



# ALONG THE TOWPATH

Vol. 34, No. 4

December, 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

### Western Maryland Ry. Right-of-way under Review

Fred Mopsik

The abandoned Western Maryland Railway right-of-way between Pearre and North Branch is now beginning to be reviewed by the National Park Service in a multiphase study. This includes the section in the Paw Paw bends area with its six bridges spanning the Potomac. There are three sections inside West Virginia and there is pressure from the land owners in West Virginia to allow the right-of-way to be sold back to the adjacent land owners and have the bridges removed. The land is currently owned by the C&O Canal NHP.

This section of the right-of-way traverses one of the most scenic parts of the Potomac River and features six river crossings

*Western MD continued on page 2*



Potomac River above Little Orleans from the C&O Canal. Fred Mopsik

### ANNUAL MEETING March 1, 2003 Williamsport, MD

Fred Mopsik

The Annual Meeting of the C&O Canal Association will take place at the firehouse in Williamsport, MD on March 1, 2003. This year's meeting will feature, the election of officers for next year and a roundtable discussion of the future position the Association should take on the fate of the Western Maryland Ry. right-of-way in the Paw Paw Bends region of the Potomac River. The Board of Directors has just voted to support the retention of the right-of-way by the C&O Canal NHP for future development as part of the Rails-Trail that currently ends at Pearre, the downstream end of this section.

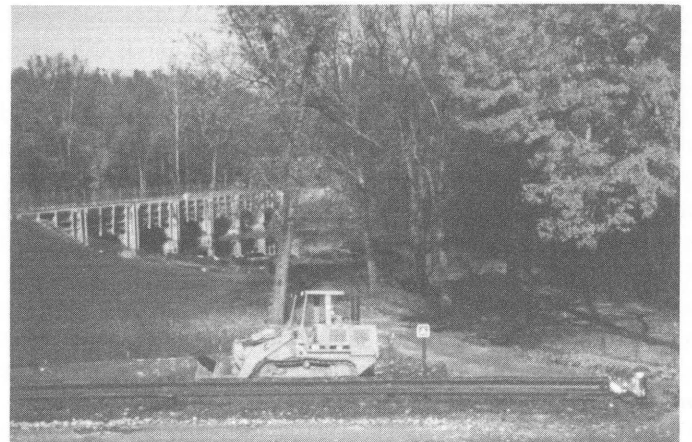
As usual there will be a meet-the-candidates hour and a morning hike led by Pat White starting at Dam 4 to inspect Big Slackwater and its bypass. The details, directions, form and schedules are to be found on page 11 and page 21. ❀

### RENEW YOUR MEMBERSHIP NOW!

Memberships expire in December. The renewal form is inside.

### Monocacy Aqueduct Repairs Have Begun

For those who have visited the site of the Monocacy Aqueduct, the first sign of its reconstruction and repair are now evident. The photo below shows the initial work being done. ❀



Monocacy Aqueduct.

Barbara Sheridan

as the right-of-way crosses back and forth between Maryland and West Virginia.

The main issues under contention are the survival of the railroad bridges, which have been described as offering unsurpassed views of the Potomac by those who have been on them, as Emmie Woodward, and the retention of the parcels in West Virginia. Until now, it has been mainly those adjacent landowners from West Virginia who have voiced the position that the portions of the right-of-way in West Virginia should revert to those who are adjacent to it and that the bridges be demolished.

If this were to occur, the use as a continuation of the current rail trail that ends at Pearre would be foreclosed and its use as a part of a national trail from Pittsburgh would be lost. It also would be lost also as a loop trail from the Paw Paw tunnel through the bends. It would also be lost as a means for diverting bicycle traffic away from the towpath in a region that has a unique

isolation. It would also be lost as testimony to the history of the late 19<sup>th</sup> century with the railroad boom and the movement west.

For all of these reasons, the C&O Canal Association Board of Directors voted to support the retention of the right-of-way for future use as part of the rails-to-trails system. The membership is being asked to join in.

The initial draft report on the future of the right-of-way mentions that one of the most important factors is the weight of public opinion. If you believe that this right-of-way should be retained for any of the reasons above, or whatever else you can think of, make your voice known. WRITE A LETTER OF SUPPORT FOR RETENTION NOW and send it to:

Superintendent Douglas Faris  
C&O Canal NHP  
1850 Dual Highway  
Suite 100  
Hagerstown, MD 21740



## Duke Energy Cancels Power Plant Plans

It was reported in the December 7<sup>th</sup> edition of the Washington Post that Duke Energy's plans for building a 640 MW power plant at Point-of-Rocks has been abandoned. This project has been opposed by many groups including the C&O Canal Association for its impacts on the Canal and the Potomac River. The fight was led by Lisa Baugher and Jodye Roebuck of Point-of Rocks who were cited in the Post story.

There were many issues involved in the consideration of the power plant, which was proposed at the height of the rush towards energy deregulation and before the collapse of the Enron Corporation. The plant was pending approval by the state of Maryland, which had imposed a six month moratorium to review procedures for considering multiple power plant applications in a single area as a result of energy deregulation. Until now, the state regulated power plants and had only one company at a time applying for additional generation capacity.

One of the main areas of concern for many was the multiplicity of applications, including one by Mirant Corp., which would double the size of the current power plant at Dickerson, adjacent to the C&O Canal NHP. That application is still under consideration.

Each plant could have a variety of impacts on the Canal and river. There are the obvious visual, sonic and potential pollution problems. One of the biggest would be the water consumption by the plant with the Duke Energy proposal consuming over 6 million gallons of water per day. The recent drought led Frederick County to oppose the building of the plant as they sought to use the Potomac as a supplement to their water supplies and saw the plant as a rival for the river's already strained flow under drought conditions. For reference, the current allowable minimum flow at Little Falls is 100 million gallons per day.

Fred Mopsik



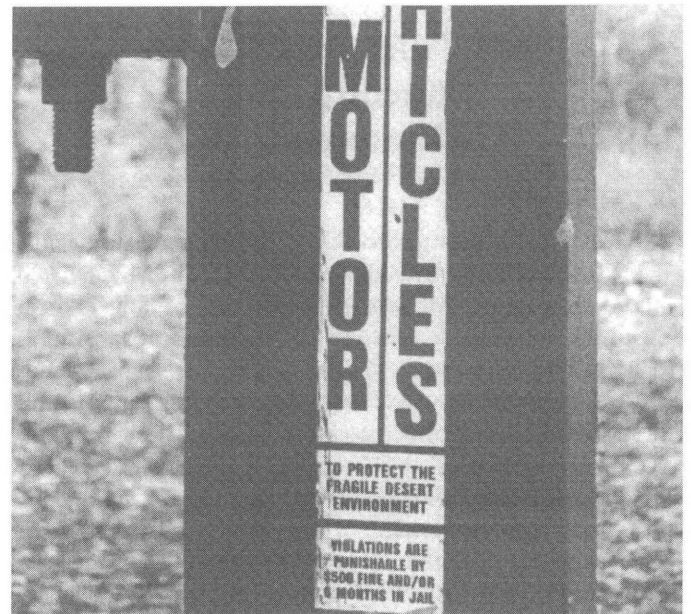
## Seep Closed Towpath

The towpath in the vicinity of Lock 7 was closed for several weeks as repairs were being made to the waste weir just upstream from Lock 7. The repairs took three days and were completed on November 28.

Fred Mopsik



## Is This Global Warming?



Sign on Towpath above Hancock

Carl Linden

## C&O Canal Chief Ranger Takes New Assignment

Keith Whisenant, the chief ranger for the C&O Canal National Historical Park since 1991, has accepted an exciting new assignment as Superintendent of Natchez National Historical Park in Natchez, Mississippi. During his 11 years at the C&O Canal, he played a major role in the enhancement of the park's ranger operations and development of a sound resource management program. Keith had a major role in the park ranger professionalization program that enhanced visitor protection and interpretation skills and capabilities throughout the park. During his tour at the C&O Canal, new staff capabilities have been added and several new interpretive programs have been developed including three additional visitor centers. The visitor protection rangers are now much better trained and equipped to deal with the broad challenges that occur along a 185-mile park. The protection rangers are supported by a 24 hours day/ seven days a week communication dispatch operation that also provides support to other National Capital Region parks.

Natchez NHP was established in 1988 to preserve and interpret the history of the Natchez, MS region. It's mandate includes the protection and interpretation of sites and structures from prehistoric to modern times with an emphasis on the pre- and post-Civil War era, the commercial and agricultural development along the Mississippi River and the story of King Cotton. Currently the park includes Melrose, an antebellum plantation house, and the William Johnson house, a house owned by a free African American businessman, whose diary tells the story of everyday life in antebellum Natchez. The park also includes Fort

Rosalie, an early 18<sup>th</sup> century French fort that was the first settlement on the Mississippi River, and later held also by the English, Spanish and Americans.

Kathy Sholl, NPS



## Vandalism on the Towpath

Several of the mileposts in the Seneca area have been vandalized. One of them is shown below. They are being replaced, by park maintenance.



William Herrmann



## C&O Canal Towpath Ride, Oct. 1-6, 2002

Brrrrriiiiiinnng! Alarm clocks rang early on Tuesday, October 1, for a group of Canal enthusiasts who gathered in Cumberland to begin a six-day bike trip down the towpath to Georgetown. Four campers (leader Tom Perry, Jane Collins, Paul Petersen, and Charlie Hampp) and eight "Muffins" (those who stayed overnight in motels: sweep Norm Liebow, Carl Linden, Al Cohen, Deb Grandner, Clare and Jim O'Meara, and Ron and Judy Miller) met at Canal Place at 10 a.m., and after a few photos with the mule and an encouraging good-bye from ride alum Agnes Castleman, they were off. From their trip diary:

Tues., Oct. 1 – 28 miles to Paw Paw: After a summer of drought, late September had brought a few days of cold rain, and Hurricane Lili was lurking somewhere in the Caribbean, so we were all a bit worried that we might encounter heavy rain by the weekend, but at least this day started out a pleasant gray, and we were grateful. Lunchtime found us at Oldtown, where we had a picnic lunch at Lock 75 and 25-cent pop and popsicles afterwards

at the local store. After a quick roundtrip over the only toll bridge on the Potomac, we were back on the trail, heading to Paw Paw.

Wed., Oct. 2 – 31 miles to Hancock: The first stop after breakfast was the Paw Paw Tunnel, where we fit our fingers into grooves in the wooden railings and our hands into deep pockets in the brick walls. For a time, the light at the other end seemed to get further away the closer we got to it. Lunch was at Bill's, at Little Orleans, where we met three bikers who had ridden from Pittsburgh and were heading to Old Angler's Inn. Ten miles outside of Hancock, we decided to take the beautiful new Rail Trail into town.

Thurs., Oct. 3-25 miles to Williamsport: After breakfast at Park and Dine, half the group took the towpath and half the eastern part of the Rail Trail toward Fort Frederick. There, lunch was pleasurable and informative, with a slide show and the firing of a cannon. One of the highlights of our trip came that evening in Williamsport, as Linda and Tom welcomed us at Das Perry winkle Haus. The Perrys' wonderful hospitality and Linda's warm gingerbread with lemon sauce hit the spot.

Fri., Oct. 4 – 40 miles to Harpers Ferry: The rain held off as we gathered at the Waffle House for breakfast, where ride alum



Deb Poole joined the group. We first gathered outside to hear Emmie Woodward talk about the campaign to make Rail Trails of abandoned Western Maryland RR roadbeds and high bridges in West Virginia. After breakfast, it was back down the hill and on to lunch. After a pleasant detour near Dam 4, we arrived at the Western Maryland Sportsmen's Club, where more wonderful hospitality awaited us in the form of "steamers" (sloppy joes), hearty vegetable beef soup, and 50-cent draft beer. Evelyn and Paul Schlotterbeck, Jim Shelby, Cheryl Brewer, and chef Winsel Searles were gracious and welcoming, and we ate our fill. Because of knee trouble, Tom arranged to be met by a friend and driven to the hostel at Harpers Ferry. Later, as the rest of us took a deep breath and started our climb up THE HILL to Sandy Hook, we were delighted to see Tom outside the hostel, offering encouragement.

Sat., Oct. 5 – 25 miles to Whites Ferry: At Brunswick, we arrived just in time for the start of the Railroad Days festival. Among its many attractions were the Railroad Museum, a model railroad exhibit, and the C&O Canal NHP Visitor's Center. At

## WORLD CANALS CONFERENCE MONTREAL

Dave Johnson

The fifteenth annual World Canals Conference met on Wednesday, 11 September 2002, at the Hilton Montreal Bonaventure. About 275 delegates were there, representing operating and preserved canals and canal parks, and canal support organizations from at least eight countries included the United States, Canada, United Kingdom, Ireland, France, Italy, Nigeria, and Sweden.

The theme of this year's Congrès International des Canaux, hosted by Parks Canada and the City of Montreal, was "Of Canals and Cities." After opening remarks and a commemoration of the anniversary of the 9/11 attacks, the session began with a series of presentations on urban redevelopment built around canals. The first speaker was Doug Faris, superintendent of the C&O Canal NHP. He described the canal in Georgetown and Cumberland, with emphasis on the terminus, which is a cooperative effort of the National Park Service, the Canal Place Authority and the City of Cumberland. Mr. Faris's talk was followed by five other speakers, including a lively report by Ms. Jackie Sadek, chief executive of the Paddington Regeneration Partnership, which is restoring London's Paddington Basin, long derelict and closed off from public view, into the centerpiece of a new development of offices, housing, restaurants and shops. She was followed by Jim Sterling, director of British Waterways Scotland, who described the recently completed Millennium Link connecting Glasgow and Edinburgh.

After lunch, the conference moved out into the rain for a tour of the Lachine Canal. The canal, 14 kilometers long with five locks, opened in 1825 and was twice enlarged. It made westward navigation on the St. Lawrence River possible by avoiding the Lachine Rapids. Because of the canal, the southwest portion of the island of Montreal housed the most important industrial concentration in Canada for more than a century. Superseded by the St. Lawrence Seaway, which opened in 1959, the Lachine Canal was closed to navigation in 1970. Since 1997, the Lachine

the Visitor's Center, volunteer guide Stanley Dickinson talked about geologic attractions along the C&O Canal, and another volunteer showed slides of his own bike ride from Georgetown to Cumberland. Back on the trail, we biked to Lander Lock, where Lana Waskey Brust and Libby Hellman, granddaughters of former lockkeeper Lewis "Bugs" Cross, and docent Erlina Mangan offered us homemade cookies and soda, and George Lewis took us on a tour of the restored lockhouse. Tom presented our check for \$500, which we were told would be put toward reconstructing the canal lock's gates. Several miles further on, Carl, a leader in the campaign to save the Monocacy Aqueduct, gave a very interesting talk there about the aqueduct's history and the work that will begin soon to restore this crown jewel of the canal.

Sun., Oct. 6 – 36 miles to Georgetown: Sunday, which dawned clear and beautiful, included brief stops at the Seneca Aqueduct, Swain's Lock, and Great Falls and a fast end-of-ride to Milepost 0, for a great photo op and fond farewells.

Judy Miller



Canal has undergone a revitalization by Parks Canada, and was reopened to pleasure boating in May 2002. The locks have been restored, the Peel Basin excavated, bridges raised and new buildings erected. In addition to boaters, a half million annual visitors use the 11 kilometers of bicycle and pedestrian paths.

The second morning of the conference featured a series of thematic workshops on topics generally relating to canal revitalization projects in Canada, New York, Arizona, and Brittany. Following luncheon at the hotel, we departed by motorcoach to tour the navigation works on the Richelieu River, which are part of the waterway route between Montreal and New York City. Stops on this field trip included the lock and lock keeper's house, fish pass, and hydroelectric dam at Saint-Ours, the staircase locks of the Chambly Canal, and historic Fort Chambly, built by the French in 1709. The weather on this trip was significantly better than the day before, with clear skies and bright sunshine replacing the rain.

The program on Friday began with a panel discussion on world canals as cultural landscapes. This was followed by an invitation to next year's conference in Scotland from Jim Stirling and George Ballinger of British Waterways, who, properly kilted, were piped to the stage. The formal portion of the conference ended with closing addresses by Desmond Leyden, president of Inland Waterways International; Rory Robinson of the National Park Service, who is chairman of the World Canals Conference Steering Committee; and by the co-chairs of the Montreal conference, Daniel Groulitz, Parks and Green Spaces Service, City of Montreal, and Claude-Armand Piché, director of the Lachine Canal National Historic Site, Parks Canada.

Evening entertainment during the conference included a formal banquet on Wednesday at Marché Bonsecours in the old part of Montreal, hosted by the Hon. Sheila Copps, Canadian Heritage Minister; a cocktail party on Thursday at the Belvédère of the Science Center; and a closing dinner at the Biosphere, which featured the presentation of the traditional "Dink Award." This year's award went to Martin Dennany of Waterways Ireland for a really unspeakable sin.

Two post-conference activities were offered. Many of us went



by hydrofoil down the St. Lawrence to Quebec City, where we spent the afternoon and early evening before returning to Montreal by coach. Others toured the Sûroit Canals in Montreal, including the site of the first lock canal built in North America, and a tour of the Beauharnois Locks on the St. Lawrence Seaway.

The hosts and sponsors of the conference, Parks Canada and Ville de Montréal, presented a very well planned and organized meeting. All sessions, meals, transportation and activities appeared to go flawlessly and on schedule. Simultaneous translation in English and French was available for every session and workshop. Much of the credit for the success of the entire event must go to the conference coordinator, Julie Talbot of Parks Canada.

Members of the C&O Canal Association attending the conference included President Ken Rollins, David Barber, Lynn and Sonny DeForge, Dave Johnson, Nolan Jones, John Lamb, Carl Linden, Gloria and John Lindt, Kate Mulligan, Dorothea Musgrave, Barry Passett, Rachel Stewart, and Pat White.

This annual meeting has grown into a major international event since its beginning in 1988 as a symposium for managers of

historic canal parks. The C&O Canal Association and C&O Canal NHP jointly hosted the fifth conference at Harpers Ferry in 1992. The next World Canals Conference will be held in September 2003, in Edinburgh, Scotland. The Scottish conference will give attendees the opportunity to see the Millennium Link and Falkirk Wheel, which reconnects the Forth & Clyde and the Union canals. This, the largest canal restoration project ever undertaken in the United Kingdom, was formally opened on 24 May 2002 by Queen Elizabeth II. In June 2004, the Canadian Canal Society will host the World Canals Conference in St. Catherines, Ontario, to celebrate the 175th anniversary of the Welland Canals.

The WCC Steering Committee met in Montreal prior to the opening of this year's conference and officially selected Sweden to host the 2005 conference. It will be held on the Göta and other Swedish waterways in August 2005.

Also meeting at Montreal during the conference, the Board of Directors of the American Canal Society elected David Barber of Hopedale, Massachusetts, as president. He succeeds Terry Woods of Canton, Ohio, who has served for the last five years. ❀

## THE ASSOCIATION WELCOMES NEW MEMBERS

Edwinna BERNAT  
H. Nelson BURNS, JR  
Laura BYERLEE  
Dave & Jan CALLANAN  
Frank CAMPAGNA  
Beth & Ken COLE  
Chris COLGATE  
Edward T. DUDDING  
John & Karen FORSTER  
James L. HAHN  
Malcolm HALL  
Claudia HARDWICK  
Jeffrey INSKEEP-FOX  
William H. JUSTICE  
Cindy & Doug KENNEY  
Carol & Dave KERLIN  
Laila LINDEN  
Fredric H. MARGOLIS  
Nancy Mitchell MCCABE  
Hugh A. MCGOVERN  
Douglas MCGUFFEY  
Alan & Marta METELKO  
Larry W. MILLER  
Larry W. MILLS  
Gary MOORE  
Ronald & Cappie MORGAN

Shepherdstown, WV  
Jefferson, MD  
Washington, DC  
Monroeville, PA  
Memphis, TN  
Gaithersburg, MD  
Harrisburg, PA  
Alexandria, VA  
Falls Church, VA  
Hanover, PA  
Cherry Tree, PA  
Pleasant Hill, OR  
Cleveland, OH  
Hagerstown, MD  
Fort Ashby, WV  
Germantown, MD  
Bethesda, MD  
Potomac, MD  
Arlington, VA  
Walkersville, MD  
Silver Spring, MD  
Washington, DC  
Midland, VA  
Vancouver, WA  
Magnolia, OH  
Cabin John, MD

Richard E. MOSE  
Sol H. PELAVIN  
David H. PETERSON  
Peter PETRIDES and and FAMILY  
Candy POOLE  
Donald L. POOLE, JR  
Jim RADA  
Jack ROWLES  
Robert RUSS  
Ian & Kathy SCHILL  
Lynn M. SCHMIT  
Joan SEAMAN  
George F. SENGSTACK  
Rima V. SILENAS  
Malcolm & Robin SKIVER  
M/M William O. SLAYMAN  
Steven S. SNARR  
G. Douglas STAUFFER  
Marie STEINBECK  
Rebecca STEVENS and Tom VITANZA

Natalie & Jerry WALKER  
Hilary WALSH  
Allen & Frances WEBB  
Jack WELCH  
Charles WILKINSON  
Bennett WILLIAMS  
Arthur E. WISE  
David H. ZIMMER

Fort Loudon, PA  
Potomac, MD  
Derwood, MD  
Plainfield, CT  
Frederick, MD  
Hedgesville, WV  
Cumberland, MD  
Reston, VA  
Richmond, VA  
Louisville, KY  
Silver Spring, MD  
Lake Grove, NY  
Wheaton, MD  
Washington, DC  
Rockville, MD  
Bethesda, MD  
Woodstock, VA  
Dumfries, VA  
Bowie, MD

Montgomery Village, MD  
Falling Waters, WV  
Hagerstown, MD  
Centreville, VA  
Hagerstown, MD  
Columbia, MD  
Pootomac, MD  
Potomac, MD  
Bethesda, MD ❀



**Web site for viewing Western Maryland Ry right-of-way**



View [www.wmwestsub.com](http://www.wmwestsub.com). The Area of the Paw Paw Bends is on the web site starting with the 6<sup>th</sup> crossing, going east each

# THE NEWS FROM ENGLAND

Hal Larsen

All over England there are canals that served their time and now lie fallow, dilapidated and unused, collectively known as England's lost waterways. The Grantham Canal was among them until recently when local enthusiasts decided that the old derelict was not lost after all.

Opened in 1797, the Grantham is today an easy "lost" canal to explore. This 33 mile-long rural waterway ran from Grantham to the Trent River at West Bridgford. Its route wandered across the Vale of Belvoir (pronounced Beever) and the South Wolds hills. The canal passed through three counties - Nottinghamshire, Leicestershire and Lincolnshire -- and numerous small villages and various rural and urban landscapes, including valued countryside such as the Vale of Belvoir and the South Wolds. Boats continued to use the Grantham regularly until the 1930s, mainly for carrying coal, but the canal was not totally closed until the 1950s, when the lock gates were removed and bridges lowered. The canal is almost completely watered and is easily explored on foot or by car with a good map. More like a river than a canal, the Grantham was considered for various restoration schemes, but plans for any eventual reopening to shipping seemed unlikely owing to incursions through road development. The waterway continued to be maintained as a "remaindered" or non-navigational canal.

As a result, the fabric of the canal, including its locks, bridges and wharves, was allowed to deteriorate, and some sections were lost to the road development. This deterioration eroded the waterway's integrity and disrupted the towpath's continuity.

Today England has 2000 miles of fully navigable rivers and canals to form a major network that enables travel by boat in all directions to every quarter of the kingdom. But much more survives as "remaindered" or "lost" waterways, some almost totally obliterated by development while others languish as bedraggled ditches with here and there an overgrown lock or stone retaining wall to recall the days of commercial traffic. For a long time not much attention was paid to restoration as the canals slept in obsolescence after having been done in by the competition of rail and trucking. But in the later years of the 20th century, especially, in the 1990s under England's ambitious Millennium Program to enhance England's appearance in the cultural and natural preservation spheres, many canals were restored to recreational use. Under deputy premier John Prescott's enthusiastic leadership, the British government contributed considerable sums to canal restoration, an effort matched by many contributions from local and regional authorities in money and volunteer help. Much of the effort to restore the old, unused canals was inspired by local organizations formed for this purpose. Many communities readily saw the commercial possibilities of a navigable canal passing through their locales.

In this spirit, the Grantham Canal Partnership was formed in 1986. This organization's purpose is to restore the waterway to

full navigable status and provide other compatible facilities along its corridor. This partnership includes the British Waterways, Grantham Canal Restoration Society, Inland Waterways Association, Leicestershire County Council, Nottinghamshire County Council, Lincolnshire County Council, Melton Borough Council, Rushcliffe Borough Council and South Kesteven District Council. By November 4, 2002, five of the 18 locks had been restored to full working order. That leaves 13 locks that need lock gates as well as general rehabilitation of the stonework, a daunting task that will take some time. Nonetheless, these structures are in a reasonable state of repair, and the canal has water for most of its length. However, there are other major problems. Many of the humpbacked bridges that crossed the canal were removed in the 1950s and replaced with low-level decks and concrete pipe culverts. New bridges will be needed with enough headroom for the passage of boats.

But most important, the connection to the Trent River was lost to road construction at two points. Therefore, the current focus of restoration is to establish a connection to the Trent. This connection is vital to the credibility of the whole restoration. Current plans call for a new link that would follow the Polser Brook that flows into the Trent near the site of the former canal entry into the river. Because this will be a new cut, different logistics and funding are involved. The brook goes under the A52 highway with navigable headroom. The road building at the Trent destroyed about 100 yards of the canal. In 1998 funding for this new cut was sought from the Millennium Commission. The commission denied this request because of the canal's location in the East Midlands, an area less favored than others because of its relatively low tourist appeal. Now funding is being sought from private and local-government sources.

Once the canal is ready for boat traffic, it will provide a pleasant journey with good views of a bucolic countryside and opportunities to relate to interesting aspects of English history. At Grantham, a town of some 30,000 souls, one can explore an ancient town that has kept some of its old character. Here is the Angel and Royal Hotel where King John is said to have held court in 1213 and where Richard III signed the death warrant of the Duke of Buckingham in 1483. Nearby in the vale is Belvoir Castle from the 12th century. Although remodeled to an unattractive Gothic revival pile in the early 19th century, it makes an impressive silhouette and commands a magnificent view across the Vale of Belvoir. The ancestral home of the Duke of Rutland for 1000 years, it is now occupied by the 11th duke. The 12th-century castle's American namesake, Belvoir Mansion, was built in 1741 on a bluff overlooking the Potomac River. It survived for only 42 years as one of the great mansions of colonial Virginia. Although the mansion was destroyed by fire in 1783, its foundation can still be seen on the grounds of Fort Belvoir, which took its name from the old mansion. ✿



## NOMINATIONS

In accordance with the bylaws of the Chesapeake & Ohio Canal Association, Inc., a year 2003 slate of nominations for the Board of Directors has been prepared by the duly elected Nominating Committee. The election will occur at the annual meeting on March 1, 2003 in Williamsport, Maryland.

We appreciate the following Nominating Committee members for their efforts in presenting the slate for the new year.

Barbara Sheridan - Chair

Hal Larsen

Helen Shaw

Fred Mopsik

Bill Burton

Steve DeLanoy

## CANDIDATE BIOGRAPHIES

### PRESIDENT

**Christine Cerniglia**

**Rockville, MD**

Having grown up on the C&O Canal next to the lock house at Lock #8, I have always had a love for the canal, the river and all things involving them. As a life long resident of the Washington area, I have had the opportunity to spend many enjoyable hours on the canal with my husband, our children, my Girl Scout troops and our friends. Since we became members of the Chesapeake and Ohio Canal Association in 1992, my husband Wayne and I have had many opportunities to hike the canal and learn about the towns and communities that adjoin it. This has increased our affection and appreciation for the whole canal from Cumberland to Georgetown.

I have participated in two "Through Hikes", served on nominating committees, serve as a member of the "Save the Monocacy committee (now known as the Projects committee), served as a member of the Board of Directors and recently as First Vice President. I am honored to be nominated to serve as your President and am willing to do my best for the canal, the river and our association.

### FIRST VICE PRESIDENT

**Karen Gray**

**Hagerstown, MD**

After joining the Association in 1977, I became a Level Walker almost immediately and continue to walk and work on my original level as well as a second level. For most of the past 20 years I've also served on the board as a director or officer-twice for multi-year periods as Level Walker Chair and Second Vice President. During the past year of rotation off the board, I chaired a committee to look into the establishment and staffing of an office for the Association, and I am now a member of the new Risk Management Committee that grew out of the Office and Staffing Committee's findings and recommendations. I am deeply

committed to participating in the Association's process of developing procedures, standards, and practices appropriate to its growing membership and expanding responsibilities. For continued improvement in our effectiveness, reputation, and fiduciary responsibilities, I believe that some changes in our management structures and practices are essential. However, I also believe that these changes must be carried out in a manner that respects the inherent character and rich history of the C&O Canal Association. I look forward to being a part of this process to increase the Association's role in the establishment and completion of critically important preservation and improvement projects within the C&O Canal National Historical Park, as well as in responses to the park's needs after floods or other destructive events, or at times of major challenges of any kind to the canal and the park's well being.

### SECOND VICE PRESIDENT AND LEVEL WALKER CHAIR

**Bill Burton**

**Warrenton, VA**

I joined the C&O Canal Association five years ago and have enjoyed many of the Association's activities with other members who also share the same appreciation of the C&O Canal NHP. During most of this time I have been a level walker, and have served as the 2nd VP and Level Walker Chair for the past year. I served on the registration committee for the 1999 Through-Hike, completed the hike, and am looking forward to the 2004 Douglas Through-Hike. Also, I have served on the membership committee for the past three years, the nominating committee this year, and filled a vacated position on the Board of Directors from June 2001 to March 2002.

If elected, I will accept the responsibility for, and do my best to continue the Association's efforts in the preservation and protection of this great resource. The value of the C&O Canal NHP cannot be over emphasized. It is essential to ensure that this great park, with all its recreational opportunities and historical significance will be available for future generations.

### SECRETARY

**Patricia White**

**Gaithersburg, MD**

I've been a member of the C&O Canal Association for 20 years. During that time I have served as a Board member for six years (1996-2002), Chaired the Continuing Hike Program since its inception in 1997 and been a Level Walker. I was active in the Volunteers in the Parks program from 1985 to 1996.

I have served in the role of Secretary for other organizations and can effectively carry out the duties of this office. If elected, I would work to help the Association grow and become more effective in its role as an advocate for the Canal.

### TREASURER

**David M. Johnson**

**Bethesda, MD**

I have been a member of the C&O Canal Association for



more than 20 years and have served as Treasurer from 1995-2002 and 1989-1991. I was President from 1991-1993 and a Director from 1985-1989. I am also currently a Level Walker and NPS Volunteer. Additionally, I am a member of the Board of Directors of the American Canal Society and Pennsylvania Canal Society and of the steering committee for the World Canals Conference.

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

### **INFORMATION OFFICER**

**Mary L. Fondersmith**

**Washington, DC**

I am currently a Level Walker and have previously served for two terms as your Information Officer (1998-2000). I am pleased to have been nominated for this office and, if elected, I will carry out an active information program. This includes distributing flyers for the spring and fall hikes to libraries and other distribution points, press releases for special events and publishing a calendar of events.

I believe that this year it is important to lay the foundation for publicizing the upcoming 50th Anniversary of the Justice Douglas Hike. The spring of 2004 is special to the C&O Canal and to the Association. We should have national as well as local media coverage for the 2004 Hike. If I am elected, I will begin background work this year. I will need your help and will be calling on you for your assistance.

### **MEMBERS OF THE BOARD**

**Bill Hibbard**

**Williamsport, MD**

I joined the Association in 1996, just after the floods, and became a Level Walker, cleaning up the debris on Level 40 and later Level 48. In 1998 I served on the Through Hike arrangements committee, upstream division, then did the hike. I was on the nominating committee one year. I have attended most annual meetings and joined numerous Heritage and other hikes.

I am an active VIP in the Williamsport Visitor Center and have served the Park in various projects and special events. At the annual Canal Days festival I support both Park and Association activities.

In my personal life, I am an electronic engineer, retired from NASA in 1995 after 35 years at the Goddard Space Flight Center. I am now an active volunteer at the Canaan Valley National Wildlife Refuge and, during the past September, a VIP lighthouse keeper in the Apostle Islands National Lakeshore.

**Stephen DeLanoy**

**Bethesda, MD**

I have been a member of the C&O Canal Association since about 1990.

I joined because I wanted to give something back to the canal and river that I love and that has been such a big part of my life.

My relationship with the C&O Canal started when I was 4 years old. With all its beauty and wonderful memories, I've come to feel that the canal is my own backyard; one that I share with all who come to enjoy it. During the floods of 1996 I worked with the VIP Workdays in cleaning up our Canal and Park. The best part was all the thousands of people who love the canal and came out to help! I'm one of the founding members of the C&O Canal Bike Patrol and have helped with the development of this group of dedicated volunteers. I have also worked with members of the National Park Service on the Steering Committee for the C&O Canal Bike Patrol.

I would like to help with the Widewater partnership. Being on the Bike Patrol I see many people having great difficulties getting over the rocks. I have had to help many people with first aid from injuries received trying to get over those same rocks!

This is such an incredible Association with all the wonderful things we've done with and for our Canal and Park. I would like to see our membership increase with more people who love the canal the way we do.

**Carl Linden**

**Bethesda, MD**

A member for over four decades, I might be thought an "old timer" (because I am); however, our Canal fellowship ever renews me. I have been your President on two occasions, 1971-74 and more recently from 1994-96. I have served as a Director for the past six years.

For the past seven years I have served as Chairman of the Monocacy Aqueduct Committee. This year its work was capped with a complete success. The first stone was moved inaugurating the restoration project at a gala ceremony at the Aqueduct on September 7th. We all now can look forward to the complete restoration of this "American Treasure" by 2004. In recent months, I have moved on to become Chair of the Projects Committee which is focusing on our newest undertaking, the Widewater Project.

There is still plenty for all of us to do to protect and preserve the integrity of our great national and historical Canal Park. I stand ready to serve on the Board again in support of this effort.

**Nancy Long**

**Glen Echo, MD**

Three years ago, I wrote, "The C&O Canal Association is facing a challenging future." That is still true, and some of those challenges remain, i.e., to establish an office, to hire staff, to increase membership, to increase fund-raising activities – all of which are large responsibilities for an all volunteer organization. Added to all of those organizational considerations, the Association must continue to be alert to proposed developmental pressures both within the C&O Canal NHP and outside its boundaries; to monitor pending local, state and federal legislation; to concern itself with developments affecting the Potomac River; to provide support to the National Park Service at all times that we are in agreement with its policies for the C&O Canal NHP.

By way of background, my membership in the association began in 1969. I have served as secretary, president, newsletter editor, hike chairman, and currently a member of the Special Projects Committee and the Editorial Review Committee. I also

serve as a representative of Montgomery County on the C&O Canal NHP Commission. Growing up in the town of Glen Echo, which overlooks the Canal along the Potomac Palisades, I became a canal and river enthusiast early in life. That interest has never waned. I want to do my best to ensure that future generations will be able to enjoy and appreciate the Canal and river as I am privileged to do.

**Ken Rollins**

**Ruther Glen, VA**

I am a forty-plus year member of the C&O Canal Association

and have served as President, Treasurer and Board member. I am an original Level Walker, the instigator of the through-hike series and participant in all six hikes.

In addition, I am the originator and long-term chairman of the Programs Committee. Though generally conservative, I am willing to compromise historical purity, if necessary, to restore areas such as Widewater and the Towpath above Dam 4.

If elected, I will use my experience to help guide the Board as we continue to evolve and determine our future as an organization dedicated to the preservation and protection of the C&O Canal NHP.

## FROM THE ASSOCIATION

### From the President

To paraphrase the saying about old soldiers, "good ideas never die, they just fade away", at least too many of them do. Too many of ours at least. A number have come to fruition, but others haven't survived the initial wave of enthusiasm. Those that work are soon absorbed into our operations and become taken for granted; even become tradition. Ideas that succeeded do so because someone - those who believed in them - stayed behind them; in other words they volunteered.

Much of our annual program is an example of this process. Successes include our outstanding festivals participation and our more aggressive efforts to sustain and increase membership. Notable deficiencies are our speaker's bureau and our efforts to spread the word to school children. Most of us can tell anyone about our treasure, but we need coordinators to get volunteers together with the audience. There is new hope for reaching school children through interested teachers, but we must promote a program.

We now face a new challenge. It is clear that throughout the Park Service, many of the National Parks will become more and more dependent on community cooperation or "partnerships". The Superintendent has pointed the way with our conferences at Rockwood and at the Clarion with representatives of the Cuyahoga Valley Association in 2000.

It is true that each situation is unique. The Cuyahoga situation differs from ours in that there are active communities about every 5 miles in the roughly 35 miles with a common enthusiasm. I think partly through our work for the Monocacy, and largely through the Superintendent's efforts, there is more awareness along the Canal that there is a common interest and a realization that the Park is one entity from one end to the other. The success of the restoration of the lock house at Lander is an outstanding example of what partnerships can do; the Park Service and the Frederick County community deserve congratulations.

We need to be more involved in this process. By tradition we have a reluctance to feel that we should be a fund-raising instrument for a governmental agency which should be adequately supported by the taxes which we all pay. Perhaps all the Parks can be sustained short of collapse by this attitude, but do we want to settle for something like a barest survival? I am sure that our experience in coming up with some \$160,000 made the significant

difference to the Park Service in its efforts for restoration of the Monocacy Aqueduct.

We have already stepped into the future. In our success with the Monocacy Fund we have "put our money where our hearts are." It made a difference, perhaps the critical difference. It is time to take the next step. We need to be more available to all those people out there who discover our existence and could contribute to our efforts. We can do this in two ways: presence on the towpath (where people "find" the Canal), and a central office where callers can talk to a live representative.

We are making a presence through our continuing participation in the various canal town festivals, our Information Officer, and more recently through our portable kiosk. The latter still needs volunteers who can spend a few hours at any place where people access the towpath. I know that anyone who gives it a try will find that it is a lot of fun, and I am hoping that those who try it will pass their experience along to others so the program becomes popular by word of mouth.

To go further requires the establishment of a central office which requires a new look and some serious thought, but the time has come. I don't think we are ready to establish a professional position with a \$50-60,000 salary range. From a general discussion following the October board meeting, we may be able to find someone who would take the job on a part-time basis, to be assisted by enough volunteers to maintain regular office hours and provide information not possible through the Internet site. We have supported interns for the Park Service, why not some of our own? There is a possibility that the Park Service can arrange some quarters for us along the canal- we should pursue that possibility.

Once again I have brought forward that word VOLUNTEERS. I can assure you that those who rushed to join Justice Douglas in 1954 and hiked with him for the 17 years it took to "walk a National Park into existence" were all volunteers. How can any of us who share that heritage we so proudly claim not volunteer?

I know you are out there!

Similarly, while I have never personally been concerned with membership numbers and it is useful to tell members of Congress or any other organizations that we represent N members, we need more members also to bring in a broader basis for the very talents and spirit I have identified. It is interesting to note how much of our leadership has come through our activities,

especially the through hikes. Invite someone you know who belongs with us to join us along the towpath.

Our experience with the Monocacy Aqueduct committee shows how things can be done. This has been an informal open-ended group (everybody has been welcome) that met periodically without fixed commitments, but with a dedication to the goal. The meetings provided a good opportunity to kick around every couple of weeks things of concern to all of us. Many good ideas came from these sessions. Perhaps what we need is a steering committee or a planning council along these lines which would keep current and fill the gaps between Board meetings. Such a group could be directed by a program coordinator who would be authorized to perform according to directions from the Board.

More recent and promising developments were discussed at the December board meeting, and we hope to have more at the annual membership meeting. See you there!

Ken Rollins



## From the Editor

This marks another year for producing *Along the Towpath* and it has shown me that it is never dull trying to publish a timely periodical. Every issue has had its challenges and they continually vary from issue to issue. I would like to thank all of the members of the C&O Canal Association that have contributed. I have tried to edit all the contributions with a light hand and hope that I have left all the contributions acceptable to the authors.

This has also been a year of accomplishment for both the Association and the C&O Canal NHP. Our membership is showing small signs of growing with the start of the Towpath Tag program which we fund exclusively from our own money. We still have a long way to go, but it is a start. For the Canal Park, this is the year that restoration of the Monocacy Aqueduct began, to be finished in time for the through hike. The Aqueduct is one of the major features both of the Canal Park and early American history. I am proud of my contribution to the project, as everybody who did is, and it represents a major upgrade to the Park. With the start of the program to repair Widewater, this should represent the beginning of the improvements to the C&O Canal NHP. Big Slackwater, the only break in the towpath, is next.

Next year marks the beginning of the planning for the 50<sup>th</sup> Anniversary Justice William O. Douglas Through Hike. As a participant in the last two, I know this will be an exciting event both for the participants and the canal. Hopefully, the major difficulty will be on how to manage a record number of hikers.

When all is done, the C&O Canal NHP will satisfy Justice William O. Douglas' vision for it as a means of preserving the

Potomac River, providing a meaningful outdoor experience to a major metropolitan region and, finally, a glimpse of our nation's past when roads were scarce, automobiles unknown and most people's horizons were limited to a few hundred miles. For myself, the C&O Canal has done all of that and that is why it has become so meaningful. I hope that it does the same for all of the readers of *Along the Towpath*.

Fred Mopsik



## 2003 Membership Renewal Notes

Another year has come and gone so quickly. I don't know where the time goes any more. It seems like only yesterday I was enjoying the spring flowers along the towpath and now winter is upon us. Thus, it is time to make the annual appeal for membership renewals and to let you know what has changed since last year.

There are two things you will notice about the renewal form this year. The first is that there is no survey to answer (the results of last year's survey will be available soon). The second change is the addition of a new "contributions" category for the Widewater Fund. Widewater is our newest restoration project and hopefully it will be as successful as our efforts on behalf of the Monocacy Aqueduct.

As you know, annual membership runs from January 1 through December 31 regardless of the date you joined the Association or the date you paid your dues last year. The only exception is for new members who join late in the year and have their dues credited for the following year (check expiration date on the membership card). As specified in the by-laws, all renewals are due by January 1.

It is important to receive renewals early in the year to assure that funds are available for our various programs and projects. We are continuing our practice of including your first renewal notice in this, the December issue, of *Along the Towpath*. You can save the Association a considerable expense and many volunteer man-hours by using this form and responding promptly to renew your membership for 2003. Members who have not responded by the end of January will receive a second notice in the mail.

Your continued support and membership in the C&O Canal Association are needed to assure that this valuable resource will be here in the future for all to enjoy. Remember, COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

As always, thanks for another great year. Hope to see you along the towpath.

Barbara Sheridan, Membership Coordinator





## ANNOUNCEMENTS

### Annual Meeting

March 1, 2003

This year's annual meeting promises to be an exciting time. This is the chance that you have to hear firsthand about the success of the Association's Monocacy campaign, a major achievement in its history since the park was formed. It is also a chance to hear and give your input to the ideas surrounding the opportunity to open a permanent office that can serve as a focus of the organization's activities. It is also, of course a chance to meet the candidates for next year and provide input through a nominating committee for the year after. It is, above all, a chance to get together with your fellow members, show your support and talk about your favorite topic, the C&O Canal NHP.

There will be a round table discussion on the fate of the Western Maryland right-of-way. This is your organization. This is your chance to learn more about what has happened and where it is going. Perhaps there will be enough presented that you will want to help propel the organization into the 21<sup>st</sup> century.

### Directions

Williamsport Fire Hall (Exit 1 off of I-81, take Route 68 into town. Fire Hall is off Brandy Drive opposite water tower and American Legion, a right turn)

1:30 p.m.	Meet the Candidates
2:00-4:00 p.m.	Meeting
4:00-5:00	Happy Hour
5:00 p.m.	Banquet (2 meats, salad, vegetable, dessert, beverage)

In the morning you can walk with Pat White starting at Dam 4 at 10:30 AM. Cost for banquet: \$18.00 ❀

## Continuing Hike Series

After a series of circuit hikes in 2002, we're returning to circuit hikes utilizing primarily the towpath in an out-and-back fashion.

2003 Year of the Other Trail(s). The American Discovery Trail (ADT) starts in Delaware and ends in California, but for us it starts in Georgetown where it enters and ends in Oldtown where it leaves the towpath. We'll also use parts of the Appalachian Trail, the Tuscarora Trail, the Tunnel Hill Trail, and the Capital Crescent Trail.

The New Year's Hikes will start at the parking lot opposite Old Anglers Inn (MacArthur Blvd) at 2:00 PM New Year's Eve and at 10:00 AM on New Year's Day. This will be a good chance to examine the Widewater area and the problems with the towpath in this area. Sunday, January 26 we will follow the towpath and ADT downstream from Fletchers Boathouse (mile 3.13, only accessible from northbound Canal Road or from Reservoir Road from MacArthur Blvd.), weather permitting, we will reach the point where the ADT enters from Rock Creek Park and possibly utilize the Capital Crescent Trail on the return trip. On Saturday February 22 we will meet at Weverton and follow the ADT and Appalachian Trail to Harpers Ferry. [US 340 west toward Harpers Ferry, left turn at Keep Tryst Road, (the flashing yellow traffic light after the MD 67 exit) drive about 3 miles to a sharp U turn, park.] The morning of the Annual Meeting we'll check out the Big Slackwater Barrier by following Dam 4 Road until it ends at the boat ramp about a mile beyond Dam 4. Sunday March 23 we'll return to the Paw Paw Tunnel and what is becoming our annual search for the transit stones. We'll use the Tuscarora Trail in the Hancock Area in May, revisit the B and C loops of the Billy Goat Trail in October, and wind up the year and the ADT in Oldtown in November.

Join us, these are our small intimate hikes, in which we take time to investigate the area and get to know each other. Bring water and a snack. Lunch in Georgetown and Harpers Ferry are options for the January and February hikes. Only the Paw Paw Tunnel and Billy Goat B and C Loops will include trails that leave the towpath.

Pat White , 301-977-5628 ❀

## Heritage Hike



Carl Linden



Carl Linden



## Mileposts

By Nancy Long



### Western Maryland Railway Right-of-Way

A major decision facing C&O Canal NHP management is the future of the Western Maryland Railway right-of-way in the Paw Paw bends of West Virginia. This right-of-way, along with its six bridges and several tunnels, was acquired by the park in 1980; all of its structures are on the National Register of Historic Places. This writer strongly supports the designation of this valuable property as a trails project that remains in federal (NPS) ownership, to be funded and managed by a consortium, or partnership, of interested parties, both public and private. We should not lose this unique public resource that will prove invaluable in the future as an alternate trail to the towpath when the Pennsylvania trail system is joined with the C&O Canal NHP. Neither should we jeopardize badly needed funding for the many historic structures in the C&O, nor for the park's sustainability as a guarantee for its use and enjoyment by future generations. There is a resolution to this issue; we just need to find the right combination of resources.

### Update – Maryland-Virginia Controversy Over Use of the Potomac River

The Special Master appointed by the Supreme Court has ruled that the Commonwealth of Virginia may draw water from the Potomac River without seeking permission from the State of Maryland, which owns the river. Maryland officials say they will appeal this decision. (This is the second and final ruling by the Special Master concerning this issue.)

### Notes from the Association's October 6 Board Meeting held at the Williamsport Library

From treasurer Dave Johnson's report:

- \*Dues income is higher by \$1,200 than at this date last year.
  - \*The Davies Legal Fund balance is \$18,279: \$635 from contributions and \$193 from money market dividends this year.
  - \*The Widewater Fund includes the initial \$100,000 contribution from the Kimbrough family, \$5,760 in matching contributions, \$3,701 raised at the March-for-Parks event at Great Falls in April, and \$581 from money market dividends, for a total of \$110,042 to date.
  - \*Towpath Tag contributions collected by the Association amount to \$976; this does not include contributions collected at NPS visitor center donation boxes.
  - \*By motion, the Board voted to order 17 dozen (204) additional mugs with the Great Falls design.
- From membership chair Barbara Sheridan's report:
- \*Association membership increased by 44 since the August report, bringing the total of paid memberships to 1011.
  - \*Twenty-four memberships were obtained through the Towpath Tag program.
- From Level Walker chair Bill Burton's report:
- \*The number of Level Walker volunteer hours reported to NPS was 1,525.
  - \*Three new Level Walkers are Rima Silenas, Charles Wilkin-son, and Hilary Walsh.

\*The chair thanks Emmie Woodward, Bobbie Thorberg, and Dorothy Camara for the support they have given the Level Walker program over the years.

\*Level Walker John Barnett's report contained information on the construction of an apartment development that is under-way in Georgetown near 34<sup>th</sup> Street and the canal. This involves drilling and probably also blasting as the excavation will be 35-40 feet deep into rock for the underground garage.

From Risk Assessment Committee chair Richard Stoll's report:

\*Statistics show that most suits against non-profit organizations are filed by employees.

\*The preparation and serving of food by Association members at Association events could pose a potential source for complaints.

\*The board approved \$100 for expenses for this committee.

Other reports:

\*Emmie Woodward briefed the board on the Western Maryland Railway right-of-way in West Virginia and its advantages as a rails-to-trails project.

From president Ken Rollins:

\*The 2003 World Canal Conference will be held in Edinburgh, Scotland.

\*Ken asked board members for any items of information they might have that would be significant in the preparation of a history of the C&O Canal Association. Superintendent Doug Faris has indicated a strong interest in a written history telling the Association's story.

### Notes from the November 1 meeting of the C&O Canal National Historical Park Commission held at Canal Park headquarters in Hagerstown.

\*Decisions on appointments to the commission have not yet been made; the list of nominees and recommendations has been awaiting White House approval.

\*Keith Whisenant will leave the C&O Canal NHP after 11 years to become superintendent of Natchez National Historical Park in Natchez, Mississippi.

\*The Land Protection Plan was to have been released in late November. The plan identifies some properties, now outside C&O Canal NHP boundaries, to be added to the park in a boundary adjustment requiring Congressional action in the form of an amendment to the 1971 C&O Canal NHP bill. Maryland's two senators support such action.

\*It was reported that a public meeting would be held in Paw Paw on November 2 concerning the Western Maryland Railway right-of-way in West Virginia, acquired by NPS in 1980. The process toward a decision on future use of this property will include much public input, similar to the public involvement required for a general management plan. Emmie Woodward noted that she, as a private citizen not representing the C&O Commission or the C&O Canal Association, has circulated a petition favoring the creation of a trail system that would include the six bridges of the right-of-way, and has collected over 400

signatures. Jim Gilford pointed out that there would be a considerable budget impact on the C&O NHP if costs for such items as rehabilitation of the bridges and tunnels of the right-of-way were included in the C&O budget.

\*A private entrepreneur has approached the park with a proposal to establish a non-profit foundation to raise funds to rehabilitate historic buildings in the park and then manage them.

\*Citing park accomplishments, Doug Faris listed the following: Location and move of park headquarters to new facility in Hagerstown; completion of the Business Plan and the Risk Management Plan; a 45% increase in the number of volunteers and a 49% increase in the number of volunteer hours; the removal of 31 retention sites; and completion of 10 major reconstruction projects.

\*Direction from the Department of the Interior to C&O Canal NHP re Duke Energy proposal: Listen to other agencies having an interest in this matter, and obtain input from the public.

\*The environmental planning firm, EDAW, has been hired by Duke Energy, from a list provided by NPS, to conduct an environmental study and review of the Duke proposal, the study to be funded by Duke. EDAW has worked with NPS many times before, and considers NPS its client, according to the EDAW spokesman. The study area lies between the US Route 15 bridge and the Noland's Ferry boat ramp in Frederick County, Maryland. (See update on Duke Energy on page 2.)

\*A draft Environmental Assessment has been developed for the Widewater construction project which is scheduled for funding in FY 2004.

\*Monocacy Aqueduct Project – Maryland Department of the Environment officials met with C&O staff and the contractor to select the location for water control during construction. The parking lot near the aqueduct will become the staging area for construction equipment. The contractor will use a vegetable-oil-based lubricant on machinery to avoid polluting river water.

\*At the Georgetown level, the canal will be without water from November to March during reconstruction of the Georgetown walls.

\*An Environmental Assessment will be prepared for the Great Falls area to cover such anticipated changes as relocation of the restroom building, modification of parking areas, and realignment of the entrance road. Public meetings will be held.

\*The sculpture of Justice William O. Douglas, located under a tree at the Georgetown canal boat landing, will be moved slightly inland to an open area near the landing. Appropriate landscaping will be designed to enhance the statue, which is the work of Washington sculptor Wendy Ross, an NPS employee at Glen Echo Park when she created the Douglas statue.

\*In an effort to control odors from the Potomac Interceptor sewer line, four structures to house scrubber units (described as "giant vacuum cleaners") will be built between Fletcher's Boat House and Old Angler's Inn. The DC Water and Sewer Authority will be responsible for maintenance of these facilities.

### **Minnie Pohlmann Honored by ICPRB**

The Interstate Commission on the Potomac River Basin (ICPRB) has presented Commissioner Minnie Pohlmann with its first "Spirit of Sojourn Award for the Potomac River." The award honors Minnie for "her many years of dedication and activism in

protecting and conserving the waters of the Potomac basin." The award is given to a person who "demonstrates exemplary dedication to stewardship of the river and a passionate commitment to fostering a conservation ethic in others." In accepting the award, Minnie replied: "We should continue this effort by passing on the significance of conservation to small children. We still have a lot more work to do." (Potomac Basin Reporter)

### **Around the Region**

\*The first issue of "Catocin History," a magazine documenting the culture of Frederick, Washington, and Carroll counties, has been published by the Catocin Center of Regional Studies, a research institute sponsored by the National Park Service and Frederick Community College. It will be published twice yearly. (Washington Post)

\*Another "Shops At" is scheduled to open in May 2003 - this one is the "Shops At Canal Place" in Cumberland at the Western Terminus of the C&O Canal NHP. According to the "Canal Place Report," it will be built with the history of the area incorporated into the architectural design, which is drawn to follow certain features of the historic Footer Building to be preserved on the site. Businesses slated to locate in the "Shops" complex are a coffee shop, candy store, gift shop, educational toy store, ice cream parlor, tour operator, and bike shop. Also included will be a large seafood restaurant, and an artisan gallery featuring fine arts and craft arts by regional artists. (Canal Place Report)

\*Washington County commissioners voted to halt big new housing developments in rural areas for up to a year to shield farmland and water supplies from a growth wave spilling over South Mountain from Frederick County. The moratorium applies immediately to new residential subdivision plans of six or more lots outside designated areas where growth is encouraged. The moratorium was opposed by the Hagerstown-Washington County Chamber of Commerce and a local home builders association. (Washington Post)

### **Did You Know?**

An act to dedicate the canal and towpath of the C&O Canal NHP to Justice William O. Douglas, and for other purposes, was enacted in March 1977. The act states "That the canal and towpath of the Chesapeake and Ohio Canal National Historical Park are hereby dedicated to Justice William O. Douglas in grateful recognition of his long outstanding service as a prominent American conservationist and for his efforts to preserve and protect the canal and towpath from development." The Secretary of the Interior is authorized and directed to provide such identification by signs, materials, maps, markers, interpretive programs or other means to inform the public of the contributions of Justice Douglas. The Secretary is further authorized and directed to cause to be erected and maintained, within the boundaries of the park, an appropriate memorial to Justice Douglas. (The memorial is the sculpture located at the Georgetown canal boat landing mentioned above. Justice Douglas and his wife Cathleen were present for the dedication ceremonies and the unveiling of the statue.)

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



## Level Walker Chair Bill Burton

**Resignations and Appointments:** The following volunteers have signed on as new Level Walkers: Rima Silenas, Level #5; Bill Herrmann, Level #10; J. D. and Shirley Gross, Level #58; Hilary Walsh, Levels #30 and 61; and Chuck Wilkinson, Levels #15 and #21. We welcome you as Level Walkers and look forward to working together in support of the park we all enjoy. Two Level Walkers have resigned, Dorothy Camara and Emmie Woodward. All of their hard work and support over the years as Level Walkers is greatly appreciated.

**Summary of Reports:** Since the last newsletter, 55 new reports have been received on 35 levels. That brings the total for the year to 191 reports on 62 levels. There are seven levels remaining, as of mid-November, which have not been reported on this year. Please remember, to maintain status as an active Level Walker, a minimum of one report a year is required. If you have not had time to walk and report on your level this year, I urge you to do so by the end of the year, if at all possible. Many thanks to all of you for your work this past year in support of the Level Walker program and the C&O Canal National Historical Park.

Highlights from the reports received from mid-August through mid-November:

**Level #1: Tidelock to Incline Plane;** 8/22, 9/5, 9/18, 10/3, 10/17, 11/1, **John Barnett** expressed concern over the potential impact of major construction adjacent to the canal in Georgetown near 34th Street. The contractor is drilling/blasting down approximately 35-40 feet during the construction of an apartment/garage development.

**Level #2: Incline Plane to Lock 5,** 10/26, **Bill Quinn** noted that since his last report some of the graffiti on Chain Bridge has been removed.

**Level #4: Cabin John Creek to Lock 14,** 9/29, **Carolyn Reeder** reported and photographed several areas with erosion and encountered over 100 walkers. 9/2, 11/10, **Fred and Judie Mopsik** observed a pileated woodpecker and blue heron during one of their walks.

**Level #5: Lock 14 to Bridge at Cropley,** 10/9, **Bobbie Thorberg** encountered a mounted Park Policeman who commented that the horses were stabled at Capital Hill, which reduces the amount of time available for patrolling the towpath. 11/8, **Jim and Jan Heins** suggested special tee shirts to identify level walkers after being asked several times what they were doing while walking their level.

**Level #6: Bridge at Cropley to Great Falls Tavern,** 11/2, **Chris Francke** observed numerous walkers and reported extensive erosion around the Widewater area. 9/22, **Harry Bridges** noted that the parking lot at Cropley was overflowing and he encountered about 75 walkers and 20 bikers. While the level was fairly clean, some of the weeds growing along the towpath were over 6 feet tall. 10/26, **John and Mary Fondersmith** reported a large hole at the edge of the towpath near Widewater caused

by erosion (which they reported to NPS).

**Level #7: Great Falls Tavern to Swains Lock** (21), 9/5, **John Belz** reported the renovation of the Great Falls Tavern is proceeding nicely.

**Level #8: Swains Lock (21) to Pennyfield Lock** (22), 8/26, 9/24, 10/17, Paul and **Maggie Davis** removed an excessive amount of trash from the Pennyfield Lock area, apparently from after hours partying. More recent reports state the amount of trash was greatly reduced.

**Level #9: Pennyfield Lock (22) to Seneca Aqueduct,** 8/21, 9/24, **Mike Schuchat** noted that construction in Virginia across from Seneca has become more extensive with a dirt berm about one third across the river. 11/15, **Tom O'Dea** found little trash and the level in excellent condition while encountering 4 dog walkers with unleashed pets.

**Level #10: Seneca Aqueduct to Milepost 25,** 11/8, **Bill Herrmann** reported and photographed apparent vandalism to milepost 25 where the top face had been knocked off. He also reported minor damage to milepost 24. 8/16, **Doug Zveare** met a foursome of backpackers in day four of a hike from north of Harpers Ferry to Great Falls.

**Level #11: Milepost 25 to Sycamore Landing,** 8/27, **Sandy and Marv Kahn** noted that NPS had recently cleared the towpath shoulders of brush in addition to the traditional mowing.

**Level #12: Sycamore Landing to Edwards Ferry,** 10/1, **Judy and Don Plumb** reported damage to several mile posts and assisted a box turtle in crossing the towpath. 9/22, **Stephen Pollock** reported that mileposts 27, 28, and 29 had been defaced by someone knocking the tops off of the markers.

**Level #13: Edwards Ferry to Harrison Island,** 9/22, **Stephen Pollock** found the level in good shape.

**Level #15: Whites Ferry to Woods Lock** (26), 11/4, **Chuck Wilkinson** saw a deer periodically sticking its head out of the woods to check on his progress as he walked down the towpath.

**Level #16: Woods Lock (26) to Monocacy Aqueduct,** 10/20, **Michael Cinciosi** observed that the area in and around the old warehouse had been cleared out and the wooden gates at each end were removed. **Level #17: Monocacy Aqueduct to Nolands Ferry,** 8/25, **Eric Wentworth** removed a bucket of dead sunfish that someone had left a couple of days earlier.

**Level #18: Nolands Ferry to Point of Rocks,** 8/31, **Jed and Gaye Tucker** found a bike, apparently in good condition, minus the wheels, laying in the weeds at Nolands Ferry. 10/9, **John and Patty Hawley** noticed a very large mushroom, about the size of a soccer ball, along the towpath.

**Level #19: Point of Rocks to Catoclin Aqueduct,** 8/11, 10/18, **Allan Jelacic** on his first walk reported that the level on this day was an excellent location to spend some quiet time outdoors. The structures along the towpath were well maintained and recently the grass had been mowed and bushes trimmed.

**Level #23: Lock 33 to Dam #3,** 8/26, 10/15, **Mike and Julie Landrigan** commented on their appreciation for the information related to various aspects of the canal provided on Pat White's continuing hikes which made their observations more meaningful.

**Level #24: Dam #3 to Dargan Bend,** 9/23, **Howard McGowan** picked up and hauled out 50-60 pounds of trash. (Maybe a pack mule would have been useful.)

Level #25: Dargan Bend to Lock 37, 11/2, **Andy Linden** covered the level over two days and reported there was little trash and the park was well maintained.

Level #26: Lock 37 to Antietam Aqueduct, 11/10, **Jane and Hal Larsen** found the towpath in excellent shape with very little trash.

Level #27: Antietam Aqueduct to Shepherdstown Lock (38), 10/24, **Roy Shilling** and **Marce Tissue** enjoyed a quiet refreshing and invigorating walk on the towpath while noting that there were still many green leaves on the trees late into the fall season.

Level #28: Shepherdstown Lock (38) to Lock 39, 10/7, **John Lindt** and **Sonny DeForge** noted that several large trees had been cut down along the towpath and also gave out Association membership applications.

Level #29: Lock 39 to Snyders Landing, 11/6, **Jack Magarrell** met a photographer collecting photos for an illustrated guide to points of interest along the towpath that are easily accessible for seniors.

Level #31: Lock 40 to Marsh Run Culvert,

8/25, **Bendra Klueber and Family** found the level in very good condition.

Level #34: McMahon's Mill to Opequon Jct. Hiker-Biker, 9/24, **Tom and Linda Perry** reported that someone had secured the entrance to what appeared to be a cave about 14 feet up on a cliff between miles 88 and 89.

Level #35: Opequon Jct. Hiker-Biker to Lock 43, 10/1, **Dave Engstrom** commented that an old tire, which had been reported in Lock #43 in July, had been removed.

Level #37: Falling Waters to Lock 44, 8/21, 10/22, **Russ Meinke** encountered a "flock" of butterflies and removed a large amount of trash, mostly from around the I81 overpass.

Level #39: High Rock Quarry to Nettle RR Bridge Piers, 9/24, **Paul Kimble** reported recent mowing along the towpath.

Level #40: Nettle RR Bridge Piers to Dam 5, 11/14, **Bill Hibbard** found plenty of leaves, but no trash on the towpath.

Level #41: Dam 5 to Four Locks, 11/10, **B. K. Lunde** noted that a refrigerator and sofa near Lock 45 which was reported this

spring has now been removed.

Level #45: Ernestville to Licking Creek Aqueduct, 9/30, **Joe Kochenderfer** commented on how helpful the new sign at Ernestville is for visitors, with distances and direction to Hancock, Ft Frederick or the WMRR trail. Also the sign at Dam 6 provided by WMRR provided a good description of Dam 6.

Level #52: Sideling Hill Aqueduct to 15 Mile Creek Aqueduct, 6/30, **Robert and Diana Stockslager** reported the towpath was in good shape and just recently mowed. However, a copperhead snake was encountered on the towpath.

Level #61: Town Creek Aqueduct to Lock 68, 11/9, **Hilary Walsh** met a large troop of Boy Scouts and leaders on a break from biking at the aqueduct.

Level #64: Kellys Road Culvert to Spring Gap Rec Area, 10/13, **Kris Feldmeyer** saw five deer crossing the towpath and removed a large amount of trash from the campground. ❁

## 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, Widewater Fund and Davies Fund since the last report in Along the Towpath.

Cornelia J. ERNST  
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Laila W. LINDEN

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Richard & Nancy NAGELHOUT  
Sol & Diane PELAVIN

Tom & Linda PERRY  
Miriam B. REED  
Seneca Valley Sugarloafers Volks-  
march Club ❁



Jeffersonia diphylla

Peter Whitney



## Accompanied by the Past

by Karen Gray

*History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius Cicero (106 AD - 43 AD), Pro Publio Sestio*

In the Fall of 1828 as it prepared to begin construction, the C&O Canal Company hired as its senior engineers Benjamin Wright, John Martineau, and Nathan Roberts. For its resident and assistant engineers it choose men with widely varying experience, among whom was Charles B. Fisk, listed in Canal Company documents as coming from Connecticut (Sanderlin, p. 62). We know nothing more of Fisk's background, but are probably safe in assuming that he was typical of those hired at such entry level positions in those days, and was therefore both young and lacking in significant engineering experience or training. Civil engineering was still a profession learned on the job from the more experienced engineers above one.

Fisk's first assignment was on the fourth residency that stretched from Seneca Creek to the Monocacy. During the next five years he must have learned much, given that the C&O Canal was one of the most ambitious and challenging engineering projects of the time. However, in the Fall of 1833, as financial troubles slowed construction and both the need and resources for engineers dwindled, he moved into a maintenance position as Superintendent of Repairs between Dams 2 and 3. (Unrau, Historic Resource Study, Chapter Five, p. 169)

In April 1835, Fisk was returned to the engineering roster as Resident Engineer of the Third Residency encompassing the canal line from Dam 4 to Dam 5 where construction was focused at the time. On the Fourth Residency, above Fisk's, was Resident Engineer Thomas F. Purcell who, like Fisk, had been hired in the Fall of 1828, but as a resident rather than mere assistant engineer. (Unrau p. 169) One can only wonder at the personnel dynamics within the company reflected in Fisk's promotion, after a year and a half in maintenance, to a rank equivalent to Purcell's.

It is at this time that Fisk emerges as an outspoken champion of the position that-however difficult the Company's financial situation-the quality of the design and construction of the canal must not be compromised. Taking a contrary position, Purcell emphasized the need to reach Cumberland quickly, proposing the temporary use of slackwater navigation for some distance above the upper dams to do so.

As the company prepared to begin construction up to Dam 6, and to lay out the route above it, Purcell, supported by Superintendent of Masonry A. B. McFarland, warned of the lack of building stone in those regions and proposed the use of wood for some of the locks. Fisk insisted that quarries with appropriate stone existed within an acceptable distance. It would be September of 1839 before he would be forced to admit the severity of the problem and propose composite locks where cutstone locks were impossible. (Sanderlin, p. 124; Unrau, Locks, pp. 51-58)

In addition, a bitter battle broke out between Purcell and Fisk on the design of the foundations for the locks. Fisk had

recommended changes that he felt would remedy the tendency of the upper lock walls to lean inward as they settled. Purcell wrote to the board describing his investigation of the problem and discovery that this happened even when the foundation was solid rock. The problem, Purcell insisted, was not in the way the foundation was built. (Unrau, Locks, pp. 53-62)

The board appears to have consistently sided with Fisk, and in March 1836 Purcell resigned. (Unrau, Historic Resource Study, Chapter Five, p. 191) On April 12, 1837, Fisk was appointed Chief Engineer and he would hold this position-except for half a year over the winter of 1840-41-until his resignation in late September 1852. (Unrau, Historic Resource Study, Chapter Five, p. 172)

The October 1840 severance of Fisk and numerous other long-term company employees appears to have resulted from their opposition to the unrestricted use of script to pay for construction, and of the rampant spoils system that allowed politicians to use positions the state controlled (which in the case of the canal company ranged from that of company president to mere locktenders) to reward supporters. When political control changed in the spring of 1841, Fisk was among the experienced canal employees rehired by a new board that was charged with a mandate to clean up the company's reliance on script and many inexperienced, often laggardly, employees hired under the spoils system. (Unrau, Historic Resource Study, Chapter Five, p. 173)

The story of Fisk's work on the canal from 1837 to 1852 must wait for telling at another time, but it is safe to say that no other Canal Company employee would be more involved in or more important to the struggle to reach Cumberland during the terrible years of operational, construction, labor, and financial difficulties. Again and again Fisk appears in the records, dealing with each crisis as it arises, surviving the years in the 1840s when construction ground to a halt, seeing the canal through the aftermath of devastating floods and crippling droughts, and seemingly never losing his commitment to the canal's importance.

It's a grim reality then, when, after nearly a quarter century of hard and dedicated service on the line of the C&O Canal, Fisk leaves for good amid the resurgence of the spoils system and the creation of a new board filled with political appointees of questionable competence and little interest in the canal. The next record we have of Fisk is as an engineer for the James River and Kanawha Company where, in October 1854, he submitted a report to the company's directors recommending sluice navigation on the Kanawha River. (Unrau, Historic Resource Study, Chapter Five, p. 174-75)

For more information on Fisk's final years I've found only the memoirs of civil engineer James Worrall. As a young man learning his profession in the early 1830s, Worrall had worked on the C&O canal and would go on to become an outstanding engineer associated with a number of major nineteenth century engineering achievements. Shortly before his death in 1885 he would write his Memoirs and in this document, published post mortem, we find dramatic reminiscences of his C&O experiences and the men under whom he worked such as Wright and Purcell.



Of Fisk he wrote:

"Fisk came after Mr. Purcell on the C&O. He was a Connecticut man and a good engineer. He had a splendid corps—Elwood Morris, Gore, John A. Byers and others—but the canal was never finished and they had no great career. . . . Fisk struggled along with the company, got poor with them, always respected but never adequately paid. The work was grand and his talents were worthy of it, but money was lacking. At length came up the Virginia railroad, from Richmond to Ohio, afterwards called the Chesapeake and Ohio Railroad. Fisk was made a Chief Engineer. He planned the mountain crossings via White Sulphur Springs—masterly work, great location, and all that; but in the midst came 1861, and all was thrown into pi[ $\pi$ , the number]. It broke Fisk's heart; a fine intellect went down in disappointment. Had he remained at home amongst the Yankees where he was born he would have been a distinguished man and to some purpose. But he starved down there in an abnormal environment.

The great storm was brewing, it had to come, and Fisk sunk before it." (Worrall, pp. 57-58)

Sanderlin, Walter S., *The Great National Project: A History of the Chesapeake and Ohio Canal*, Baltimore: Johns Hopkins Press, 1946

Unrau, Harlan D., *Historic Resource Study, Chapter V, Designers of the Chesapeake and Ohio Canal*, March 19, 1976. Draft Manuscript, C&O Canal National Historical Park

Unrau, Harlan D., *The Masonry Locks. Chesapeake and Ohio Canal National Historical Park, Historic Structure Report, Historical Data*, June 1978.

Worrall, James, *Memoirs of Colonel James Worrall*, civil engineer, with an obituary postscript by a friend. Harrisburg, Pa., E.K. Meyers, printer, 1887



## How Fast Did the Water Flow in the Canal?

[the following communication led to the observation below. - ed]

In his novel *Canawlers*, Jim Rada says the C&O Canal flowed at two miles per hour, a speed also reported by Canal historian John Frye and others. But there are problems with this rate.

The Canal cross section is 50 feet wide by 6 feet deep, an area of 300 square feet. A two mph speed, or 3 feet per second, would result in a flow of 900 cubic feet per second. However, the median flow of the Potomac (at Hancock) is less than this most of the year. Thus the Potomac would be drained dry and still not provide a full canal flow. Many photos show a well-watered Potomac River.

There were eleven aqueducts and a tunnel along the canal. With cross sections of less than 100 square feet, these narrow places would have to flow at 9 feet per second, or 6 miles per hour. With the mules moving only 4 mph, the boats would lose tow rope tension at the bow and rudder purchase at the stern. Being uncontrolled, the boats would tend to drift broadside to the flow, thus jamming the boat into the prism sides. This obviously did not happen, indicating that the flow was much less than 900 cfm.

Back in the main canal, if the flow was 2 mph and the boats moved at 4 mph, then the differential flows would be 2 mph and 6 mph for boats traveling down and up stream, respectively. Now the drag force on a body in a flowing stream varies directly as the cross sectional area of the body and the square of the velocity. Thus, for boats of equal displacement, the upstream drag would be nine times that of a downstream passage. In mule power, the upstream boat would require 18 mules to equal the load of two mules on a downstream boat. Practically, the upstream boats were usually empty, thus halving the cross section area and requiring

only 9 mules.

The effect of a six-mile-per-hour flow on an upstream boat in the Paw Paw tunnel is awe inspiring. With a differential flow of ten mph, or five times the nominal two mph differential, it would require 50 mules to pull a loaded boat through the tunnel at four mph. With an empty boat and a mule speed of one mph, it would take only 25 mules.

This analysis is of course very simplistic. Drag calculations of a complex body in a constrained passage are far beyond the capability of this article. And so I have avoided any absolute drag values and dealt only with relative values. And even these are suspect because of the constrained areas. However, the conclusion is clear that the canal could not possibly have flowed at a rate of two miles per hour.

So how fast did it flow? My guess – and that's all it is – would be 0.2 to 0.5 mph. You have a better number?

Bill Hibbard

[As I was walking Logan, the ball playing dog, near Lock 8, I realized that this was the time of year when it is easy to answer the conjecture that Bill Hibbard raised. The canal was filled with leaves at a sufficient density so that;

1. they did not interfere

2. There were enough to check for uniformity of flow

3. They could be timed when they are in the center of the prism as they pass two markers and then the distance estimated, and, therefore, the flow rate.

For an interval of 30 seconds, they traveled about 6-10 feet for two different determinations. This is about 0.2 mph and within the conjecture. Of course, it assumes that the current flow rate is the same as before. Also, it is interesting that this velocity is off by a factor of 10, or 1 decimal place. Could a decimal point have been lost? - ed]



## ❁ NATURE NOTES ❁

Fred Mopsik

Now that the fall has become firmly entrenched, with the trees mostly bare, the Potomac and the Canal take on quite a different appearance. The river at Lock 8 can now be clearly seen from the towpath and that very special lighting of the river by a sun low in the sky has made its appearance. It is a much more contemplative scene with much less activity and the plant life has become much more sparse.

This has also been quite a cold fall, well below average and much colder than in recent years. Soon we will be hearing about the effects of El Niño on our weather and local climate. The web sites devoted to weather will all have links to a discussion of these effects and one can even find maps of the mean oceanic temperature anomaly in the Pacific with the El Niño standing out in bright red, aiming directly at the coast of Peru.

The influence of El Niño and another phenomena, known as the Mid-Atlantic Oscillation are relatively new discoveries that have been only recently understood with respect to their influence on our climate. They are both periodic, although with different periods between their maxima, and help account for an observation I made many years ago that hot summers are somehow tied to cold winters so that the yearly average temperature does not vary nearly as much. It was an observation made by purely statistical analysis without any reference as to the reason for its happening.

If this turns out to be a cold winter, I am sure that the claim will be made that there is no global warming. Recently, this claim was presented to me accompanied by the invocation of "scientists" who deny it. I, as might be guessed, said that this was not true and could have even legitimately invoked my own scientific credentials. If the argument had persisted and continued that way, pitting some other, unnamed scientists against my self and other nebulous citations, the arguments would have become political rather than scientific and were not pursued.

The question then arises as to what can be said in a more scientific, careful manner that allows for some estimation of its consequences. It is the consequences that, after all, that matter.

The most personal ones involve utility and clothing costs. Unfortunately, on an annual basis, due to such phenomena as El Niño, global warming will have no predictive power. The observed trend is small enough to be masked by annual fluctuations. It is only over periods of time much longer than a year that these trends have meaning. Unfortunately, the consequences can increase also.

Along the Canal, the effects can be more easily seen. When I first moved next to the Canal, there was regular ice skating in the prism at Lock 8. People who have lived here much longer than I can remember when the Potomac actually froze over. The last time there was any ice at all, I had to warn some neighboring children not to chase after a ball as the ice was much too thin. The 17<sup>th</sup> century is often referred to as a mini Ice age.

Other effects involve the flora and fauna. The native wildflowers have fairly well defined temperature limits. Once these are exceeded, the plants grow slowly, if at all. As the average temperature rises, plants from warmer areas can invade and the

one from here move northward. The Department of Agriculture draws a map of the United States showing horticultural zones. In recent years these zones have shifted and the Washington area, which used to be on the border between zones 6 and 7 is now firmly in zone 7, allowing warmer weather plants to survive. Plants that were once of questionable hardiness now do quite well.

Of course, science likes solid numbers for evidence, which means average temperatures. What makes this difficult is that the average has to be defined globally, not at one particular spot. Satellites have made this possible in recent years and after some problems with differences between different methods, are now quite well established. The data are quite clear. Not only has there been global warming, but the rate has been accelerating over the last 100 years. It is this more rapid rate is usually called global warming and has been subject to controversy.

The consequences can be quite varied. Recently, National Geographic reported that a major fish migration along the South African Coast has changed in a major way. The North Atlantic cod fisheries, which were a major player in the colonization of North America, are facing extinction, and recent data suggest the role of global warming. A recent article in the New York Times reports on the disappearance of South American glaciers in Bolivia and Peru, threatening not only recreation, but the water supply. Another article in Scientific American discusses the changes in the ice pack in Antarctica. The conclusion is that there is still no catastrophe, even with the Ross Ice Shelf breaking up. This is despite the recent pictures of the recent huge ice bergs breaking off. There is still too much frozen water over land and not too much is happening there as the changes are still too small and too recent. The prediction is that the current changes will lead to another meter increase in sea-level over the next 500 years. However, this could easily change, and the rise in sea-level could be much more rapid. The tidelock would be lost, not from decay, but by submergence.

The causes and implications are still being discussed and studied. Much work remains to be done, but there is enough in place to know that there will be major consequences. To the extent that the warming is due to natural forces beyond the control of humans, the best that can be done is accommodate to it. To the extent that human activity accelerates the trends, the story is different.

Unfortunately for the average layperson, much of the work will be based on elaborate, abstruse mathematical models that can only be done on large scale computers. Such work can easily be criticized by laymen, but having been involved in some of it at a much lower level than current atmospheric computation, the work is subject to the same scientific criticism as any other scientific research. Ultimately more and more refined answers emerge. I need only to point to the newer, vastly improved weather forecasts, as well as the work on the ozone holes. Each involve the largest computers available and newer, bigger ones are on the way. The current results suggest that it would be folly to wait too long.



## CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Dec 31	Tue	New Year's Eve Hike. Meet at the parking lot across from Old Anglers Inn at 2:00 PM. Contact Pat White at 301-977-5628
Jan 1	Wed	New Years Day Hike. Meet at the parking lot across from Old Anglers Inn at 10:00 AM. Contact Apt White at 301-977-5628.
Monthly	Wed, Sat	Sights and Sounds of the Seasons Nature Walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in the Great Falls Tavern t 10 AM to begin with a brief lide show. Hkes are lead by Park Service Volunteers Betty Bushell and Betty Henson.
Jan 26	Sun	Continuing Hike Series. Meet at the footbridge to Fletcher's Boat House at 10:30 AM. Contact Pat White at 301-977-5628.
Feb 2	Sun	Board Meeting. Williamsport Memorial Library, 1:00 PM.
Feb 22	Sat	Continuing Hike Series. Meet at the access to Lock 31, Weverton at 10:30 AM. Contact Pat White at 301-977-5628.
Mar 1	Sat	Morning of the Annual Meeting. Meet at the boat ramp at Dam 4 (1 mile upstream from Western Maryland Sportsman's Club at 10:30 AM. Contact Pat White at 301-977-5628.
Mar 1	Sat	C&O Canal Association Annual Meeting, Williamsport Fire Hall. Meet the candidates at 1:30 PM. Meeting 2:00-4:00 PM, Happy Hour 4:00 PM, banquet 5:00 PM. Reservation form enclosed.
Mar 23	Sun	Continuing Hike Series. Meet at the Paw Paw Tunnel parking area at 10:30 AM. Contact Pat White at 301-977-5628.
Apr 6	Sun	Board Meeting. Glen Echo Town Hall, 1:00 PM.
Apr 26	Sat	Douglas Hike in Widewater area. Details and reservation form in next issue.
May 17, 18	Sat, Sun	Canalfest in Cumberland. Contact Mary Anne Moen, 301-759-3197.
May 18	Sun	Continuing Hike Series. Meet at the Little Pool parking lot, 10:30 AM> Contact Pat White at 301-977-5628.
May 24, 25	Sat, Sun	Canoe day trips on the Monocacy River. For information and reservations contact Sonny DeForge at 301-530-8820 or Carl Linden at 301-229-2398.
Jun-Aug	Sat, Sun	Lockhouse at Lock 75, North Branch. Volunteers are needed to staff the lockhouse each weekend and provide visitors with park and association information. Contact William Bauman at 540-888-1425.
Jun 1	Sun	Board Meeting. Williamsport Memorial Library, 1:00 PM.
Jun 2-7	Mon - Sat	Through Bike Trip., Cumberland to Georgetown. No sag wagon provided. For information, contact Tom Perry, 301-223-7010.
Jun 14	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	Sun	Joint Potluck Dinner with Friends of the Tavern at Grea Falls Tavern, 6:00 PM. Contact John Lindt 301-469-6381 or Sonny DeForge 301-530-8830.

Jul 4	Fri	Celebrate the 175 <sup>th</sup> anniversary of the ground-breaking for the Great National Project. Patriotic festival with an 1828 Presidential appearance. Time and place to be announced.
Jul 5, 6	Sat, Sun	Join us at the Great Falls Tavern for an old-fashioned Fourth of July. Bring a picnic lunch. Time to be announced. (NPS)
Jul 19	Sat	Canoe trip at Brunswick. Contact Sonny DeForge 301-530-8830 or Carl Linden 301-229-2398.
Aug 3	Sun	Board Meeting. Glen Echo Town Hall, 1:30 PM.
Aug 23,24	Sat, Sun	Williamsport C&O Canal Days at Cushwa Basin and Lockhouse at Lock 44. Contact Tom or Linda Perry 301-223-7010.
Sep 13,14	Sat, Sun	Paw Paw Bends Canoe trip. Contact Sonny DeForge 301-530-8830 or Carl Linden 301-229-2398.
Sep 13, 14	Sat, Sun	Hancock Apple Days. Contact John Popenoe 301-678-6379.
Sep 13, 14	Sat, Sun	Sharpsburg Heritage Festival. Contact Bob or Joan Fisher 301-416-2817.
Sep 24-26	Wed - Fri	World Canals Conference, Edinburgh,. For a reservation form write: Conference Reservations, Edinburgh Convention Bureau, 4 Rothesay Terrace, Edinburgh EH3 7RY or call _44(0)131 473-3874.
Oct 5	Sun	Board Meeting. Williamsport Memorial Library, 1:00 PM.
Oct 8 - 13	Wed - Mon	Through Bike Trip, Cumberland to Georgetown. No sag wagon. Contact Tom Perry 301-223-7010.
Oct 25	Sat	Continuing Hike Series. Meet at Carderock, 1 <sup>st</sup> Parking lot to right. Time TBA. Contact Pat White at 301-977-5628.
Oct 25	Sat	Life and Death on the C&O Canal, Great Falls Tavern. Witness dark but actual events that took place, portrayed by NPS staff, volunteers and reenactors. Time TBA.
Nov 1	Sat	Heritage Hike in Paw Paw area. Details to follow.
Nov 22	Sat	Continuing Hike Series.. Meet at Oldtown at 10:30 AM> Contact Pat White at 301-977-5628.
Dec 6	Sat	Frostbite Hike, time and place TBA.
Dec 7	Sun	Board Meeting, Glen Echo Town Hall, i:00 PM.
Dec 14	Sun	Carol Sing at Great Falls Tavern, 1:00 PM. Bring cookies to share.
Dec 31	Wed	New Year's Eve hike in Montgomery County, Time and place TBA.







## Chesapeake & Ohio Canal Association

P.O. Box 366  
Glen Echo, MD 20812-0366

### Annual Meeting Reservation

Names: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State/Zip: \_\_\_\_\_  
Email: \_\_\_\_\_  
Phone: \_\_\_\_\_

Number @\$18 : \_\_\_\_\_  
Amount Enclosed: \$ \_\_\_\_\_

Make your check payable to the C&O Canal Association and mail it to P.O. Box 366, Glen Echo MD, 20812-0366. The charge is for the banquet and members are free to attend the meeting proper.

Directions: Williamsport Fire Hall (Exit 1 off of I-81, take Route 68 into town. Fire Hall is off Brandy Drive opposite water tower and American Legion, a right turn)



### Holiday Gift Idea

Looking for a unique gift idea for this holiday season? Why not consider giving a gift that lasts all year, membership in the C&O Canal Association. New members will receive:

- Membership card
- Badge(s)
- C&O decal
- 5 big issues of Along the Towpath

If you would like, we can even enclose a card or note (your choice) indicating that this is a gift from you. Please indicate your preference on the "Membership Form" in this issue.

Barbara Sheridan, Membership Coordinator

### Chesapeake & Ohio Canal Association - Membership Form

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

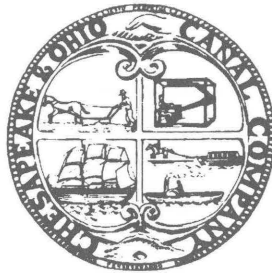
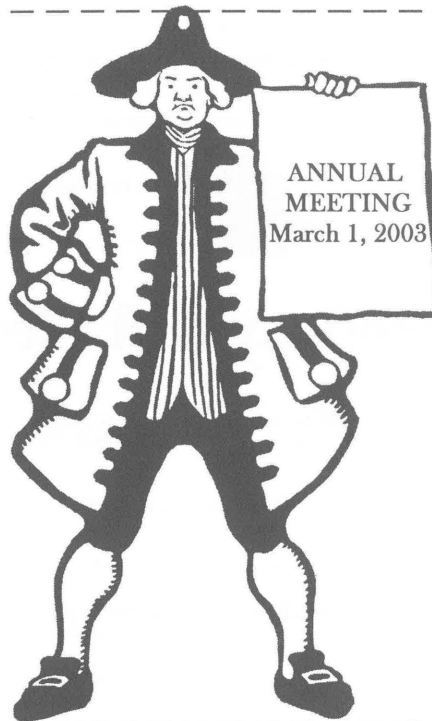
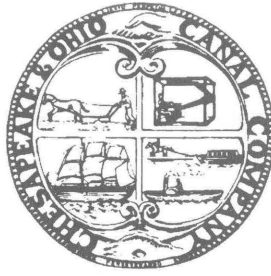
NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
CITY/STATE/ZIP: \_\_\_\_\_  
EMAIL: \_\_\_\_\_  
PHONE: \_\_\_\_\_  
Name to appear on badge: \_\_\_\_\_  
Name on 2nd badge (family or patron): \_\_\_\_\_  
Gift from: \_\_\_\_\_

(Select One)

<input type="checkbox"/>	Individual	\$15
<input type="checkbox"/>	Family	\$20
<input type="checkbox"/>	Patron	\$25

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

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



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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 (telephone 301-983-0825). Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

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.

#### C&O CANAL ASSOCIATION

##### 2002 Association Officers

###### President:

Ken Rollins 19086 Carlyle Street  
 (804)448-2934 Ruther Glen, VA 22546-2768

###### First Vice President:

Christine Cerniglia chriscerniglia@mrisc.com  
 (301)340-6361 603 Grandin Ave.  
 Rockville, MD 20850-4148

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

levelwalker@earthlink.net  
 Bill Burton 6400 Halifax Ct.  
 ((540)347-7243 Warrenton, VA 20187-2219

###### Secretary:

donjuran@crosslink.net  
 Don Juran 602 Farm Pond Lane  
 (301)231-8622 Rockville, MD 20852-4243

###### Treasurer

David M. Johnson 9211 Wadsworth Dr.  
 (301)530-7473 Bethesda, MD 20817

###### Information Officer

Mickey Reed 8221 Burning Tree Road  
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###### Committees (Contact the COCA telephone number or write to COCA)

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Restoration/Monocacy Aqueduct	Carl Linden
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###### Editorial Staff

Editor: Frederick I. Mopsik (301)320-2111

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	Jeannie 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
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Chief of Maintenance	(301)714-2216	Bob Hartman
Partnerships Coordinator	(301)714-2233	Vacant
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#### 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
Hancock Subdistrict	(301)678-5463	Al Voner, Tim Conway
Ferry Hill Subdistrict	(301)714-2206	Alex Negron, David Carter

#### Williamsport Visitors Center

(301)582-0813	
205 West Potomac Street, Williamsport, MD 21795	
Park Ranger - Interpretation	Carla Beasley

#### 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	<b>1-(866)677-6677</b>
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)767-3731

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# CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

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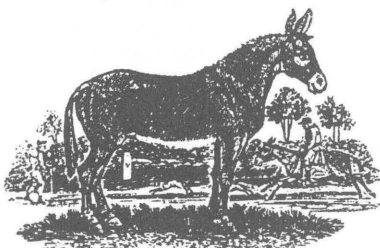
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