After World War I things went steadily downhill. The London and Southwestern Railroad posed stiff competition to the canal, as did the railways laid out all over England in the 19th century. Before World War I the canal had already begun to deteriorate seriously. Many bridges had become dangerous by 1911, when the canal company went into liquidation and mortgaged the property to William Carter, who wasn't able to make the needed repairs. The ensuing years until the war were litigious, with suits and counter-suits keeping the courts busy as the canal continued to decline.

For all this time the canal with its towpath was private property with no public access. Thus it remained until 1880 when the public was generally allowed to use the towpath, a practice continued when the Surrey and Hampshire county councils later acquired ownership.

Meanwhile, decay continued, with use of the canal being repeatedly shortened as portions collapsed and obstructed traffic.

From then on the main trade was hauling coal and timber from the London docks to communities that could still be reached on the waterway. When the Greywell Tunnel collapsed in 1932, the canal's demise seemed within sight as the owners sold off portions isolated by the tunnel's collapse.

As connectors in the English waterways system go, the Basingstoke, despite its problems, had a pretty good run. Many canals were polished off early, even in the 19th century, by the intrusive railroads and highway transportation. But the Basingstoke actually kept going steadily from 1794 until the late 1930s, a considerable feat for a waterway whose discrete purpose ended soon enough. But other uses emerged to keep the canal going despite ups and downs in ownership and management, not to mention financial scandal.

The Basingstoke's service to England might have ended there were it not for World War II, when the British fully believed that the German Wehrmacht might well invade England. With Churchill's exhortations to "fight on the beaches, on the landing grounds, in the fields and in the streets and hills," measures were undertaken in the summer to establish defenses between the Channel and London. This defense line included the Basingstoke, which served as a kind of moat stretching between Basingstoke and the Thames and backed by hastily constructed defensive positions. Some of these pillboxes and concrete tank traps can still be seen along the canal.

The English cannot bear to see a canal idle. So it should have surprised no one that the Surrey and Hampshire Canal Society was formed in 1966 to save the privately owned Basingstoke. Salvation became possible when the Hampshire and Surrey county councils bought up all the private bits and pieces. The society formed a partnership with the councils and organized volunteers to undertake the restoration. This organization also set up work-training programs for the volunteers and eventually hired full-time workers to help with the project. A 32-mile stretch had been restored up to the collapsed Greywell Tunnel by 1991. This doesn't mean that conditions are back to what they were during the canal's heyday; now the canal suffers from an inadequate water supply, a recurrent problem in England's waterways system. During prolonged dry periods in the summer the canal is occasionally closed to conserve its water supply. Every time locks are opened and closed, water is lost, especially at Lock 1 at the Thames. The society is raising money to acquire back-pumping installations at the four flights of locks and at Lock 1. The society also continues to send out working parties to improve and maintain the canal, and they have a long-term plan to restore the 1,230-yard tunnel. In addition to working on the remaining restoration projects, the volunteers clear intrusive trees, resurface the towpath, put in pilings and build waste weirs. Clearly the society intends to continue to maintain the canal as a permanent assignment.

One wonders what the English will do when there are no more canals to restore. 



## FROM THE ASSOCIATION

### From the President:

The annual meeting was well attended by some 90 or so members. Those who were there got a good review of our growing pains. The agenda was adjusted to emphasize the accomplishments of two of our special committees. Carl Linden's Monocacy committee has evolved into a Special Projects committee to carry its momentum on to other needs in the park. A Planning committee chaired by Karen Gray has been appointed to explore the establishment of a permanent office and to chart our future.

The Special Projects committee reported that one of our members, John Kimbrough, had arranged for a family foundation to give the Association \$100,000 to start the push for repair of the towpath in the Widewater area below Great Falls. John has been a volunteer at the Tavern for many years and is aware of the problems in this area. This money will be held by us to be available as the Park Service sees fit, and if it is not needed for the Widewater area, it is to be used for some other critical need within the Park. We are of course grateful for this gift and have accepted it with the understanding that we will consider this a challenge grant which we intend to match. Thus, the Monocacy Fund has become the Widewater Fund which is now open for contributions. Look what we did for the Aqueduct- now let's go for Widewater.

The Projects Committee also introduced our Towpath Tag program to raise money for the Park Service and to increase our visibility to Canal visitors. It is patterned on the success of the Cuyahoga Valley Association. A different pin-on tag designed by Tom Kozar will be offered each year to anyone who contributes \$5.00. The tags will help publicize the Canal and are very likely to become collectors' items. The money will go entirely to the Park Service, but the card to which the tag is attached is an application for membership in the Association. This is a win-win partnership: the Park gets discretionary money, and we get members. Tags will be available to the public at all the visitor centers, at the various festivals, and through our planned kiosk presence wherever we can place volunteers along the Canal. Here I go again, VOLUNTEERS needed.

Can you envision the impact of someone who has met or traversed the virtually impassable towpath at the Widewater area to find someone (us) offering the opportunity of "here's what you can do about it?"

Saying that the Towpath Tag program was introduced by the committee isn't quite right. They were discovered by the gathering members, and sales were brisk even before the formal kickoff- I think we've got a winner.

The Planning Committee reported that the Board has authorized the committee to explore establishment of a central office to be staffed on a part-time basis by an office manager to handle phone calls and other duties at the direction of the Board. We will also explore supplemental staffing by volunteers. The Park Service is considering accommodations, possibly at the new headquarters or along the canal. Look for further details.

At the annual meeting, the Executive Committee took action for financial support of a Monocacy Elementary School all-day excursion of about a hundred students along the canal from Cumberland down. This action was necessary because the April board meeting would be too late. This is the kind of opportunity we have sought for a long time. As Don Juran said, "we can't do enough of this."

Ken Rollins



### From the Editor

#### The Finite Resources of the Potomac

In the Washington Post of March 1, Neal Fitzpatrick, executive director of the Audubon Naturalist Society, addresses the low flow problems of the Potomac this year and its long term consequences. He points out that the allowable minimum flow in the current management plan is 100 million gallons per-day and that this limit might be just too low, an opinion of the U.S. Fish and Wildlife Service. Already, there are reports that the current drought is causing impacts due to water clarity and increased salinity in the lower reaches of the river. The writer also points out that increased growth will only make this problem worse in the future since the City of Rockville has applied for a 75% increase in consumption and other increased uses are in the near future, which could lead to severe water restrictions. Statistics just released mention that this is the second warmest winter on record and the third driest, with records going back to 1875. What is happening now may not be typical, but it is not unprecedented, no matter what we think about global warming.

Also mentioned in the letter is the proposal for a new power plant at Point of Rocks and a new addition to the one at Dickerson, each of which will withdraw 8 million gallons per-day. What was not stated is that this proposed withdrawal is a true consumption since it is the evaporative loss for each additional plant. Unlike human consumption, nothing will be returned by wastewater treatment. This is a very significant withdrawal from the river during low flow conditions. Peak power consumption in the US is during the summer months, when low flow conditions are most prevalent. These proposed water uses are clearly a problem for the Potomac River basin, if not now, then in the future.

The water levels of the Potomac are not directly a concern for the Canal, but they were one of the concerns of Justice Douglas, who proposed the Canal Park to preserve not only the canal, but also the Potomac, a resource unique in being so undeveloped, even as it passes through a major population center. As an association, we must become concerned with impacts on the river and to look at the entire basin and the development along it. The river is indeed finite and there are laws of physics that any power plant must obey. Perhaps it is time for us to consider both future development as well as our own future lifestyles. While the Park Service is restricted by law to consider only the canal, our charter says that we must consider the river also.

Fred Mopsik



## The Membership Coordinator

As of mid-February, more than half of the memberships in the C&O Canal Association had been renewed for the year 2002. Many thanks to all of you who have responded so promptly. It is important to receive renewal dues early in the year to assure that funds are available for all of our projects and programs.

Members who had not renewed as of February 28 have been sent reminder notices in the mail.

If you received a reminder and have already responded, thank you very much. If you have not yet replied, please do so as soon as possible to keep your membership current and continue receiving *Along the Towpath*. Please take a moment to fill out the questionnaire portion of the renewal form also. It will help us to better serve our members and this great park we all love so much.

All of the information and suggestions that members are sending in on the renewal forms is being forwarded to the Board and/or the Park Service for action. If you have volunteered to help in some area or had a question or complaint and have not heard from anyone, please let me know.

If you attended the annual meeting this month, then you already know we finished the year 2001 with 1018 members. This is the second highest year ever. I truly believe we can break the record of 1040 in 2002. Growing and maintaining an active membership in the Association is vital to the preservation and protection of our beloved park. With your help, we can accomplish this goal.

If you have questions or suggestions regarding membership, please contact me at (703)306-6549 or [barbara.sheridan@gsa.gov](mailto:barbara.sheridan@gsa.gov).  
Barbara Sheridan

## Association Office Status

At the board meeting of February 3 and at the annual meeting of March 2, steps were taken to move forward to establish a central, staffed office for the Association. As the needs for the park have grown, the role of the Association has too. The C&O Canal NHP is mandated to increase its public participation, and our Association, if it is to preserve its role as the guardian of the park, will have to grow accordingly. The recent Monocacy Aqueduct campaign is a model that will be repeated in the future and the new Widewater challenge grant is a further indicator of this trend.

To help the organization grow, coordinate activities designed to improve the park, and provide a contact point for park related activities, the Association is looking to establish a central office with a staff person who would be available about 20 hours a week. The C&O Canal NHP is currently looking to furnish us a suitable site. The Board has voted to join, for a small fee, the Maryland Association of Nonprofit Organizations which will provide us with the resources and expertise to properly establish this office.

Fred Mopsik



## ACROSS THE BERM

With regret I report the death of my friend and former Arlington neighbor, Charles Otstot, longtime member of the Association, sometime Level Walker, Level 12, member of the Board of Directors while Hal Larsen was President, Douglas memorial hiker in 1984 and 1989, and leader of an Arlington Boy Scout troop that hiked the full towpath in segments some years ago. He died in Powhatan Nursing Home, Falls Church, on Christmas Day.

Jed Tucker



## THE ASSOCIATION WELCOMES NEW MEMBERS

David G. BARBER  
Martin BLUMENTHAL  
Phyllis BURKA  
Rafael C. CARUSO  
Elliot & Chris CHABOT  
Michael DARZI  
Laura & Jeffery DENNING  
Larry EARNEST  
Jack & Patricia EDEN  
Andrew Jonathan FIELD  
Torrey C. FROSCHER  
Paul GABRINY  
Charles W. HAMPP, JR.  
Dylan HANNA  
H.D. HART  
Jackie HAVENER  
Richard HIGH  
Lloyd E. & Maureen HOLST

Hopedale, MA  
Bethesda, MD  
Rockville, MD  
Rockville, MD  
Rockville, MD  
Silver Spring, MD  
Washington, DC  
Williamsport, MD  
Potomac, MD  
Potomac, MD  
Arlington, VA  
Washington, DC  
Olney, MD  
Washington, DC  
Philadelphia, PA  
Bethesda, MD  
Hedgesville, WV  
Poolesville, MD

Thomas IMPHONG  
Allan JELACIC  
M/M Lewis JONES  
Walter KOWAL  
ZoAnn LAPINSKY  
Chris LILLIE  
Howard John MCGOWAN and  
Karen GILDEA  
Michael E. MORTHORST  
Alice MURPHY  
Dorothea MUSGRAVE  
David NEWSOM  
Reenie PARRIS  
Stephen PAULL  
Virginia PEARCE  
Diane PICKAR  
Pauline L. RABIN M.D.  
William E. RAVENSCROFT  
Howard Leo ROHR  
Jeanne SEMPEY  
Frances SHORT  
James H. STAMPER

Carlisle, PA  
Silver Spring, MD  
Oakland, CA  
Worcester, MA  
Columbia, MD  
Carrboro, NC

Charles Town, WV  
Cincinnati, OH  
Chevy Chase, MD  
Silver Spring, MD  
Poolesville, MD  
Germantown, MD  
Centreville, VA  
Williamsport, MD  
Silver Spring, MD  
Bethesda, MD  
Hagerstown, MD  
Mosby, VA  
Falls Church, VA  
Bethesda, MD  
Woodstock, VA

Judy STARR	Potomac, MD	Terri VANDESANDE	Potomac, MD
Barbara & Bill TRIPPEL	Sewell, NJ	Jon & Margie WALLACE	Ijamsville, MD
Arthur TSIEN and Judy MCGUIRE	Chevy Chase, MD	M/M Daniel WILLARD	Bethesda, MD
Greg URBAN	Bethesda, MD	M/M Russell B. WINGERD	Boonsboro, MD
Cheryl VALENTINE	Hagerstown, MD		

## CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to the C&O Canal Fund, Monocacy Fund and Davies Fund since the last report in *Along the Towpath*.

Mario & Anne ABBATE	Perry F. CRABILL	Nancy & Reese GRAMS
James R. ALDEN	Joseph M. D'AMICO & Amy PROFT	Karen M. GRAY
Benjamin F. ALLEN	Geraldine H. DAVIES	Marie M. GRENNAN
Fran & Kathy ASBECK	Harry & Phyllis DAVIS	Donald GROELSEMA & Ethel BEACH
Joseph J. BANISZEWSKI	Richard & Liz DAVY	Douglas M. HACKETT
John BARNETT	Mr. & Mrs. R. JUSTIN DEFORGE	Ridgway M. HALL Jr
Dennis M. BARRY	Anita DEFRANCO	Dorothy P. HARDEN
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William & Carmel CLEM	Justin R. GOLDEN	David M. JOHNSON
Franklin J. COOK	Brant GOLDWYN	Walter & Mary JOHNSON

### Chesapeake & Ohio Canal Association - Membership Form

Please enter the following membership in the C&O Canal Association in the category indicated at right:  
(Select One)

NAME: _____	<input type="checkbox"/>	Individual	\$15
ADDRESS: _____	<input type="checkbox"/>	Family	\$20
CITY/STATE/ZIP: _____	<input type="checkbox"/>	Patron	\$25

EMAIL: \_\_\_\_\_

PHONE: \_\_\_\_\_

Total \$ \_\_\_\_\_

Name to appear on badge: \_\_\_\_\_

Name on 2nd badge (family or patron): \_\_\_\_\_

Gift from: \_\_\_\_\_

Please make your check payable to the C&O Canal Association and mail to: P. O. Box 366, Glen Echo, Maryland 20812-0366



John F. JONES  
 Marvin & Sandra KAHN  
 Abner KAPLAN  
 Dr. & Mrs. Walter J. KAPLAN  
 George T. KELLER  
 Harry M. KEMSTEDT  
 Mr. & Mrs. John T. KIMBROUGH Jr  
 Mark & Brenda KLUEBER  
 Joseph W. KOCHENDERFER  
 Anne & Arthur KORFF  
 Paul T. LANGEVIN  
 Hal & Jane LARSEN  
 David & Joann LAWRENCE  
 Harold J. LEARNED  
 Robert & Joann LEILICH  
 Herbert J. LEWIS  
 Michael & Lou Ellen LEWIS  
 Carl A. LINDEN  
 John & Gloria LINDT  
 Bryon S. LINE  
 Nancy C. LONG  
 Fernando LOPEZ & Nancy STENGER  
 Marlow & Nancy MADEOY  
 Michael & Linda MARMER  
 Mr. & Mrs. John C. MARZIANI  
 Mr. & Mrs. William D. McALLISTER  
 Mary K. McEWAN  
 Jack P. MEINERS  
 James & Gera MILLAR  
 Ronald & Judith MILLER  
 Forrest & Lorraine MINOR  
 Fred & Judie MOPSIK  
 Stephen & Nancy MOULTON  
 James & Joanna MULLENEX

John P. MURRAY  
 Bettyjane F. MYERS  
 Richard & Nancy NAGELHOUT  
 Diana M. NISKERN  
 Mr. & Mrs. Carl F. NORDEN  
 Lou & Jan ODOM  
 Judith S. OLMER  
 Mark & Mary Faith PANKIN  
 Barry A. PASSETT  
 Thomas J. PATTON  
 Tom & Linda PERRY  
 C. M. PIGGOTT  
 Minny POHLMANN  
 David H. POPPER  
 Richard P. POREMSKI  
 James R. PRESTON  
 W. M. PROUDMAN  
 William T. QUINN  
 Robert & Eileen RABSON  
 John & Mickey REED  
 Tom & Gayle REID  
 Carol L. REINSBERG  
 RADM & Mrs Rodney P. REMPT  
 Craig A. REYNOLDS  
 Grant & Jo REYNOLDS  
 Robert J. REYNOLDS  
 Lois H. RICE  
 Thomas & Ellen RICHARDS  
 Phillip I. ROCKWELL  
 Kenneth S. ROLLINS  
 Joseph & Joan ROMEO  
 A. Dan SCHNYER  
 Jan SCHOONMAKER  
 Mr. & Mrs. Michael A. SCHUCHAT

Sim R. SHANKS  
 Martha M. SHANNON  
 Harley & Joanne SHEFFIELD  
 Barbara A. SHERIDAN  
 Leonard & Joyce SKOGLUND  
 Jayne A. SOKOLOW  
 Howard W. SOLOMON  
 Arthur SPITZER  
 William & Phyllis STANLEY  
 Judith STARR  
 Mr. & Mrs. Milton J. STICKLES  
 Edwin H. STOCKHAM  
 Dorothy H. STOKLEY  
 Richard & Anita STOLL  
 Mark STOVER  
 Paula M. STRAIN  
 William L. TAMMARO  
 Richard H. TIBBETS  
 Paul & Shirley TOURIGNY  
 Mr. & Mrs. Samuel A. TUCKER  
 Mr. & Mrs. Richard S. UGELOW  
 John & Eliane VINER  
 Alan & Jeanne WALLS  
 Glenn E. WATKINS  
 Eugene & Inga WEINBACH  
 Katrinka L. WESTENDORF  
 John & Valerie WHEELER  
 Gerald WHITE  
 Patricia Ann WHITE  
 Jon & Renate WILSON  
 John A. WISNIEWSKI  
 George B. WYETH  
 John & Marge ZIEGLER

We also humbly apologize to The Charles Delmar Foundation, Hal & Jane Larsen, and William E. Ravenscroft, whose names were misspelled in the last issue of *Along the Towpath*.





## Mileposts

By Nancy Long



### News from the C&O Canal Association Board meeting of February 2, 2002:

- \* The Board voted to provide \$3,000 to the C&O Canal NHP for park internships, \$2,500 to Canal Place in Cumberland for CanalFest activities, and \$2,000 for creation of the Towpath Tag to be used as a fund-raising technique as well as a means to increase membership.
- \* The 2001 final total of volunteer time for the C&O Canal NHP reached 34,000 hours. Congratulations and a hearty cheer of appreciation to all those who contributed their time and talents to enhance the national treasure that is the C&O Canal park.
- \* The results of a marketing study conducted for the park revealed that more revenue from canal boat use could be earned if the boats operated at or near capacity, and that increased outreach to attract canal boat visitors should be undertaken, such as outreach to schools, tourist facilities, and organizations that provide educational entertainment. Let's help to increase the numbers by getting friends together for a canal boat ride.
- \* The furnishings in the cabin of the Georgetown canal boat are undergoing redesign and refurbishing for the 2002 season.
- \* There was a 28% increase in visitation to the C&O Canal NHP in 2001, with over four million visitors placing the park in the top twenty most visited NPS sites nationwide.
- \* It is estimated that repair work in the C&O Canal NHP could require as much as \$100 million to bring the park into good condition.
- \* More opportunities for leasing of historic properties within park boundaries will be advertised.
- \* At Lock 44, water is seeping into the lock from an underground source.
- \* Four residential units are planned for the corner lot across from the entrance to Great Falls.
- \* Bids for the repair work to the Great Falls Tavern have come in at 50% higher than estimates.
- \* The address for the new C&O Canal NHP headquarters is 1850 Dual Highway, Suite 100, Hagerstown, MD, 21740.
- \* The entire interior of the Paw Paw Tunnel has been photographed.
- \* The pillars at the front entrance of the Ferry Hill mansion are in a state of advanced deterioration and will be removed. This action does not violate the historic character or fabric of the structure since the pillars were not original with the building, but rather were a later add-on.
- \* The removal of retention structures at Potomac Shores has been completed.
- \* Acquisition of the Whites Ferry Sportsmans Club is under negotiation.
- \* The C&O Canal NHP Land Protection Plan is expected to recommend acquisition of Potomac Fish & Game Club properties that lie between the towpath and Potomac River.
- \* Construction of the new Shepherdstown bridge that will replace the existing span over the Potomac from the Ferry Hill area to Shepherdstown has been delayed for further comment from West Virginia. The new bridge is being funded in a joint venture

between the states of Maryland and West Virginia and the Federal Highway Administration. (Correction to December 2001 column.)

(Other matters and issues discussed at the February 2 Board meeting and the March 2 annual meeting are covered elsewhere in this issue.)

### A few tidbits from the Association's annual meeting on March 2, 2002:

- \* The C&O Canal NHP now has 25 major partners.
- \* Preservation treatment has been administered to 50 of the 1375 historic structures in the park..
- \* The park has a new historian ... his name is James Perry.
- \* Projects identified for funding through FY 2006 are restoration of the Widewater towpath, Big Slackwater improvements, Seneca Village project, and restoration of the Conococheague Aqueduct.
- \* The new sign plan for the park is expected to be implemented this spring.
- \* Molly Schuchat reported that the Association's archival collection was sent to professional archivists in Chantilly, Virginia, and has now been returned to its permanent location in George Washington University's Gelman Library.
- \* Williamsport C&O Canal Days will be held on August 24, 25.
- \* The Junior Ranger booklets, a project supported by an Association contribution, are expected to be available shortly. Check with park headquarters and at visitor centers.
- \* From our quotable Superintendent: "We banned all future floods in the park, and this year, it looks like we were pretty successful." "Anything 184 miles long and skinny is automatically trouble."
- \* Before the meeting, Pat White led a hike from Dam 4 upstream for a few miles. Observed on the high slopes of the West Virginia shore were several large, apparently quite new, houses, just upstream of the Dam 4 Sportsmen's Club. A greatly enlarged boat ramp was under construction at one location.

### The following are excerpts from the minutes of the December 14, 2001, meeting of the C&O Canal National Historical Park Commission:

(National Capital Regional Director Terry Carlstrom was a guest at this meeting.)

Regional Director Carlstrom complimented Superintendent Doug Faris and his staff for the excellent job administering the C&O Canal National Historical Park. He noted that NPS Director Fran Mainella was unable to attend this meeting due to a scheduling conflict. Mr. Carlstrom reported on the NPS Educational Resource Program that focuses on youth for the future preservation of our parks. The National Geographic Society prepared a publication funded by the National Park Advisory Board called "Rethinking the National Parks in the 21<sup>st</sup> Century," which outlines the future of the NPS.

George Lewis complimented Mr. Faris and expressed the Advisory Commission's support in his efforts to complete all the issues with the retention property actions. Mr. Faris mentioned the park would be releasing the Land Protection Plan in the near future and reiterated the attempt being made to acquire the property between the towpath and the river at the Potomac Fish & Game Club. Regional Director Carlstrom will send a memo to

Director Mainella concerning issues with retention properties, noting the Advisory Commission's support of Superintendent Faris and his retention property actions. The superintendent expressed the need to show flexibility in dealing with the Potomac Fish & Game Club.

Superintendent Faris reported that Congress extended the C&O Canal National Historical Park Advisory Commission for another ten years. Nominations for the 19-member commission have been received and are awaiting confirmation by the Department of Interior.

Partnership and Volunteer Programs --Nancy Poe reported that the park had received a \$25,000 grant from the Cafritz Foundation, which enabled the park to hire a Volunteer Outreach Coordinator for a 10-month position. The \$3,000 donation from the C&O Canal Association provided 10 college students, as interns, with on-the-job training in such fields as natural resource management, historic preservation, interpretation, and volunteer management. Through Public Land Corps grants of \$92,361, the park was able to enlist the aid of several youth groups for various projects on the canal. Superintendent Faris thanked George Lewis and volunteer groups in Frederick County for the fine partnership program with the Lander Lockhouse. Nancy Poe is working on a partnership brochure outlining groups assisting in volunteer activities.

**From an NPS Briefing Statement, Western Maryland Right-of-Way Study** – This right-of-way was acquired in December 1980, its purpose to provide additional up-slope buffer lands adjacent to the historic canal and other park cultural and natural park resources; it includes land in Maryland and West Virginia. C&O Canal NHP staff conducted a preliminary assessment of resources and management issues along the abandoned Western Maryland Railway in early 2001. The study identified that much of the acquired railway corridor lies in remote areas of Maryland and West Virginia with limited access, thus making management efforts both difficult and costly. Many of the acquired historic bridges, tunnels, and culverts were found to be falling into disrepair. Although bridges and tunnels have been gated to prevent entry, they still pose a safety hazard to the visiting public. In winter 1999-2000, public meetings to assess community interest were controversial and contentious. During 2002, the National Park Service Rivers and Trails Conservation Assistance Program (RTCA) will facilitate a neutral community-wide process to determine directions for future use and management of the right-of-way. They will develop a guidance document for working with community groups and stakeholders to come to consensus on management options. (This writer recalls that one reason for acquisition of this right-of-way was to protect the unique natural beauty of the Paw Paw Bends on both the Maryland and West Virginia shorelines as a further enhancement for the C&O Canal NHP, and therefore for the greater benefit of visitors to the park.) There was great concern by both commission members and NPS staff over potential adverse development and use on the West Virginia shore.

### People

From **Gary Petrichick** : "Back in my working days (prior to 1993), I was with a regional planning board in the southern tier of

New York State. We relied heavily on Appalachian Regional Commission funding and were frequently visited by their staff. One such staff member went by the name of John Kimbrough. A few years after retiring, I stopped in at Great Falls and saw a volunteer who looked very familiar. Being in the wrong place and the wrong job, it took a moment to figure who we were. I don't remember if he was an Association member at the time. It's great to see what he and his wife are doing for the park."

**Andrei Kushnir**, Association member and painter of exquisite C&O Canal and Potomac River scenes, has just opened a gallery with another artist. The gallery is the Andrei Kushner/Michelle Taylor, LLC, American Painting Gallery, and it is located at 8289 Main Street in Ellicott City; its telephone is 410-465-4467. Its grand opening was March 23. Gallery hours are Thursday through Sunday from 11:00 AM to 6:00 PM

**National Park Week** begins on Monday, April 22. Peruse local media sources or call C&O Canal headquarters at 301-745-5804 for information on special programs and events.

The name of this column has been changed from "Potpourri" to "Mileposts" to be more reflective of canal language terms, and to still retain the column's original intent to provide a mixture of news, features, and any snippets of information that do not appear elsewhere in the newsletter and that would be of interest to Association members and others.

Any opinions expressed in this column do not necessarily reflect the intent of the C&O Canal Association. ❀

## March for Parks, April 13, 2002

March for Parks 2002 is sponsored by the C&O Canal Association and is a fundraising event to match a \$100,000 challenge grant for the repair of Widewater. The kick-off will be at 9:45 AM at the Great Falls Tavern. Activities will include a four-mile hike, and a two-mile canoe or kayak race. Lessons will be available by instructors from Potomac Outdoors and Outer Quest for both canoe and kayak. A limited number of free canoes will be available

Registration will be from 9:00-9:45 AM at the Tavern, with the events starting at 10:00. A celebration and award ceremony will follow and the event is scheduled to last until 2:00 PM.

Registration may be made at the event, or in advance by calling (301)767-3706 or by email to [Christine\\_Droske@nps.gov](mailto:Christine_Droske@nps.gov). The first 300 registrant will receive a free event T-shirt. ❀

### New Directions to Park Headquarters

From I-70 take exit 32B onto US 40 / the Dual Highway toward Hagerstown. In about half a mile you will see the Four Points Sheraton motel on your right. The next building is the one housing the Park's headquarters, the Crystal Building. Turn right on Day Road (beyond the Sheraton but before the headquarters building) and then immediately left into the parking area for the headquarters building.



Outgoing Level Walker Chair Karen Gray and incoming chair Bill Burton

After the annual meeting on March 2, Bill Burton will be picking up the mantle of Level Walker Chair. Please send your reports to Bill, or contact him for other reasons related to the Level Walker program.

Address: 6400 Halifax Court  
Warrenton, VA 20187-2219

Phone: 703-306-6303

E-mail: levelwalker@earthlink.net

I would like to thank all of those who have served as level walkers during my tenure. Being Level Walker chair is one of the most enjoyable and satisfying Association assignments, largely because of the wonderful members who are Level Walkers. I am deeply grateful to all of you who have done so much to strengthen the Level Walker program so that 100% of the canal was included in at least one report in 2001. You have also made a significant difference in the cleanliness of the towpath in particular and the Park as a whole, and your reports have helped to keep the Board of Directors informed of conditions along the canal. Additionally, who knows of what use those reports may be to researchers in the future.

Please note that a **change is being made to the report form**. Beginning immediately, we would like Level Walkers to include the beginning and ending time of their level walk so that the number of volunteer hours being donated to the Park through this program can be accurately calculated for National Park Service reports. Additionally, please include the round trip travel time between your home and the level as a separate entry in the report.

**Resignations and Appointments:** We bid farewell to Teresa Harshman, with thanks for her past service. Newly appointed this quarter are Michael Darzi (#21), Brant Goldwyn (#29), Gene Long (#62), John and Mary Marziani (#21), Carl Pedersen (#42), Diane Pickar (#23), Margorie Richmond (#8), Roy Shilling and Marceline Tissue (#27), William Tammaro (#12), and Thomas Vegella (#17).

Below is the list of active Level Walker assignments as of Feb. 15 (the deadline for this issue of Along the Towpath). Shown with each person or team assigned is their level number and the number of reports submitted in 2001. If you believe there are errors in this data, please let Bill Burton know so that he can correct the 2001 statistics. Active level walkers in 2000 who did not report in 2001, have been moved to the inactive list, but can be re-activated by reporting in 2002.

Adams, Philip and Conard, Ruth (Level #27, 1 report)  
Angstadt, Lisa (#22, 1)  
Barnett, John (#1, 27)  
Beckwith, Suzanne (#38, 1; #64, new in '01)  
Belz, John (#7, 2)  
Bowman, John (#44, 3)  
Bridges, Harry (#6, 2)  
Brown, Michael and Margaret (#30, 1)  
Buckley, Ruth (#13, new in '01)  
Burton, Bill and Sheridan, Barbara (#57 and #58, 3)  
Bury, Ed and Schuyler, Kathy (#31, 1)  
Carper, Joe (#22, new in '01)  
Cianciosi, Michael (#16, 5)  
Clement, Rick (#26, 2)  
Cook, Jack and Pat (#19, 3)  
Cramp, Stacy and Douglas, Scot (#13, 2)  
Darzi, Michael (#21, new in '02)  
Davis, Harry and Phyllis (#36, 2)  
Davis, Paul and Maggie (#8, 12)  
Davis, Tammy (#23, 1)  
DeForge, Sonny and Lindt, John (#28, 3)  
Diss, Sylvia and Charles (#20, 1)  
Engstrom, Dave and Audrey (#35, 3)  
Fitzgerald, Angela (#10, 1)

Fondersmith, John and Mary (#6, 1)  
Francke, Chris (#6, 3)  
Goldwyn, Brant (#29, new in '02)  
Gray, Karen (#43, 3; #24, 2 & resigned 11/01; #55, 1)  
Hagan, Paul and Jahnke, Cris (#2, 1)  
Hawley, John and Patty (#18, 2)  
Hedin, Alan and Rebecca (#7, 1)  
Heins, Jim and Jan (#5, 2)  
Henningesen, Nancy (#4, 3)  
Hibbard, Dennis and Susan (#61, 1)  
Hibbard, Bill (#40, 4 reports; #48, 2)  
Holway, Ellen and Scott, Elizabeth (#37, 1)  
Howard, Ron (#24, 2)  
Hughes, James and Joan (#3, 1)  
Hurline, Pat (#48, 5)  
Hutter, Paul and Ann (#68, 2)  
Johnson, Dave (#6, 1)  
Johnston, Helen (#6, 2)  
Juran, Don and Carol (#25, 2)  
Kahn, Sandy and Marv (#11, 6)  
Keck, Irvin and Helen (#45, 2)  
Kimble, Paul (#39, 1)  
Kimbrough, John (#6, 1)  
Klueber, Brenda, Mark, and Caitlin (#20, 1)

Knott, Margie and Hudson, Irene (#46, 2)  
Kochenderfer, Joe (#45, 5)  
Laco, Gary (#53, new in '01)  
Larsen, Hal and Jane (#26, 2)  
Leisinger, Ed and Karen (#50, 2)  
Lilga, John and Judith (#60, 2)  
Line, Bryon and James, Alison (#14, 1)  
Logan, Larry (#49, 1)  
Long, Gene (#62, new in '02)  
Loomis, Michael (#15, 1)  
Lunde, B.K. (#1, 2; #41, 2)  
Margarrell, Jack (#7, 1; #29, 1)  
Marziani, John and Mary (#21, new in '02)  
McAllister, Bill and Sue (#49, 1)  
Mopsik, Fred and Judy (#4, 12)  
Mullennex, Jim and Joanne (#69, 9)  
Naugle, Gary (#38, 2)  
O'dea, Tom (#9, 1)  
Olmer, Judy (#4, inactive '01, reactivated in '02)  
Pedersen, Carl (#42, new in '02)  
Perry, Tom and Linda (#34, 3)  
Petersen, Paul (#40, new in '01)  
Pickar, Diane (#23, new in '02)  
Plotczyk, Janice and

Whitman, Gren (#50, 1)  
 Plumb, Don and Judy (#11, 6)  
 Pollock, Stephen (#12, 2)  
 Popenoe, John (#51, 2)  
 Preston, Jim (#63, 1; #66, 1; #67, 1)  
 Purcell, Carol (#10, 3)  
 Quinn, Bill (#2, 4)  
 Reeder, Carolyn (#4, 2)  
 Richmond, Margorie (#8, new in '02)  
 Romano, Bill and Marsha (#65, 2)  
 Romanowski, David and Susan (#19, new in '01)  
 Rosasco, Paula and Greg (#59, 2)  
 Schuchat, Mike (#9, 6)  
 Shannon, Martha (#14, new in '02)  
 Shaw, Mike and Carol (#61, 1)  
 Shilling, Roy and Tissue, Marceline (#27, new in '01)  
 Solomon, Howard (#22, 1 report; #48, new in '01)  
 Soloway, Irving and Rose Ann (#52, 1)  
 Stickles, Jack (#33, 1)  
 Stoll, Richard and Anita (#17, 1)  
 Summerhill, Diane (#42, 1)  
 Tammaro, William (#12, new in '02)  
 Thorberg, Bobbie and Camara, Dorothy (#5, 3)  
 Thorpe, Tim and Nancy (#37, 1)  
 Tibbetts, Richard and Andrea (#15, 2)  
 Tucker, Jed and Grace (#18, 4)  
 Vall, Patrick (#14, 1)  
 Vegella, Thomas (#17, new in '02)  
 Wentworth, Eric (#17, 4)  
 Wentzel, Bill (#32, 1)  
 Wheeler, John and Valerie (#10, 1; #53 & #54, 1)  
 White, Pat (#56, #57, #58, 1 report for each)  
 Woodward, Emmie (#33, 1)  
 Wyeth, George (#23, 2)  
 Yingling, Carroll and Phyllis (#47, 2)

NOTE: The deadline for reports included in the next issue is May 10. Reports can be mailed or e-mailed to Bill Burton's addresses above, but please use the standard form (provided in e-mail format or on paper for those using regular mail). Let the chairperson know if you need either type of form.

### HIGHLIGHTS FROM NEW LEVEL REPORTS

for the period from early November to early February:

#1 *Tidelock to the Incline Plane*: 11/27, 12/21, 12/27, 1/22, **John Barnett**. In a February e-mail John noted that a body had been found in the canal on his level.

[Reminiscent of the Dec., 1842 discovery of Locktender James O'Reilly's body at Lock #3. -kg]

#4 *Cabin John Creek to Lock 14*: 12/20, **Fred Mopsik** noted the formation of a sinkhole over the culvert between the path to the canal from Riverside Drive and the lockhouse. 1/12 Judy Olmer commented on how clean this level is.

#5 *Lock 14 to Bridge at Cropley*: 11/18, **Jim and Jan Heins**, noted that of approximately 50 bikers who passed them, only 3 gave warnings of their approach. Jim and Jan also put out a smoldering cigarette lying on leaves.

#6 *Cropley to Great Falls Tavern (Lock 20)*: 12/5, **Dave Johnson** reported that Widewater was about 4 ft. below normal. 11/23, 12/26 Harry Bridges counted about 350 people walking and about 20 bikers on the November walk but only a very few people on Dec. 12.

#7 *Great Falls Tavern (Lock 20) to Swains Lock (21)*: 12/5, **John Belz** reported seeing a flock of 30-40 bluebirds, about a hundred cedar waxwings, and dozens of goldfinch, with cardinals present as well.

#8 *Swains Lock (21) to Pennyfield Lock (22)*: 11/18, 12/28, 1/15, 2/15, Paul and **Maggie Davis** reported on 1/18 that there was a total of 20 trees fallen in the canal between mileposts 18 and 19. In their 2/15 report they noted that all of these had been removed. [Our thanks to Park maintenance! -kg]

#9 *Pennyfield Lock (22) to Seneca Aqueduct*: 11/16, **Tom O'Dea** commented on the enormous amount of horse manure in places along this section.

#10 *Seneca Aqueduct to Milepost 25*: 2/1, **Carol Purcell** sighted spring beauties and marsh marigolds in bloom (usually late March to April bloomers);

#11 *Milepost 25 to Sycamore Landing*: 11/28, **Sandy and Marv Kahn** filled a 30-gallon trash bag with mostly old debris that had become visible due to the winter loss of foliage. 11/21, 12/07, 1/23 **Judy and Don Plumb** filled most of their trash bags at Sycamore Landing parking and associated fishing areas, and the Horse Pen Hiker/Biker. [These reports are a good example of the difference Level Walkers can make in an area's litter load and the greater visibility of such litter in the winter! -kg]

#16 *Woods Lock (No. 26) to Monocacy Aqueduct*: 12/31, **Michael Ciansiosi** reported that the area within the historic founda-

tion at the Monocacy has been cleaned out.

#18 *Nolands Ferry to Point of Rocks*: 2/8, **John and Patty Hawley** reported that the red brick rambler home at the Point of rocks parking lot entranced had been torn down. 11/21, 12/27, 1/12, 2/7, **Jed and Gaye Tucker** have been working hard, taking advantage of the low-foliage situation to find previously hidden trash. They removed 4 30-gallon bags of litter and hauled coils of cable from the prism for pickup by NPS maintenance.

#20 *Catoctin Aqueduct to Lock 30 (Brunswick)*: 11/19 **Sylvia and Charles Diss** reported that an old, gnarled silver maple, 21 ft. around, has fallen.

#22 *Lock 31 to Lock 33*: 1/26, **Lisa Angstadt** undertook a major cleanup of her level and noted the fall of the wall below the railroad along mile 58, allowing the ballast from the railroad bed above the wall to erode into the canal.

#24 *Dam 3 to Dargan Bend*: 12/5, **Ron Howard**, added tires he pulled from the canal to others on the edge of the towpath and notified NPS maintenance.

#26 *Lock 37 to Antietam Aqueduct*: 11/18, **Rick Clement**, filled two bags with litter and reported the remains of what appeared to be two deer in white plastic bags at Dargan Bend.

#27 *Antietam Aqueduct to the Shepherdstown Lock (#38)*: 1/12, **E. R. Shilling and M. Tissue** removed 4 bags of trash, 3 of which had been left at the campground by someone.

#28 *Lock 38 to Lock 39*: 1/10, **John Lindt and Sonny DeForge** found so much snow and ice on the towpath that they were unable to walk it but picked up two bags of litter in the parking area.

#34, *McMahon's Mill to Foreman's Ferry*: 12/31, **Tom and Linda Perry** commented on the greater safety of the enlarged parking area at McMahon's Mill. #35 *Opequon Jct. to Lock 43*: 1/10, **Dave Engstrom**, walked when there was about two inches of snow on the ground and the river was partially frozen.

#36 *Lock 43 to Falling Waters*: 11/14, **Harry and Phyllis Davis** found among the litter on their level, a hunting arrow.

#38 *Lock 44 to High Rock Quarry*: 11/10, **Suzanne Beckwith** encountered an emergency vehicle assisting an injured biker; 1/1, **Gary Naugle**, assisted by Tom Perry, collected 6 of the Park bags full of

litter on this New Year's Day walk.  
 #42 *Four Locks to McCoy's Ferry*: 1/27, **Diane Summerhill**, walking on a spring-like winter day, met walkers, cyclists, and an equestrian clearly enjoying the Park and weather.  
 #45 *Ernstville to Licking Creek Aqueduct*: 2/12, **Joe Kochenderfer** encountered no one during his walk and found the prism entirely dry and Licking Creek very low.  
 #47 *Little Pool to Hancock*: 11/11, **Carroll and Phyllis Yingling** noted that the graffiti on the lockhouse at Lock 51 had been removed by Park maintenance.  
 #49 *Round Top Cement Mill to Lock 53*: 1/26, **Larry Logan** reported that the worst of the tire ruts in the towpath previously reported had been filled in by

Park maintenance.  
 #51 *Dam 6 to Sideling Hill Aqueduct*: 1/29, **John Popenoe** described the new overflow channel from Polypond as now lined, passing under the bridge and no longer filling the canal and passing out the original spillway. [This was part of the Park's sustainability improvements along the canal.]  
 #57-#58 *Lock 61 to Tunnel parking area*: 11/17, **Barbara Sheridan** reported large holes in the towpath and boardwalk near the tunnel [subsequently repaired].  
 #59 *Tunnel parking area to point opposite the mouth of Little Cacapon*: 2/4, **Paula and Greg Rosasco** encountered a 6-dog sled team pulling a "cart of sorts with big fat tires." They also reported the removal of

many dead trees along this level.  
 #62 *Lock 68 to Oldtown*: 11/23, **Karen Gray** with **Pat White** commented on the significant leak in the downstream, towpath-side wingwall of Lock 68.  
 #64 *Kellys Road Culvert to Spring Gap Recreational Area*: 11/23, **Karen Gray** with **Pat White** removed substantial litter from the canal in an area prone to dumping from the roadway above the canal just downstream from Spring Gap.  
 #69 *Wiley Ford Bridge to the Cumberland Terminus*: 11/19, **Jim and Joanna Mullenex** noted that work was continuing on the observation platform being built near the terminus.



## RECORDS OF ASSOCIATION AVAILABLE AT THE GELMAN LIBRARY.

Molly Schuchat, Archives Committee

The manuscript collection of the Chesapeake and Ohio Canal Association is now open to researchers at the Special Collections of the George Washington University Gelman Library. The Collections are open to researchers Monday through Friday from noon to 5 pm, and by special appointment, on Monday evenings as well. Contact Special Collection Librarian LaNina Clayton at phone number 202/994-8272 or 202/994-7549. The Gelman Library is at 2130 H Street, NW, Washington, DC.

The records of the Association were deposited in the Library's Special Collections several years ago. Since that time several people have worked on organizing and describing the material, with a long time-out for asbestos removal in that part of the library. In May, 1999, once the asbestos work in the Special Collections was completed, I began meeting with LaNina

Clayton to renew work on conforming the archives in the way that Special Collections sorts and stores them.

In the summer of 2001 the records, including minutes, publications, reports, correspondence photographs and slides, as well as several private collections from founding members of the Association, and participants in the original Douglas through hike were sent to The History Factory, an archive processing company in Chantilly, Virginia, to complete processing, arranging and description.

By February, 2002, the 73 page Finding Aid was finished and the records were returned to the University. In due time this material will be added to the GW Library website, together with links to other collections housing C&O Canal materials, as well as to other parts of the Washingtoniana Collections that document the economic, political, social and cultural history of the Washington region. There are a number of articles, or even dissertations, that could be researched in the collections. On a more modest scale, items from the collections have been used in various issues of *Along the Towpath*.



## New Officers

President	Ken Rollins
1 <sup>st</sup> Vice President	Chris Cerniglia
2 <sup>nd</sup> Vice President	Bill Burton
Secretary	Donald Juran
Treasurer	David Johnson
Information Officer	Mickey Reed

### Board of Directors

Blair Bower  
 John Lindt  
 Charlotte Loveless  
 Dward Moore  
 Peter Whitney



### Three - Quarters of a Century Along the C&O Canal

I came to Washington in 1935 along with other "escapees" from the economic depression that plagued the country. It took me a couple of years to find the C&O Canal. That discovery was part of my effort to explore all of Washington's many streetcar lines. I would go to the end of the carline, in some cases paying a few cents extra in addition to the regular fare. That was true on the carline that took me to a point just beyond Glen Echo, then a thriving amusement park.

At the end of the line, beyond Glen Echo, I paid my few cents extra and found a path leading downhill and across what seemed to be a small stream. I found a bridge a little ways upstream and a path on the other side of the stream - the "stream" that later turned out to be the canal, but one no longer operating. It had stopped operation a dozen or more years earlier.

I followed the wide path at the edge of the water. Soon I found myself very close to what later turned out to be the Potomac river. By this time, it was late in the afternoon and I needed to find my way back again to the rooming house where I would get my dinner.

On many following Sundays, I boarded the Glen Echo streetcar again and each time ventured a bit farther upstream, getting acquainted with some of the families that lived in which I soon found were old lockkeeper's houses along a canal, not a stream, as I had first conjectured.

After about two years of exploring near the carline, I decided to find out where the path would lead upstream. I started early one Sunday morning. After walking what seemed like many miles, I came to a building larger than the small houses I had seen earlier.

At one side of the building was a short flight of steps and a sign - 10 cents for crossing. No one was there to collect my dime. I ducked under the fence, found a path at the end of the steps and by crossing several islands connected by short bridges, eventually came to what I later found was the "Great Falls of the Potomac." At that point I didn't know that I was nowhere near the end of the path I had been following. But I knew it was going to take me a while to get back to the streetcar and back to the rooming house dinner, and I was hungry. I hustled back to the streetcar by way of the path I had followed earlier. At dinner that night I heard more about the place I had visited - Great Falls of the Potomac. Everyone was surprised that I had walked to and from the falls and returned in time for dinner.

Getting back and forth on the streetcar became a regular pastime on weekends. I found the wide path went both ways and was worth exploring in both directions. Later, as a member of the Audubon Society, I became familiar with sections of what people called the "towpath," actually once used by mules to pull barges carrying freight up or down the canal along the Potomac River. But my interest was not in freight but in the wealth of plant and bird life I was finding along the path.

A park ranger and his family moved into the lockkeeper's

house just back of Glen Echo, the one formerly used by the keeper of the adjacent lock. I became acquainted with the family; their young son often came with me on short excursions up or down the canal. By this time I had learned something of the history of the area, including the history of the old canal. Near where the ranger made his home, there was a "farm" of sorts on the other side of the canal - full of strange creatures with their attendant bad smells. We always hurried past that place.

Through the Audubon Society I had my next introduction to the riches of the canal area. Roger Tory Peterson lived close to the canal and groups of "birders" found a nearby streetcar stop a convenient place to start "birding." Peterson was a pied piper of the old fashioned kind. He knew all the birds as old friends and took special delight in helping them find new friends. Breathlessly, we watched a new spring migrant find a home for the summer. And we returned over and over to the same place to watch bird pairs feed and train their young.

Peterson eventually left the area, but by this time I had friends eager to explore the riches - birds, plants, trees, and creatures that made each canal visit an exciting experience.

For a long interval I was traveling on my job and so had little time for wandering on my relatively infrequent weekends in the Washington area. But the time finally came for retirement - and I knew what I wanted to do. A broken leg and collar bone from an automobile accident left me disabled for a month in the hospital, but I could still drive. And drive I did... to the canal and what was there to be discovered. Some time later, I found my way back to the place I had learned to know as "Great Falls Tavern." National Park staff quartered there were eager to introduce people to the riches of the area. And one staff member in particular was a very good recruiter. I had hardly succeeded in discarding my crutches before she had recruited me to lead children's walks and later nature walks for adults. At first I said I didn't know enough. She offered to help me and soon I was on my own. She had recruited Betty Henson for nature walks a little earlier. Betty Bushell was still working for the Public Health Service but she joined me on the towpath whenever she could. As soon as she retired, she joined me regularly on the towpath. When she retired, she became part of the team, learning the names of participants and keeping a record for the Park Service. On one day, we started with a group from the Tavern and noticed that Betty Henson was starting on the same day with another group in the opposite direction. Both Betty and I had the same thought. Why not join forces? And that afternoon we talked with Betty Henson and formed a team of two Betties and one Helen, a team that has existed until the present time.

We scheduled walks on the first and last Wednesday and Saturday every month of the year. That way we found the towpath relatively empty during the week and could linger as long as we wished while a group searched for flowers, watched birds, and tried to identify what they were seeing.

As the years passed, we had people from many states and from other countries joining us on occasional walks. One woman came whenever her husband was stationed temporarily in Washington as a worker for the British embassy. Others came only once, but

it was always exciting to have "foreigners" join us, whether from another state or another country.

At first we had an ambition to keep a record of plants and bird observations which eventually could be compiled for more general use. That ambition was never fulfilled but we now have compilations of observations on each of "Sights and Sounds" walks for at least 20 years. Unfortunately, we were not always careful to indicate the site of observations, still, although they were made by amateurs, they may have some validity, and both data, and in some cases, a specific place and date are included in the tabulation.

Some plants we used to observe with some frequency have now disappeared or become rare. Heavy usage of the towpath has completely eradicated some, and made others far less frequent.

No one has seemed to be interested in our observations and we have become more and more careless about making them

complete as to location, or even precise identity. Even so, the records over the years may be of value to anyone trying to make a historical record of plants and birds in the area.

At this point, one of my regrets is that in leaving the area, I will be unable to follow through and work with anyone wishing to use this historical record. But Betty Henson and Betty Bushell will continue to lead "Sights and Sounds of the Seasons" walks four times monthly on the first and last Wednesday and Saturday, starting at 10 am. at Great Falls Tavern. Most people bring lunches and eat together in the Tavern garden after the morning walk

SO--TO ALL SIGHTS AND SOUNDS WALKERS--GOOD EXPLORING AND GOOD SHARING OF ALL THE RICHES THE C&O CANAL PARK HAS TO OFFER. Even in far away Iowa, I will be listening for reports as spring comes on.



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Douglas Hike *continued from page 1*

During the French and Indian War in 1755, it is likely that some of the officers and troops in Gen. Braddock's army crossed at the Patterson Creek ford on their way to Fort Cumberland and their ill-fated encounter with the French and Indian forces near present-day Pittsburgh. This ford would continue to be a popular link between the Virginia route from Tidewater to the upper Potomac, and from it, to that Shangri-La of America's first frontier, the Forks of the Ohio (Pittsburgh).

At about mile 173.6 (Crowder's mileage from Hahn's Towpath Guide), the towpath passes the abutments of a large stone bridge over the canal. Completed in the summer of 1850, shortly before the October opening of the last 50 miles of the canal, this bridge carried the road to the Patterson Creek Valley ford--still important a century after the French and Indian War. A mere fourteen years later, on February 2, 1864, this bridge would be destroyed by a Confederate patrol, part of the forces under Brig. Gen. Thomas L. Rosser. This patrol would also damage the gates of nearby Lock 72. The next day canal superintendent Lloyd Lowe inspected the damage and estimated a cost of \$1,200 to \$1,800 to replace the bridge. Only a temporary bridge was put up, however, and Confederates also destroyed that bridge on July 5, 1864.

In the 1840s as the Canal Company struggled to complete the canal, the plans for a seventh dam across the Potomac below Oldtown were dropped, leaving the intake behind Dam 8 at Cumberland to supply the entire 50 miles to the Dam 6 intake. Not surprisingly this frequently left the upper stretches of the canal with inadequate water to maintain the necessary depth for fully loaded boats. To alleviate the problem during low water, a steam pump was installed in 1858 near lock 68 at the mouth of the South Branch of the Potomac. This pump did not work properly; however, and suffered damage by Confederates during the Civil War, so a second pump was established about a quarter-mile below Lock 72. Park Service signs at the site interpret the remains of structures associated with that pump.

Above Lock 72 the Potomac squeezes through a gap, known as "The Narrows" and formed by Collier Mountain on the north and a ridge of Knobly Mountain on the south. Unlike their experience at the narrow areas between Point of Rocks and Harpers Ferry, the Canal Company had no competition for the

narrow shoreline on the Maryland side through this gap. Although a January 5, 1832 Maryland Court of Appeals ruling had reversed an earlier Chancery Court ruling and confirmed the Canal Company's prior right to the Maryland shore, the Canal Company had been forced in 1833 into a compromise with the railroad. Under that agreement the railroad was confined to the southern side of the river from Harpers Ferry to Cumberland. Although it crossed into Maryland just above the Narrows, it followed the river's great U-shaped bend south of Cumberland, while the canal cut across the flats to its junction with the river near the mouth of Wills Creek.

The first recorded structure of note at the Wills Creek and Potomac River confluence was possibly a defensible storehouse for trade goods built on the south (then Virginia) side of the river by the Ohio Company. Chartered in 1748, this company was a partnership formed by Burgess Thomas Lee and men such as Lawrence and Augustine Washington. Ostensibly formed to settle people on wilderness lands granted for that purpose in the company's royal charter (in exchange for which the men in the partnership received some of the land for themselves), the company appears actually to have been more interested in the lucrative exchange with the Indians of trade goods for furs in great demand in Europe.

Subsequently the Ohio Company would build a more substantial structure on the Maryland side of the Potomac, followed shortly by the establishment of Fort Cumberland. Fort Cumberland would serve as one of the most important and most westerly of the Colonial French and Indian War forts. The role of this site in the dramatic story of the Potomac-Ohio route to the vast heartlands of North America can't be overemphasized. From those beginnings as a mid-18th century outpost, to its selection as the beginning point of the first federally funded road to the Ohio River (reached in 1817) and the establishment of extensive facilities by the C&O Canal and B&O Railroad here in the mid-19th century, Cumberland grew, prospered and in its heyday claimed for itself the title: The Queen City of the Alleghenies.

Today, approaching the canal's terminus, the towpath walker enjoys a uniquely picturesque and charming view of this exceptionally historic city. Standing on the new viewing platform overlooking the Potomac at Wills Creek, one can reflect on the

changes that have taken place during the past two and a half centuries at this remarkable site. One's imaginings might also include those who have passed by this point before us, among them a remarkable number of American Presidents--George Washington, James Monroe, John Quincy Adams, Andrew Jackson, William Henry Harrison, James K. Polk, and Zachary Taylor--and a bevy of colorful people in our history, not least of whom are Davy Crockett and Santa Anna, Sam Houston, Tom Thumb, the war chief Black Hawk, French hero of the American Revolution General Lafayette, and editor of the New York Herald Horace Greeley.

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## Guide

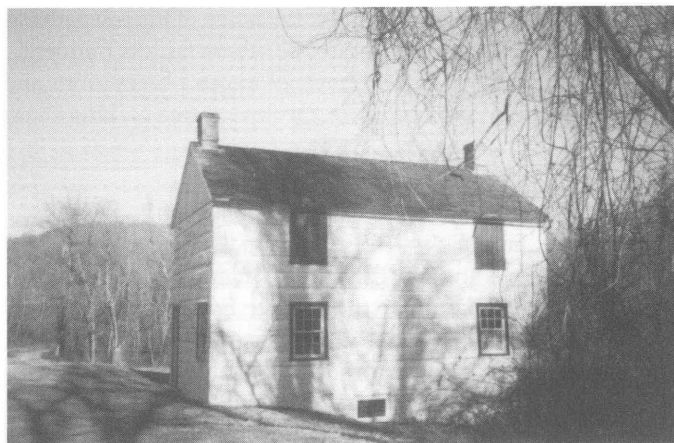
Tom Perry

These notes intend to increase your knowledge and heighten your pleasure as you walk on the towpath with us on April 27. A good caption to sum it up might be: "The lasts" because you will see the last lift lock, the last aqueduct, and the last hiker-biker going west into the Queen City of Cumberland. Reportedly, the last surviving canal boat's remains are sometimes visible on the berm side, according to one of our bikers, and I would appreciate learning where that is because I have never found it.

Let's begin with the known sites. Spring Gap is a large recreational area, but with no water, just off Route 51. (mile 173.4) George Washington is said to have crossed the Potomac here during a surveying operation, and just west of here are the abutments of a bridge which Confederates burned in 1864. At mile 174.2 look for the foundation of a steam pumping station whose purpose it was to provide dependable water in this section to make up for the absence of Dam #7, which was never built. An earlier pumping station several miles eastward from here had not been successful. When you come in sight of the frame lockhouse, look for a path leading to the river. (174.4) A short walk will bring you to Blue Spring, said to be one of the largest natural springs in the eastern United States. (You should understand in view of the drought we have experienced that this natural phenomenon may not be at its most spectacular just now.)

Locks 72-75 are remarkable for their display of good limestone, which was not always available west of Hancock. Many others in the western section were constructed of combination

wood and stone. However, a quarry in the Evitts Creek area yielded the stone for these four locks. At mile 175.4 notice the still-used railroad bridge carrying Amtrak into Cumberland. This is the point where the old nemesis of the Canal, the B&O railroad, was allowed to re-enter Maryland after the settlement of the Point of Rocks dispute, 1831-1835, in which the railroad was forced to cross over into (then) Virginia at Harpers Ferry. Lock 75 is the last lift lock along the towpath, and of special note to us, as the Canal Association staffs the lockhouse here (rebuilt) with interpretive volunteers each weekend in the summer, June through August. Please consider taking turns. (In case you are



Lockhouse 75. Mary Ann Moen.

wondering about the canal boat replica, The Cumberland, it is no longer here. Several years ago it was moved to Canal Place, owing to vandalism and a shortage of volunteers to make it available to passers-by.) At mile 177.7 we come to Mexico Farms residential area, whose name goes back at least to 1851, but does anyone know where it came from?

The old Western Maryland line criss-crossed the Potomac at numerous points. At mile 178.5 it made its final crossing to enter Cumberland, this as part of its westward expansion from Williamsport at the turn of the century. Evitts Creek Aqueduct is the last and shortest of the 11 aqueducts carrying the canal over streams. Stabilization work over the years cannot hide the deterioration common to these historic structures. Next we come to the last hiker-biker overnighiter, appropriately named for Evitts Creek. Get yourself some water, if you need it. When we reach Candoc we are in sight of the dwellings of south Cumberland. Take note of the meaning of Candoc: Chesapeake and Ohio Canal. The Wiley Ford Bridge at 182.6 carries the road over to the Cumberland airport in West Virginia. Formerly, towpath users had to cross this road at great danger. Note the wonderful improvements here. As we move into the city of Cumberland you need to be aware that flood control projects by the Army Corps of Engineers in the 1950s have altered the canal and towpath beyond recognition. Before the Western Maryland Railroad station was built the canal basin extended a little farther westward. Those flood control projects also obliterated the ruins of Dam #8. However, the area of the basin is scheduled to be re-watered, and at its edge you will find the canal boat replica, moved from lock 75. Take time to see it.



# ANNOUNCEMENTS OF COMING EVENTS

## Douglas Hike

This year's spring hike will find us in the Cumberland area, offering hikes of varying lengths to fit the stamina of all who would like to take part. The date is Saturday, April 27. Please come to Canal Place before 10:30 AM, at which time the buses are scheduled to take us to our starting points. Bring a bag lunch and a drink for your noontime rest stop.

The longest hike will be 11 miles, starting at Spring Gap (mile 173.3). The middle trek will begin from Mexico Farms (mile 177.6), a distance of about 7 miles. A shorter walk starts at Candoc (mile 181.8), just under 3 miles in length. On your reservation form please indicate which hike, if any, you plan to take. Each rider will be asked to contribute \$2.00 to pay for the buses.

Our happy hour and dinner will be at the fire house on the Baltimore Pike, at 4:30 PM and 5:30 PM respectively. Our featured after-dinner speaker will be Richard Pfefferkorn, Executive Director of Canal Place. He will tell us what has been accomplished there and what the future holds for this important center for tourism in Allegany County.

Directions to Canal Place: Take I 68 into Cumberland and get off at the Downtown exit. At the end of the ramp turn left and the parking area will be just ahead of you, after the traffic light, viaduct on your right. (We are assured that the gates will be up at that time.)

Directions to the Fire House on Baltimore Pike: Take I68 east out of Cumberland to Exit 46 (Mason's Barn), then left on Route 144 and go about 3 miles; fire hall will be on your right.  
Tom Perry

## Continuing Hike Series

Despite the cold, the New Year's Hikes were well attended with more than a dozen people joining us for investigations of the stone cutting mill and quarries at Seneca on New Year's Eve and almost two dozen joining us on a beautiful, sunny, and freezing New Year's Day for a brisk walk from Riley's Lock to Pennyfield Lock and back. At the end of January, 23 people joined us during the unusually balmy weather, and the hike was expanded from the advertised three mile circuit to include four and five mile circuits. A number of the hikers took advantage of the weather to collect litter and by the time we returned to the towpath near the Muddy Branch Culvert, the litter collection was impressive. Later we met two canoeists who had managed to retrieve an entire latrine and a badly damaged aluminum canoe from the river and were still

out on the water collecting debris.

The schedule for the 2002 hikes is included in the Calendar of Events. Bring water and lunch.

Sunday March 24 we will meet at Carderock and enjoy the early spring wildflowers along the woodland paths of the B and C loops of the Billy Goat Trail. These portions of the Billy Goat Trail are not strenuous; and hikers may do one loop, 3 miles, or both loops, 6 miles. Meet at the first parking lot to the right at Carderock at 10:30AM. (Last Montgomery County exit on the beltway, bear right (there are signs), in several miles take exit just before overpass, turn left and drive over the overpass, then under the canal. Turn right at the T-intersection to the parking lot.)

The May Maryland Heights hike will be moderately strenuous and includes significant elevation gain. Meet at the Footbridge in Harpers Ferry at 10:30 AM. (From Frederick MD, US 340 west to Harpers Ferry. Park in the visitors center (fee), take bus to historic area, footbridge is at the end of the street.)

Pat White( 301)977-5628



## 2002 Through Bike Ride

Again this year the Association is planning a bike ride along the length of the Canal, from Cumberland to Georgetown. Dates are Wednesday, October 1, through Sunday, October 6. (This time we will not make use of the Columbus Day holiday since it comes toward the middle of the month,) We travel a leisurely 30 miles a day, sometimes more and sometimes less, and we are provided an experienced trail guide in the front and Park Patrol "sweeps" in the back. We accommodate both campers and motel "muffins" and share most of our meals together. There is, however, no sag wagon; that means that each rider carries his/her own stuff. When possible we pool our transportation to Cumberland and from Georgetown, and you can be assured that we look out for each other. If you would like to register for this ride, please send Tom Perry \$20, indicating whether you will camp or would like to receive a list of accommodations for spending the night. If you have questions write or call him at 116 S. Conococheague Street, Williamsport, MD 21795, 301-223-7010. Final notice about this trip will appear in the June issue of "Along the Towpath." (For a review of last year's experience, see the article in the December 2001 issue.)

Tom Perry



## Potomac River Awareness Day

There will be a Potomac River Awareness Day on Saturday, May 18, 2002 at the Brunswick Family Campground from 9 AM to 4 PM. This event will focus on river recreation, safety and conservation. Dward Moore will be managing the event.



## CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Apr 7	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM
Apr 13	Sat	March for Parks, Great Falls Tavern, 9:45 AM. Call 301-767-3706 or Christine_Droske@nps.gov

Apr 27	Sat	Justice William O. Douglas Hike in Cumberland area. Details in this Gissue.
May 18	Sat	Continuing Hike Series. Hike from Harpers Ferry to Maryland Heights, about 7 miles with lots of uphill. Meet at Footbridge in Harpers Ferry at 10:30 AM. Contact Pat White at 301-977-5628
May 18	Sat	Potomac Awareness Day at Brunswick. To volunteer, contact Dward Moore
May 18, 19	Sat/Sun	Canalfest in Cumberland. Contact Mary Anne Moen, 301-759-3197
May 25	Sat	Canoe on the Monocacy River. Contact Sonny DeForge for information, reservations, 301-530-8820
Jun-Aug	Sat/Sun	Lock 75 Lockhouse at North Branch. Volunteers needed to staff the lockhouse and provide visitors with Park and Association information each weekend. Contact William Bauman, 540-888-1425.
Jun 2	Sun	Board Meeting. Williamsport Memorial Library. 1:00 PM
Jun 15	Sat	Canoe trip from Violettes Lock to Great Falls. Ideal introduction to canoeing, also great for old-timers. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934.
Jun 22,23	Sat/Sun	Introduction to Bike Camping. Williamsport to Little Pool. Contact Tom Perry, 301-223-7010.
Jun 29,30	Sat/Sun	History Tour Day of Montgomery County, Monocacy Aqueduct. Contact Rita Bauman, 540-888-1425, wdbauman@visuallink.com
Jul 7	Sun	Joint potluck dinner with Friends of the Tavern. Time and place to be announced in later issue.
Jul 20	Sat	Canoe trip at Brunswick. Contact Sonny DeForge, 301-530-8830 or Ken Rollins, 804-448-2934.
Aug 4	Sun	Board Meeting. Glen Echo Town Hall, 1:00 PM
Aug 10-17	Sat-Sun	Montgomery County Fair at Gaithersburg. Contact Rita Bauman at 540-888-1425, wdbauman@visuallink.com
Aug 24-25	Sat/Sun	Williamsport Canal Days at Cushwa Basin and Byron Park, 10 AM till 4 PM Contact Tom or Linda Perry, 301-223-7010
Sept 8	Sun	Happy Birthday celebration for Montgomery County
Sep 11-14	Wed-Sat	World Canal Conference in Montreal, Canada. More information in later issue.
Sep 14,15	Sat/Sun	Hancock Apple Days. Contact John Popenoe, 301-678-6379
Sep 14/15	Sat/Sun	Sharpsburg Heritage Festival. Contact Charlotte Loveless 301-733-7611
Sep 22	Sun	Continuing Hike Series. Circuit hike from Hancock to Little Pool and back using both the Towpath and the Rail Trail, about 6 miles. Hancock Visitor's Center at 10:30 AM. Contact Pat White at 301-977-5628
Sep 28,29	Sat/Sun	Paw Paw Bends Canoe Trip. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934 for information and reservations.
Oct 1-6	Tues-Sun	Through Bike Trip. Cumberland to Georgetown. Camp or stay in motels. Contact Tom Perry, 301-223-7010.
Oct 6	Sun	Board Meeting. Williamsport Memorial Library, 1:00 PM
Oct 26	Sat	"Life and Death on the C&O Canal" at Great Falls Tavern, 6:30-8:30 PM Nominal fee required. Call 301-767-3714 for information and reservations.
Nov 9	Sat	Heritage Hike. Place and time to be announced in a later issue.
Nov 23	Sat	Continuing Hike Series. Circuit hike incorporating portions of the Appalachian Trail, the Loudon Heights Trail, and the Towpath, about 7 miles. Meet at Footbridge in Harpers Ferry at 10:30 AM. Contact Pat White at 301-977-5628
Dec 1	Sun	Board Meeting. Glen Echo Town Hall. 1:00 PM
Dec 7	Sat	Frostbite Hike, TBA
Dec 15	Sun	Carol Sing at Great Falls Tavern, 1: 00 PM
Dec 31	Tue	New Year's Eve Hike, in Montgomery County. TBA

# C&O Canal Association Annual Meeting

March 2, 2002

## Membership Report

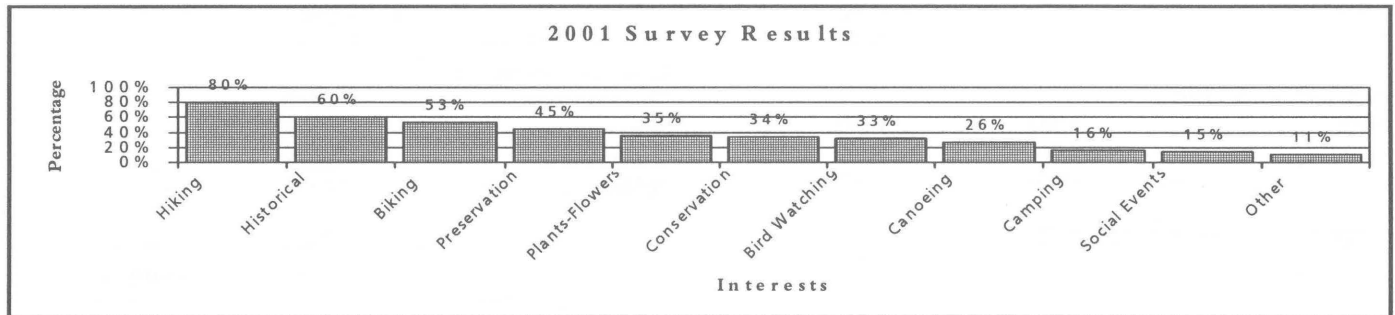
Barbara Sheridan, Membership Coordinator

We ended the year 2001 with 1018 memberships, which was an increase of 60 over year 2000. While this is below our record year of 1998, it is still well above all other previous years. The table below reflects the membership at the end of each of the past 5 years:

Year	1997	1998	1999	2000	2001
Member	437	495	415	432	454
Family	325	335	298	290	344
Patron	201	210	192	236	220
Totals	963	1040	905	958	1018

A lot of the success in rising membership rates appears to be due to the changes in renewal procedures. Early reminder notices and follow-up with a second notice or e-mail is having a positive effect on attrition. In fact, there were only 87 non-renewals from year 2000. As the chart below indicates, we seem to be (hopefully) forming a pattern with non-renewals on the decline:

Year	1997	1998	1999	2000
Non-renewals	165	186	135	87




The figures above for non-renewals for 1997 and 1998 had been much higher (186 and 244, respectively), but were reduced significantly in late 1999 and early 2000 through the Membership Committee's efforts to reach out to lapsed members. As you will recall, the 2000 renewal form included a survey of members "Interests." The results have been tabulated and as you can see from the chart below, there are not many surprises. Hiking and biking were the physical activities that garnered the most votes, but members were also very interested in the historical background and preservation efforts associated with the C&O Canal NHP. Please note that the category "Other" included many activities and interests which were too small in number to list separately. These included, but were not limited to, jogging, fishing, kayaking, horseback riding, painting and photography. Thanks to everyone who responded, we now have a much clearer picture of where to concentrate our efforts for group activities and park preservation efforts. Only by growing and maintaining an active membership can we hope to assist in preserving and protecting the park we love so much. Your suggestions are always welcome.

## Member News

At this past annual meeting, Lou Odom made a suggestion for the newsletter that is noteworthy. He asked that there be a place for news of the membership such as moves or anything else that might be of interest. Therefore, if anyone has an item

to submit to the newsletter about the membership, please send it to me and I will try to start a column that will keep fellow members of the association informed of each other.

Just send the copy to me at 6415 79<sup>th</sup> Street, Cabin John, MD 20818, or to my email address, [fred.mopsik@verizon.net](mailto:fred.mopsik@verizon.net).  
Fred Mopsik, ed. 



# CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.

## FINANCIAL STATEMENTS

### STATEMENT OF INCOME AND EXPENSE

	<u>2001</u>	<u>2000</u>
<b>ADMINISTRATIVE</b>		
Income:		
Membership dues	\$17,770	\$17,068
Interest and other	<u>248</u>	<u>312</u>
Total Admin. Income	18,018	17,380
Expenses:		
Newsletter	7,228	6,356
Membership	1,697	1,618
Festivals, March-For-Parks	1,140	3,026
Monocacy fundraising	253	1,103
Other committees & officers	1,223	1,146
Depreciation & maintenance	293	749
Other expense	<u>620</u>	<u>510</u>
Total Admin. Expense	<u>12,454</u>	<u>14,508</u>
Net Admin. Income	5,564	2,872
 <b>SALES</b>		
Income	5,534	9,682
Expense [1]	<u>3,640</u>	<u>6,329</u>
Net Sales Income	1,894	3,353
 Annual meeting & Hikes		
Income	5,883	4,811
Expense	<u>6,016</u>	<u>5,160</u>
Net Events Income (loss)	(133)	(349)
 <b>OTHER NON-ADMINISTRATIVE</b>		
Net Income (loss)	4	(2,227)
 <b>FUNDS (C&amp;O, Davies, Monocacy)</b>		
Income	23,978	30,866
Grants:		
To National Park Service	12,282	6,511
To National Park Foundation	<u>7,589</u>	<u>22,001</u>
Net Funds Income	4,107	2,353
 <b>TOTALS</b>		
Income	53,417	62,739
Expense	<u>41,981</u>	<u>56,737</u>
Net Operating Results	11,436	6,002

#### NOTES:

[1] Sales expense includes the cost of goods sold and postage and handling. Net profits from the sales of mugs, videos and philatelic items are credited to the Monocacy and C&O Canal Funds. Gross sales income from books is credited to the Publications Reserve.

### BALANCE SHEET

	<u>12/31/2001</u>	<u>12/31/2000</u>
<b>ASSETS</b>		
Checking account	\$49,548	\$38,603
Money market fund	17,451	15,791
Other current assets	2,791	2,758
Inventories - sales items	5,655	5,937
Fixed assets - net value [2]	<u>502</u>	<u>554</u>
Total Assets	<u>75,947</u>	<u>63,643</u>
 <b>LIABILITIES &amp; RESERVES</b>		
Current liabilities	3,430	2,562
Reserve - Davies Legal Fund	17,451	16,016
Reserve - C&O Canal Fund	14,394	10,501
Reserve for publications	257	(398)
Accum. Operating Results	<u>40,415</u>	<u>34,962</u>
Total Liabilities & Reserves	<u>75,947</u>	<u>63,643</u>

### SUMMARY OF FUNDS ACTIVITY

	<u>Davies Fund</u>	<u>C&amp;O Fund</u>
Balance, 12/31/2000	\$16,016	10,501
Contributions received	799	9,450
Dividend income	636	-0-
Sales income	-0-	225
Expenditures	<u>-0-</u>	<u>(5,782)</u>
Balance, 12/31/2001	17,451	14,394
	 <u>Publications</u>	 <u>Monocacy</u>
	<u>Reserve</u>	<u>Fund [3]</u>
Balance, 12/31/2000	\$(398)	\$159,128
Contributions received	-0-	13,093
Sales income	3,577	996
Expenditures	(2,922)	(6,500)
Net investment loss (NPF)	<u>-0-</u>	<u>(7,618)</u>
Balance, 12/31/2001	257	159,099

#### NOTES:

[2] Fixed assets - net value reflects total acquisition cost (\$12,195) of capital equipment less accumulated depreciation (\$11,693.) Most items have reached or are near full depreciation.

[3] The Monocacy Aqueduct Fund is managed by the National Park Foundation and is not included on the balance sheet.

Submitted by David M. Johnson, Treasurer



## 2002 CANAL BOAT SCHEDULE

Ride along the historic C&O Canal in a mule-drawn boat. Experience rising eight feet in a lock. Hear costumed park rangers describe what life was like for the families that lived and worked on the canal. The 2002 boat season begins on March 30<sup>th</sup> and continues through November 11<sup>th</sup> at Georgetown and Great Falls

**MARCH 30 to JUNE 14 and SEPTEMBER 5 to NOVEMBER 11**  
(No rides on May 29, Sep 4, or Oct 16)

### THE GEORGETOWN

### CANAL CLIPPER at Great Falls, MD

Wed, Thur, Fri	11:00 & 3:00	3:00 pm only
Sat, Sun, & Monday Holidays	11:00, 1:30 & 3:00	11:00, 1:30 & 3:00

**JUNE 15 to SEPTEMBER 2 (Both boats)**

Wed, Thur, Fri	11:00, 1:30 & 3:00
Sat & Sun	11:00, 1:30, 3:00 & 4:30

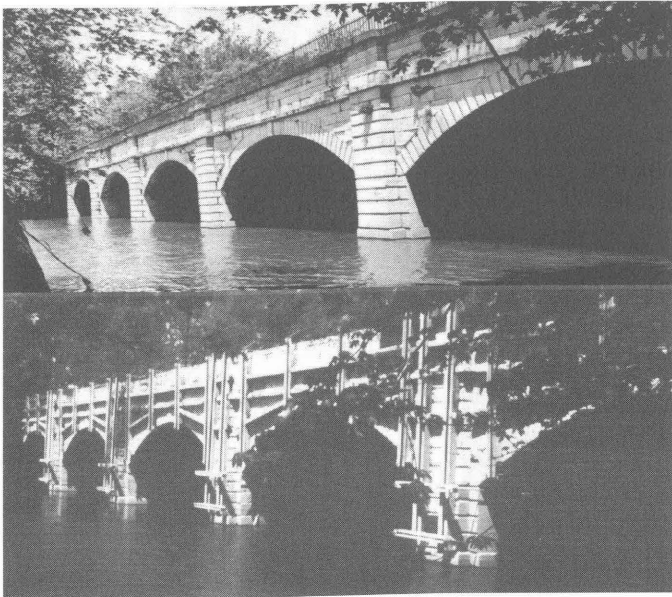
**FARES:** One hour trip cost: Adults \$8.00; Seniors (age 62 +) \$6.00; Children (4-14) \$5.00

**GEORGETOWN:**  
1047 Thomas Jefferson St NW  
Washington, D. C.  
202-653-5190  
Handicapped accessible

**GREAT FALLS TAVERN:**  
11710 MacArthur Blvd  
Potomac, Maryland  
301-767-3714

## ERRATA

The captions of the figures on pages 2 and 4 in the December issue were incorrect. The figures with the correct captions follow.



Monocacy Aqueduct before and after bracing. The restoration will return the Aqueduct to the appearance at the top. Bottom photo Delilah Hawa



Dave Lepkowski. Dave Lepkowski

## VOLUNTEERS ARE SOUGHT FOR THE C&O CANAL BIKE PATROL

The C&O Canal Volunteer Bike Patrol is looking for great volunteers who want to help be our eyes and ears on the canal towpath. If you have a love for cycling, the outdoors, the C&O Canal, and the well being of the visitors, please join us.

Bike Patrol members ride the towpath in pairs assisting park rangers by providing visitors with information on the park's resources, safety in the park, regulation reminders, basic first aid, and emergency bicycle repairs. Volunteers must have good communication skills and be willing to assist visitors. We ask for a time commitment of approximately forty hours per year.

If you are interested in joining the bike patrol, please obtain an application from any of the visitor centers listed below. Fill out the application and return it to the visitor center, either by mail or in person. We will then call you to set up an interview and you will be notified of your acceptance as a new member. Once accepted, all bike patrol members participate in mandatory training. (Components may vary at each location.) The training components are as follows:

Accompany a pair of veteran patrollers on a four-hour bike patrol shift. The purpose of the ride-along is to acquaint you with the program, to ensure that this is the right program for you. This component must be completed first.

Attend an Orientation Course focusing on park regulations, radio use and visitor contacts. These are scheduled periodically, usually in the spring and fall.

Current Adult CPR/First Aid certification. We offer periodic Red Cross CPR/First Aid classes at Great Falls Tavern and Williamsport Visitor Centers. There is no cost to you. If your CPR and /or First Aid certifications are current there is no need to re-certify. However, a photocopy of your certification is required for our files before you are eligible to patrol.

Attend a ranger-led program. Enjoy a canal boat ride (free of charge) or any other ranger-led program listed in the Canaller. This will help orient you to some of the spectacular resources of the park.

Accompany a pair of veteran patrollers on another four-hour bike patrol shift.

All training components must be completed before you begin riding as a member of the C & O Canal Bike Patrol. If you have any questions or concerns, please feel free to contact one of the bike patrol supervisors. Thank you for your interest in this rewarding program. We hope to see you on the towpath!

Kathleen R. Kelly, Park Ranger  
Great Falls Tavern Visitor Center  
301-767-3709

Sandy Tennyson, Park Ranger  
Georgetown Visitor Center  
202-653-5190

Donna Swauger, Park Ranger  
Williamsport Visitor Center  
301-582-0813

Bob Borland, Park Ranger  
Cumberland Visitor Center  
301-722-8226

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## Reward Offered in Theft of Historic Sign from C&O Canal

C&O Canal National Historical Park (NHP) is offering a reward to anyone who provides information leading to the arrest and conviction of the perpetrators for the theft of the historic sign stolen from the Jerome Telegraph Office along the Western Maryland Railway right-of way. The Jerome Telegraph Office is within the boundaries of the C&O Canal NHP in West Virginia.

Park rangers are investigating this case and examining the historical structure and the damages caused by this theft. It is illegal to possess, destroy, deface or remove any natural, cultural, or historical feature from any National Park Service or federally owned lands.

The sign was removed with the asphalt shingles from the Jerome Telegraph Office and measures approximately 28 x 32 inches in length. The sign is circular with the logo "Western Maryland Fast Freight Line" and includes a symbolic "redwing" as part of the circle. A photo is given below.

Any person with information regarding this crime or with information about any suspicious persons or activities involved in this violation are asked to call the National Park Service toll-free number at 1-866-677-6677 or contact U.S. Park Ranger Huelskamp at 301-722-0543.



*Along the Towpath* is published in March, June, September, and December by the C&O Canal Association (COCA), P.O. Box 366, Glen Echo, MD 20812-0366. Articles for publication should be received by the 15<sup>th</sup> of the month prior to publication. Electronic submissions are encouraged. Please send articles to:

Frederick I. Mopsik, Editor  
*Along the Towpath*  
 6415 79<sup>th</sup> Street  
 Cabin John, MD 20818  
 fred.mopsik@verizon.net

Membership in COCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, are assessed on a calendar-year basis and include a subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible to the extent possible.

COCA maintains a home page at <http://www.CandOCanal.org>. The COCA Webmaster is Olivia Evans. COCA also maintains a telephone for information and inquiries at (301)983-0825.

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

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Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Peter Whitney/Fred Mopsik
Level Walkers	Bill Burton
Festivals	Rita Bauman
Programs	Thomas Perry
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Membership Coordinator	Barbara Sheridan
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Associate Editors: Dave Johnson, Don Juran, Carl Linden, Nancy Long, Ken Rollins

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#### DIRECTORY C&O CANAL NHP Telephone Numbers and Personnel

<b>C&amp;O CANAL NHP HQTRS</b>	(301)739-4200	
1850 Dual Highway, Suite 100, Hagerstown, MD 21740		
Superintendent	(301)714-2201	Douglas Faris
Assistant Superintendent	(301)714-2201	Kevin Brandt
Chief Ranger	(301)714-2222	Keith Whisenant
Admin Officer	(301)714-2204	Jeanine Bolden
Chief, Natural and Cultural Resource Mgt Branch	(301)714-2231	Tina Orcutt
Chief, Interpretation Brnch	(301)714-2214	Bill Justice
Public Affairs Assistant	(301)745-5804	Kathy Sholl
Special Permits	(301)714-5817	Richard Briggs
Chief of Maintenance	(301)714-2216	Bob Hartman
Partnerships Coordinator	(301)714-2233	Nancy Poe
Engineer	(301)745-5818	Dan Copenhaver

##### Palisades District

11710 MacArthur Blvd, Potomac, MD 20854	
District Ranger	(301)767-3720 Keith Kelly
Supv Ranger-Fee Collect.	(301)299-3603 Terry Barbot

**Georgetown Visitors Center** (202)653-5190  
 1057 Thomas Jefferson St., NW Washington, DC 20007  
 Sup. Ranger - Interpretation Kathy Kupper

##### Great Falls Tavern Visitors Center

11710 MacArthur Blvd., Potomac, MD 20854  
 Great Falls Tavern Information (301)767-3714  
 Sup. Ranger - Interpretation (301)767-3702 Rod Sauter

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

##### Western Maryland District

District Ranger	(301)714-2236	Dwight Dixon
Cumberland Subdistrict	(301)722-0543	Matt Huelskamp
		Alex Negron
Hancock Subdistrict	(301)678-5463	Al Voner
Ferry Hill Subdistrict	(301)714-2206	Adam Hurt

**Williamsport Visitors Center** (301)582-0813  
 205 West Potomac Street, Williamsport, MD 21795  
 Park Ranger - Interpretation Donna Swauger

**Hancock Visitors Center** (301)678-5463  
 326 East Main Street Hancock, Maryland 21750  
 Park Ranger - Interpretation (part time) Paul Apple  
 Jim Seibert

**Cumberland Visitors Center** (301)722-8226  
 Western Maryland Station, Cumberland, Maryland 21502  
 Park Ranger - Interpretation Rita Knox  
 Bob Borland

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

24-Hour Emergency	(301)739-4206
Georgetown Boat Operation	(202)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Canal Clipper, Great Falls Tavern	(301)767-3714
Swains Lock (Concessionaire)	(301)299-9006
Carderock and Marsden Reservations	(301)299-3613

**24-HOUR EMERGENCY (TOLL FREE) 1-(866)677-6677**  
**HAZARDS CHOCH\_Hazards@nps.gov**

# CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

**DOUGLAS MEMORIAL HIKE**  
**April 27, 2002**  
**Form Inside**

**Towpath Tags are Here**

**March for Parks, April 13, 9:45**  
**Great Falls Tavern**

**Best Wishes to Helen Johnston Who**  
**Leaves with this Issue**

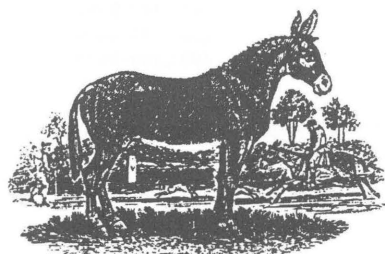
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