



ALONG THE TOWPATH

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CHESAPEAKE & OHIO CANAL ASSOCIATION

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

DOUGLAS MEMORIAL HIKE APRIL 26, 2003

History and Engineering Along The Route of the Douglas Hike

Karen Gray

Note: Mileages are from Hahn's Towpath Guide.

The longest version (11.7 miles) of the 2003 Douglas Hike begins at Violettes Lock, No. 23, (mile 22.12) and Inlet Lock No. 2. The current dam above the lock is a government dam and the location of the Canal Company Dam No. 2 is now "little more than gentle rapids with weeds covering part of it" (Davies, 109). The canal's dam was originally a four-ft.-high structure of stone-filled wooden cribs. Repairs were made of stone, gravel, and brush whenever it was breached (as happened many times), and it was rebuilt in 1867 and substantially rebuilt at other times.

All the inlet sites on the canal are places of notable engineering. The dams were built to impound water and thus provide a reliable source even when the river was low. Inlet channels and locks fed water from the impoundment pools to the canal and also provided places where boats could pass between river and canal. Note that, as at Inlet Lock No. 2, lift locks exist beside the inlet points of the canal except above dams 4 and 5 where the lift locks are located at the upper end of the slackwater navigation where the canal resumes. As the inlet is necessarily at the level of the Dam's pool, the canal is particularly vulnerable at these places and attention to the land around the locks and inlet channels reveals substantial dikes or revetments that help protect the canal from



Widewater, 1999

Fred Mopsik

high waters.

Near Violettes Lock was the community of Rushville, so-named by the canal company board for Richard Rush, an American diplomat, statesman, Secretary of the Treasury of the United States (1824-28), and representative for the canal company to European investors and bankers as it sought financing from abroad in the early 1830s. Rushville's brief heyday spanned the period 1829-1833 when this level was first under construction and then served as the head of the canal from November 13, 1830 until the levels between Dam 2 and Dam 3 above Harpers Ferry opened in 1833.

Watch for one of the original stone mileposts at mile 22, this one of Aquia sandstone (Davies, 106). From 21.22-20.99 the canal and towpath curve around Blockhouse Point in Blockhouse Regional Park. Note drill hole marks on the rock face on the berm that likely date from the 1830 construction of this level. During the Civil War, blockhouses were established on a number of high points above the canal, such as this, to watch for and respond to enemy activity along the river and canal. (Petrichick, 11)

From mile 20.9 to 20.08, a levee on the river side helps to protect the Marshall Bidwell Wildlife Management area's pools and marshland that are partially watered from the canal. After crossing Culvert 30 (mile 20.01) through which Muddy Branch

History continued on page 5

New Towpath Tag Now Available



Watch for Dog Tag soon!

Access Bridge in Point of Rocks Periodically Closed

The vehicular access bridge to the Chesapeake & Ohio Canal National Historical Park from Commerce Street in Point of Rocks will be closed periodically beginning Wednesday, February 12 due to the replacement of the bridge. A temporary roadway has been constructed.

The new bridge will include a steel superstructure, as well as timber deck and railing. Canam Steel, Inc., has donated the steel for the bridge replacement. The historic stone abutments will also be rehabilitated. Park maintenance staff will be facilitating the repairs. Although the towpath along the canal will remain open, visitors are advised to use caution when in the area and to follow posted signs.

Kathy Sholl, NPS



C&O Canal National Historical Park Draft Land Protection Plan

C&O Canal National Historical Park management held public meetings at Cumberland, Hancock, and Hagerstown, Md., in early March concerning the park Draft Land Protection Plan. The Land Protection Plan is required by National Park Service policy to supplement the park's General Management Plan. It serves as a long-term guiding document for all proposed land management and acquisition activity within the park boundary, and for proposed legislative changes to the current boundary to incorporate areas of significance.

Twelve priority tracts have been identified in the park's updated Draft Land Protection Plan as offering significant values that would benefit park programs and safe park operations. These priority areas were identified as having cultural significance relating to the C&O Canal during its historic operational period; natural significance relating to the Potomac River watershed and/or natural riparian zones; and/or benefits to the park by offering additional resource protection or improved visitor access. The landowners of priority tracts have been contacted and notified that all land acquisition is normally conducted on a "willing seller, willing buyer" approach.

The public review process allows those parties affected by the plan and the public to be aware of and contribute to all park planning efforts. While the meetings took place prior to publication of *Along the Towpath*, a 30-day comment period is being provided after the public meetings to solicit public opinion, comments, suggestions, and other feedback concerning the plan. Written comments are both encouraged and necessary to help guide this evolving public document. All comments need to be received by Friday, April 11, 2003 to:

Superintendent
C&O Canal National Historical Park
1850 Dual Highway, Suite 100
Hagerstown, Maryland 21740

Copies of the Draft Land Protection Plan, dated 12/01/02, for the C&O Canal National Historical Park are available for review by writing the Superintendent. For more information, contact William Spinrad Jr., Land Resources Specialist, at 301-714-2221.



Underground Railroad Trail

On April 4th, 2003, the Montgomery County Historical Society will sponsor a workshop on the National Park Service's Underground Railroad Network to Freedom Trail in Germantown. For more information, contact (301)340-2825, or Kylottes@montgomeryhistory.org. Additional information is available at www.cr.nps.gov/ugrr/network.htm.



Two Deaths on the Canal This Winter

Two incidents resulting in deaths occurred in the Palisades District of the C&O Canal National Historical Park during the past winter. Neither incident involved legitimate visitors to the park.

On December 13th, the body of a nineteen-year-old female was discovered submerged in the canal near Violette's Lock. Investigation by Montgomery County and U. S. Park Police revealed that she had been brutally beaten and thrown into the canal eight days earlier. Four young men from the Gaithersburg area have been indicted for the crime. Three are charged with first-degree murder and remain in jail without bond. The fourth was indicted on three counts of being an accessory to the murder after the fact and is out on bail. The crime appears to police to be an act of gang violence, although police are not clear on the motive. The victim was apparently taken to the park by the accused killers. Trials are scheduled for this spring.

A Gaithersburg man suspected of carjacking a taxicab and severely beating the cabdriver early in the morning of Saturday, January 18th, was later shot and killed by a National Park Service ranger. Derek Anderson, a commissioned ranger in the Palisades District, was on patrol in the Edwards Ferry area around 8 AM that morning when he stopped to talk to a man who was standing on the boat ramp next to a taxicab. The man was wearing a short-sleeve shirt in freezing weather and acting strangely. The man immediately became combative and assaulted Anderson. During the ensuing struggle, the man took the ranger's metal baton, and Anderson was then forced to use his weapon, shooting the attacker several times. The assailant died at the scene. Anderson sustained multiple contusions and scrapes during the attack. It was subsequently learned that the dead man was the suspected hijacker of the cab in Gaithersburg at about 1 AM that morning, after the driver was beaten and left in the road.

Ranger Anderson has been in the National Park Service for about a year and a half. He transferred to the C&O Canal about a year ago from a park in Mississippi. He had nine years of previous law enforcement experience before joining NPS.

David Johnson





Stonework in Georgetown

Only a stone's throw away, history is being made. Stonemasons from the Dry Stone Conservancy are rebuilding damaged stone walls on the Georgetown section of the C&O Canal using an age-old technique. The craft of dry stone construction has been used since ancient times in Europe, Asia, and Africa and since colonial times in the United States. Large stones, some weighing as much as two tons, are stockpiled according to size, and then smaller stones are used as wedges for support. Neither mortar nor concrete are used between the stones.

You may see dry stone construction where you live, work, or vacation. Dry stone construction can be found for barns, spring houses, mills, and bridges. Dry stone fences can be seen along fields, pastures, and roadways, including Antietam Battlefield. Along the C&O Canal, dams, culverts, abutments, and aqueducts were built from stone. The canal prism is lined with dry stone retaining walls.

The Dry Stone Conservancy's first project for the C&O Canal was to rebuild a stone wall that ran along the canal, roadway, and the train tracks in Harpers Ferry. After 150 years, some of the wall in Georgetown became deteriorated because of two floods in 1996, overgrowth of tree roots and vegetation, and the burdensome weight of modern traffic and equipment. Remnants of the wall were taken down in segments. At first, stonemasons numbered the stones and tried rebuilding some of the wall in sequence. However, when this method was used, the new wall collapsed. Workers learned to examine and sort each stone to determine its size, weight and type. Stonemasons categorize the stones to determine their use for the foundation, face side, or filler. Although the stones must touch each other, gaps need to be left between the rocks to allow groundwater to drain.

Preserving history and the craft of skilled workers are important to the National Park Service. "When you come to the C&O Canal, you can see the stone walls that the Scottish, the Irish and the stonemasons of 1820s and 1830s built. You know that what you see today is similar to what was originally there, even though portions are being reconstructed and stabilized by the Dry Stone Conservancy. It is extremely important to do repairs in the same traditional way," said Assistant Superintendent Kevin Brandt.

Superintendent Doug Faris reiterates the importance of rebuilding the walls at Georgetown using the craft of dry stone construction. Faris said, "We wanted these walls to look as authentic as possible. These features are viewed by tens of thousands of people in Georgetown every year. There is a historical linkage with the park and the rebuilding of these walls. We feel good about the way these walls were rebuilt because it is part of the preservation philosophy that the National Park Service has long held along with many of our partners that we work with in the preservation community." In the opening statement of the

Dry Stone Conservancy's video, "Preserving Dry Stone Retaining Walls of the C&O Canal," the value of preserving stone structures was amplified when the announcer said, "The history of America is recorded in stone—the actions of people long gone, but not forgotten." During your next visit to the C&O Canal, stop, look, and reflect on the history and the skill that can be found in the stone work—it is only a stone's throw away.

Kathy Sholl



Mecklenburg Tobacco Warehouse Shepherdstown, WV

On the Shepherdstown, WV, waterfront sleeps a historic stone building waiting to be awakened from abandonment. A community development project has begun to restore the Mecklenburg Tobacco Warehouse and enhance the adjacent waterfront. This combined effort is being undertaken by the Friends of the Shepherdstown Riverfront, a non-profit organization, and the Corporation of Shepherdstown, with technical assistance being provided by the National Park Service, C&O Canal National Historical Park staff.

The Mecklenburg Tobacco Warehouse is one of Shepherdstown's most historic structures, dating circa 1788. The warehouse is the only standing commercial building on the riverfront and is listed in the National Register of Historic Places as a contributing structure in the Shepherdstown Historic District. The river front area was a center of commerce and transportation in the 1700s, before the founding of Shepherdstown. Local tradition holds that the warehouse was in use as a paper mill in the 1870s. During the mid-1900s, the building was converted to municipal utility use. For over 20 years, the warehouse has stood deserted and forgotten.

Options for the use of the warehouse include a museum, interpretive center, tourist attraction, and offices. The Parks and Recreation Committee of the Corporation of Shepherdstown is exploring the development of a park at the site.

Kathy Sholl



New Regulations for C&O Canal NHP

New regulations are in effect for the Chesapeake & Ohio Canal National Historical Park concerning alcohol, horses, hiker-biker campgrounds, and pet owners who use a portion of the Billy Goat Trail in Great Falls, Md.

Alcohol will no longer be allowed in the C&O Canal NHP. The possession of and consumption of alcoholic beverages including beer, wine, or spirituous liquors within the park is prohibited. Alcohol may only be possessed or consumed in the park under a special permit issued by the park superintendent. This new regulation brings the C&O Canal in agreement with Maryland State and local park regulations.

There are a number of changes in the regulations governing horseback riding in the park. Visitors may still ride horses between Swains Lock near Great Falls, Md., and the Offutt Street crossing at Candoc in Cumberland, Md. Horses may now be unloaded and loaded in park parking lots. Horseback riders who camp in park hiker-biker campsites can now tether up to four horses in the campsite at the furthest point in the campsite from the tent and picnic table locations, and away from wells. Horses continue to be prohibited in drive-in campsites in the park at Antietam Creek, McCoys Ferry, Fifteenmile Creek, Spring Gap, and Paw Paw. Also included in the new regulations, pets are now prohibited on "Section A" of the Billy Goat Trail, located between Anglers Inn and the Great Falls Tavern Visitor Center in Potomac, Md. Pets, including leashed dogs, are no longer allowed on the rugged portion of the trail to ensure the safety of visitors and their animals.

Superintendent Doug Faris of the C&O Canal NHP stresses the importance of safety for enacting these new regulations. "Safety is our utmost concern," said Superintendent Faris. "The new regulations will enhance a safe and pleasurable experience for those who visit the C&O Canal."

These regulations are outlined in the C&O Canal NHP 2002-2003 Compendium. Copies are available for review at park visitor centers and at www.nps.gov/choh.

Kathy Sholl



Privatization in National Park Service

Late in January, the Washington Post reprinted an article from the Los Angeles Times that indicated that up to 70% of all jobs in the National Park Service might be contracted out to private business. The following day, Fran Mainella, the director of the National Park Service, sent a memorandum to all employees, as follows:

"Since April 2002, when plans were announced to begin cost-comparison studies associated with the Administration's

competitive sourcing initiative, I have made it a priority to keep National Park Service employees informed about our agency's competitive sourcing plans.

"National Park Service employees are very passionate about their jobs, and have a well-deserved reputation for providing outstanding public service. As director of this agency, I am confident the jobs being studied will continue to be performed by our employees. At every opportunity, I commend your outstanding work to Interior and White House officials.

"Imagine my distress at reading an article with the headline "70% of Jobs in Park Service Marked Ripe for Privatizing" in the January 26 edition of the L. A. Times, which also appeared in many other newspapers across the country.

"The article said that Interior Secretary Gale Norton has earmarked 11,807 full-time positions for privatization. That statement is not true. That number, which is now 11,524, comes from the FAIR (Federal Activities Inventory Reform) Act Inventory of 2002. The FAIR Act requires each agency to identify a list of commercial functions it performs that are not inherently governmental. The agency does not have to compete every function, however, and with the Secretary's approval, the National Park Service has identified 1,700 positions to be studied through FY 2003 and FY 2004. A figure of 70% has never been used as a measuring stick for privatizing National Park Service jobs nor will it be. Nor will our ranger ranks, those in the 025 series, as implied in the article, be among the positions studied for competitive sourcing.

"A letter to the editor is now being prepared to bring attention to the misleading information and factual errors in the article, and should be sent to the L. A. Times within the next couple of days.

"Again, let me emphasize how much your dedication and outstanding public service is appreciated not only by me but also Secretary Norton and President Bush. I promise to keep you informed of any new developments in the competitive sourcing process, and urge you to check InsideNPS, our intranet website, under competitive sourcing for updates."

In an interview with the Gazette newspapers, Superintendent Doug Faris indicated that the C&O Canal National Historical Park has identified about ten positions in grounds keeping, administration and general maintenance for review as positions that could be contracted out.

David Johnson



Potomac River in News

The story on the battle between Maryland and Virginia over the water intake for northern Virginia made the front page of the New York Times on March 3, 2003. The article mentioned that the fight is now before the U.S. Supreme court and is probably one of the first such battles in the east as an increasing population puts more strains on water resources. Water consumption has increased 19% in 10 years and last year river flow fell to the legal minimum of 100 million gallons a day at Little Falls with a

withdrawal of 583 million gallons a day. The capacity of the storage dams is expected to be exceeded in the next 30 years. Currently the water demands are about equally divided among Maryland, Virginia and the District of Columbia.

Water battles are common in the west, where supplies are much scarcer and as a result, there are few precedents in the east for such issues. Other places mentioned are the Delaware River, the Roanoke River, Pee Dee River, the Tennessee River and the Savannah River.

Fred Mopsik



passes under the canal, walkers pass the location of John L. Duffie's wharf on the berm, and ruins of historic houses—including that used by President Cleveland as a base for his bass fishing expeditions. The lockhouse (No. 14) at Pennyfield Lock (No. 22) is one of the original stone lockhouses.

Culvert No. 25 at mile 17.74 carries the Watts Branch under the canal. A short walk below, the culvert from the Atlantic Seaboard Gas Pipeline passes under the canal and at 17.54-17.36 walkers pass the Washington Suburban Sanitary Commission water intake and filtration plant that is a primary source of water for Maryland suburbs. A waste weir with a 1906 date is crossed at mile 16.67 and is cited by Hahn as the earliest-known canal structure in which modern concrete was used (p. 47).

Swains Lock (No. 21) at mile 16.64 was rebuilt after collapsing in 1861 (Davies, 96). Lockhouse No. 13 is another of the original stone lockhouses. At mile 15.98 the small building on the river side of the towpath is a pump station for Rockville water supply, and at mile 15.22 culvert No. 21 carries the Cool Spring Branch under the canal. The pile of cut granite blocks at mile 14.29 is left over from the construction of the Great Falls Dam (Davies, 93).

At the Great Falls Recreation Area the towpath takes walkers down through the Six Locks section to Widewater. Here locks 15 to 20 raise the canal nearly fifty feet in a one-mile stretch. In addition to the famous lockhouse-tavern and lock 20 in front of it, this area is known for the dam and intake structures that are part of the Washington Aqueduct system designed by Army engineer, Montgomery Meigs and built between November 1853 and July 1864 (Burch and Pennington, 15-23). Outbuildings near the tavern are associated with the Aqueduct and canal-related structures (Davies, 92). Also near the upstream end of the lock is an overfall and waste weir, and under the plaza in front of the tavern there is a culvert carrying water from the canal above the lock to the canal below.

Lock 20 is one of two locks on the canal operated as part of a mule-pulled boat ride (the other being lock 4 in Georgetown). It also has a pivot bridge that swings to the side when the boat is being locked through. As there was a pivot bridge over this lock during most of the canal's operating days (one was destroyed here during the Civil War), it is appropriate that such a bridge should exist at this location now.

Lock 19 has a 9 ft. lift, unlike the other locks in the six-lock set that are the standard 8 ft. lift. Some of the canal's dramatic "highwall" sections exist below Great Falls at miles 13.9, 12.6 and 11.3. These occur where the company created a channel for the canal on an escarpment atop a high masonry wall dropping straight down to or near the river level. Pause at these locations to admire the engineer's solution to the problem of inadequate space.

A culvert under the towpath is crossed 15 ft. downstream from lock 18. Not always visible if water levels in the basin below lock 18 are high, this culvert was part of a feeder used from 1831 to 1837. The ditch to the culvert paralleled the towpath on the river side from the point where a small wing dam in the river diverted water into it. The dam was never repaired after being damaged in an 1837 flood. (Davies, 90)

After the January 1996 flood, during which the vulnerable wall



Widewater 1970

NPS

at the lower end of Widewater blew out (as it so often has in the past), new attention was paid to the stop gate at mile 13.7 and new beams were designed for use in the gate. A couple of these beams are usually in the gate at the bottom, and the others are stacked beside the towpath just upstream of the gate. It is hoped when the next flood comes that this gate can be closed off with the planks, forcing the flood waters along the upstream side of the 500 ft. guard bank on the riverside of the gate, and into the Potomac's main channel. This would help keep Widewater levels from rising and washing out the towpath berm at the lower end. The waste weir at mile 13 would also be opened to allow the maximum possible flow out of the Widewater reservoir.

At lock 16 note the inscriptions in the midlock coping stone of J. W. Fisher, Jr. and W. Spong (with the N written backwards). Fisher was a canal superintendent and W. Spong is believed to have been Willie, the young son of canal boat captain Samuel Spong who, with other members of the family, boated with his father. Research by ranger Susan Fauntroy uncovered the story of Willard's death at the age of eleven (along with his sister, Sarah, 6; and his brother, John, 13) in a tragic accident in Georgetown on September 11, 1916. Lock 16's 1837 lockhouse is still extant on the berm.

The lockhouse at lock 15 was originally on the towpath side of the lock until destroyed by the 1889 flood that put the C&O Canal Company into bankruptcy. Below this lock the Widewater area was known as the "Log Wall" because of log cribs that supported the towpath. (It should be noted, however, that J. P. Mose referred to the entire 4-mile level between locks 14 and 15 as the Log Wall level [Kytell, 142]). Unfortunately these structures washed out in the 1924 flood, never to be rebuilt and leaving the current dangerous rocky trail. (Hahn, 38) Raising monies to help pay for the restoration of a sustainable walkway here is the Association's current fund-raising project, and the Park Service hopes, with our help, to receive funding sufficient to complete a level walkway in the next few years.

At mile 13.37 today's towpath becomes a rock causeway between Widewater and a pool on the river side. At the far end of the pool is a 15-ft.-high, 100-ft.-long stone guard wall blocking off this old river channel and preventing floodwaters from surging through the channel into Widewater. For a short distance below

the causeway the towpath is a narrow, rocky trail along the inland side of Bear Island. At mile 13 the towpath crosses on a bridge over a waste weir and continues along the top of a massive berm that closes off another former channel and creates the scenic lake-like Widewater channel. The guard wall across the channel at 13.4, the waste weir under the bridge at mile 13, and the stop gate and its guard bank between locks 16 and 17, exist to protect the problematic lower Widewater section.

One of the canal's highwall sections is located just below Widewater where the original alignment of the canal wound sinuously around rock outcrops on the berm until it was straightened and widened in 1839 (Davies, 77). On the berm at miles 12.36 and 11.75 there were loading docks for the nearby Potomac Granite Company that had quarries and a rock crusher in the area (Hahn, p. 37). Known as Cropley, this area has a service bridge (mile 12.28) that provides access to the parking area across from Old Anglers Inn on MacArthur Boulevard as well as to the Berma Road that follows the line of the Washington Aqueduct on the hillside across Widewater from the towpath.

Another highwall section is passed at 11.10. Davies notes that in the early 1830s, night watches were kept on the highwalls because their stability was questionable. He also reports that their

height varies from 10 to 60 ft. (Davies, 73) The Carderock Recreation Area where hikers parked, stretches for half a mile from 10.41 to 10.95. The road culvert from the Clara Barton Parkway was built in the 1960s.

Sources:

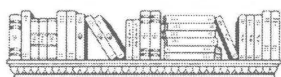
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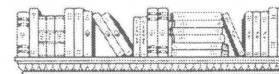
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THE BOOKSHELF



Pocket Guide to the Civil War on the Chesapeake & Ohio Canal

by Gary M. Petrichick

50 pp., map; \$3.95

Reviewed by Dave Johnson

The Potomac River was the border between the Union and the Confederacy, and the C&O Canal and Baltimore & Ohio Railroad were the scenes and targets of many raids, skirmishes, battles and major campaigns throughout much of the Civil War. Hundreds of historians have mentioned the canal in their books, and learning about the war along the canal can become an end in itself. Often, one of the first things I do when I pick up a new book on the Rebellion is to look in the index to see if the C&O Canal is mentioned. This inevitably leads to exploring the actual sites of the action. The problem has been that there was no handy reference identifying all of the Civil War locations and incidents on the canal.

Several years ago, Gary Petrichick, a past president of the C&O Canal Association, prepared his *Pocket Guide to the C&O Canal National Historical Park*, which has become very popular with towpath hikers and explorers. Now Gary has published a companion booklet identifying points all along the canal where Civil War activity took place. Arranged geographically by milepost, more than seventy sites are listed, and many of these cover

multiple incidents. Only brief descriptions of events at each location are given, as this is a guide book, not a history book. Gary notes in the introduction that "it is neither comprehensive nor scholarly and will be more valuable to users already familiar with the major battles that took place in the Potomac Valley." Nevertheless, we believe that it will be highly useful both to serious students of the war seeking the locations of many lesser known events as well as to visitors whose prior knowledge of the war in the valley is limited to major sites such as Antietam and Harpers Ferry.

Like Gary's previous *Pocket Guide*, this little book, just 3" by 5", is designed to fit easily into your shirt pocket and be referred to as you explore the canal on foot or bicycle. We predict that it will be successful in bringing Civil War buffs to the canal and in introducing long-time canallers to another aspect of the canal's history.

Gary Petrichick's *Pocket Guide to the Civil War on the Chesapeake & Ohio Canal* is available by mail from the C&O Canal Association. The special price to members is just \$3.75, including postage. Also available are Gary's original *Pocket Guide to the C&O Canal NHP*, Bill Davies' *Geology and Engineering Structures of the C&O Canal*, and *A Guide to Food and Lodging Along the C&O Canal* (1999 edition.) See the book order form enclosed.



THE NEWS FROM ENGLAND

Hal Larsen

Some canals are easy to restore. Restoration depends on how much original fabric remains, who owns the abandoned waterway, and whether funding is available. In some instances disused canals have been sufficiently untouched by encroachment that easy and relatively cheap rehabilitation is possible. In other cases there are massive barriers. Such is the problem on the Manchester, Bolton, and Bury Canal, just west of the Peaks District in north-central England.

Coal producers in Bolton wanted a cheap means to transport their product. In 1791 they won a grant to build a narrow canal. The funding was insufficient, however, and it wasn't until sometime in 1805 that the work could be completed. The canal was to be 15 miles long, two branches extending from Bolton and Bury to meet in a channel that was to connect to the Leeds and Liverpool then being built. During construction a sudden decision was made to make the Manchester, Bolton and Bury broad rather than narrow, with the result that some already built locks were taken down and reconstructed. As it happened, the extension to the mainline Leeds and Liverpool was never dug, as the Bridgewater Canal made the connection from Manchester for through traffic to the main system. This left the Manchester, Bolton, and Bury as a strictly local thoroughfare.

Freight and passenger traffic began as early as the late 18th century as sections were completed and an aqueduct over the Irwell River was constructed. The Manchester, Bolton and Bury Canal prospered as a coal carrier, and other industries grew up along its banks, including chemical plants, cotton mills and dye works. But as the 19th century ended, the older coal mines became worked out and traffic diminished. The canal suffered some breaches, especially on the hillside overlooking the Irwell and Croal valleys. A serious breach that occurred in 1936 at Prestolee effectively cut off the summit section from the lower level to Manchester. Only heavy coal traffic continued to use the Bury branch until an important colliery, the Ladysmith, closed. The canal's industrial environs were attacked by German bombers during World War II.

Subsequently some parts of the Manchester, Bolton, and Bury Canal became dry and overgrown and several locks were filled. In 1961 Parliament closed the canal to navigation. Various owners acquired much of the canal, and today less than half is owned by British Waterways. Some sections were put into private commercial use, and a road construction project closed a piece in Bury.

Now British Waterways has a plan to restore the Manchester, Bolton and Bury, a scheme for which a major sum (about \$60 million) was made available. It is not yet known whether the entire canal will be restored, but work is planned to start in late 2003 and to be completed in two years.

Over the years many groups have attempted to clear debris from watered sections and maintain the towpath. Although

British Waterways provided little encouragement in the past, its latest restoration plan promises tangible results. But the obstacles are formidable. The existing prism is now used for sewer pipes, sludge mains, overhead power lines, substations, and industrial buildings. Major businesses have developed on the line of the canal. Another major concern will be the fragmented ownership with British Waterways controlling less than half. Two and a half years may be an ambitious target for the huge restoration required to bring this canal back to life.

Despite the unattractive commercial and industrial environs, the canal as a whole might have some attraction owing to some of the places that can be visited, e.g., Bolton and Bury, both charming little towns. The canal actually ends at Salford, across the Irwell River from Manchester, a fine small city that has some noteworthy churches, including a cathedral, as well as many distinguished Georgian houses.

British Waterways faces a formidable task in attempting to restore the waterway in its entirety. The total length now in water is 6.39 miles. The longest watered section is on the link to Bury. Three other very short, widely separated segments have water. A section known as Nob End that has a six-lock stair step succumbed to a major breach, rendering this whole area in need of major restoration. In several places road encroachments have taken away all segments of the canal, and new routing will have to be found because of the presence of these thoroughfares. Elsewhere industrial buildings stand where the canal once ran. These structures will have to be circumnavigated.

Another difficult task will be to acquire privately owned sections of the canal. In other canal restorations there was inevitably some landowner who wouldn't give up his property or who saw an opportunity to hold out for the highest possible emolument. In addition, the various conduits and pipelines now in the prism will have to be dealt with. British Waterways will have to find other routes for them, which might be possible only through the acquisition of adjacent land to accommodate these pipes. Aside from all this is the necessity of restoring the 17 locks and six aqueducts, including three rather large ones. This is a quite large number of man-made structures in a waterway only about 15 miles long.

Scheduled for complete restoration in 2005, the canal will require much work and money, a difficult undertaking that will be interesting to follow. In other restorations, the British have shown great determination and ingenuity in dealing with various obstacles. Throughout the country, road and railway development has rendered canals obsolete, but recent times have seen many moves to restore them. We have yet to see a restoration abandoned because of obstacles or lack of money. We can hope that this will be the case with the Manchester, Bolton, and Bury Canal.



FROM THE ASSOCIATION

From The President

In researching my archives and some of the earlier parts of Paul Hauck's materials to complete Jim Preston's list of Presidents, I was flooded with the "spirit of the canal."

For example, one letter calling for a meeting to plan the '64 (tenth) reunion not only helped resolve the question of who was president in 1963 - Walter Sanderlin - and identified the location of the reunion, but refers to "every five years" for a through-hike schedule - something that became a reality in 1974 although any mention of a five-year schedule had long been forgotten.

In the very early years of the legislative drive for the Park, when a through-hike would come up, Justice Douglas often said, "We'll do the whole thing again on the tenth anniversary [of the '54 hike] or to celebrate the success of a Park bill - whichever comes first." With the passage of the bill in 1971, a through-hike seemed to be a logical way to celebrate, and Douglas' words were recalled. The 20th anniversary, 1974, seemed to be a logical time. That hike was a great success, and the clamor to do it again arose. Every year was too much, and ten years too long; thus was established the five year cycle. It's interesting to discover after all this time that the idea was born in 1963.

Other documents, clippings, and letters in these collections relate to the legislative process which has been summarized in other writings and in a BBC documentary film, but much of the "behind the scenes" is yet to be told. It is interesting how a single document can lead to a flood of details long forgotten. Single documents can sometimes disguise their significance, but when related to others of the same period can be quite revealing.

There is the story of how one principal sponsor of an early House bill ended up voting against his own bill. Another is how one congressman gave us a hard time, until he found and married his high school sweetheart, when all his opposition disappeared. For those who would like to explore the "spirit of the Canal" there is quite a challenge in our archives as Jim Preston and Richard Stoll have found out. You may find a clue to some haunting question or you may discover such delightful frivolities as the menu for the 1964 banquet:

Little Orleans Fruit cup
Jambon á la Hancock
Spuds Paw Paw
Potomac Valley Succotash
Spring Salad Donnelly
C&O Tidbits
Towpath Rolls & Butter
Gateau du Canal
Café Douglas or Washington Postum

Welcome to a piece of Canal History.

Ken Rollins



From The Editor

With the record, or near record, snowfall this winter now

melting away, I am reminded that with a small change in the weather, we could have had another flood year like in 1996, only seven years ago. It was nice not to have to worry too much about the possibility.

What this year does point out is the folly of trying to predict too far ahead when there are unforeseeable events that could happen. Having said that, it also illustrates the need for continued efforts to make sure that there are sufficient resources available to repair the inevitable damages that Nature has inflicted on the canal from its first days. The possibility of storm damage is not something, however, that should lead to abandonment of our national treasure.

As homeowners should know, any structure is somewhat at the mercy of the weather. It is only by being vigilant that the consequences can be mitigated. My house, in particular, is at the bottom of a slope towards the Clara Barton Parkway and is always endangered by storm water flowing towards the Potomac. Happily it has suffered no water damage from either the snow or the rain that followed it. This was due not just to luck, however, but by my making sure that all drainage paths were kept open so that any melting snow could not cause any problems. It was work, but my house stayed dry and it was much less work than if I had done nothing and ground water entered the house.

We have been fortunate in recent years that similar considerations are being given to the restoration of the C&O Canal NHP. While it is impossible to anticipate all eventualities, in the long run such concerns will benefit all users of the park. Let us hope that ways can be found in the future to continue such efforts.
Fred Mopsik



From the Membership Coordinator

As of mid-February, more than half of the memberships in the C&O Canal Association had been renewed for the year 2003. Many thanks to all of you who have responded so promptly! For those of you that submitted comments and/or suggestions with your renewal, rest assured that they have been submitted to the Board for consideration or action.

Members who had not renewed their membership as of March 1, have been sent reminder notices in the mail. If you received a reminder and have already responded, thank you very much. If not yet please do so as soon as possible to keep your membership current and continue receiving *Along the Towpath*.

If you attended the Annual Meeting this month, then you already know we finished the year 2002 with a record-breaking 1054 memberships. I truly believe we can continue this trend with a little effort. Growing and maintaining an active membership in the Association is vital to the preservation and protection of our beloved park. With your help, we can accomplish this goal.

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





Mileposts

By Nancy Long



The **Land Protection Plan (LPP)** is a comprehensive compendium of facts and proposals concerning land use in the C&O Canal NHP. It contains recommendations for park boundary changes that are believed to offer additional resource protection to the integrity of the park.

Priorities for acquisition and exchange of land are listed in order of importance to the park, and are grouped as follows: Priority Group 1 – Purchase of prime cultural and natural resources (inside and outside of the current park boundary); Priority Group 2 – Exchanges of land parcels (inside and outside of the park boundary); Priority Group 3 – Other land priorities (which are specifically listed); Priority Group 4 – Unacquired tracts within park boundary to be acquired to fulfill park management needs, as stated in the General Plan, when funds are available.

As an example, Priority 1 in Priority Group 1 (we know this as the Big Slackwater area) is described as follows: "Approximately 21 acres of fee ownership and trail easements are needed to establish a trail corridor and linkage between the towpath at McMahon's Mill and a point around one-half mile upstream from Dam 4. Approximately 1.8 miles of towpath in this section have been eroded and washed away by recurrent floods, representing the only break in the park's 184.5 mile towpath. Designing an alternate trail along the top of the bluffs is the best alternative until funding is obtained and a sustainably designed towpath is completed. Park visitors are currently rerouted approximately 4.5 miles on county roads from McMahon's Mill to Dam 4. The detour roads, the only current alternatives, have no shoulders and are extremely hazardous. This tract needs to be acquired as soon as possible to re-establish towpath continuity." (Comment - A word of caution: While an interim solution is necessary, let it not become the final solution.)

Heed the cry: "No slack on Big Slack!"

Among its appendices, the LPP contains copies of public laws governing land use, the C&O Canal Act, elements of the General Plan including the zone system, a sample scenic easement document, boundary maps, lists of scenic easements by tract (both acquired and unacquired), and terms and conditions of reserved rights of use - residential. It is a very useful document. Special recognition and thanks are due to Land Resources Specialist Bill Spinrad who prepared the LPP - a job well done.

The LPP is still in draft form pending any changes that may be made as a result of public hearings held in Cumberland, Hancock, and Hagerstown. According to park staff, no meetings are planned further downstream because no land changes in Frederick and Montgomery counties are included in the LPP. Copies of the LPP are available from C&O Canal NHP headquarters by calling 301-739-4200 or 301-714-2201.

The Allegheny Highlands Trail

When the Allegheny Highlands Trail (AHT) connects with the C&O Canal towpath, a continuous trail system will be created that will connect Pittsburgh, Pennsylvania, with George-

town in Washington, D.C. The final segment of the AHT to be completed is in Allegany County, Maryland; the full system is expected to be open in 2004. Officials expect 400,000 hikers and bikers annually once the Pennsylvania trail system is linked with the Maryland system and the C&O Canal towpath. Reports have shown that the Pennsylvania trail is used primarily by bikers. (Comment: To handle this flow of new visitation, the C&O Canal NHP needs an alternate trail at the western end of the park - that is one reason why it is vitally important to develop the Western Maryland Railway right-of-way in West Virginia into a viable trail including bridges and tunnels.)

About The Potomac River

*The environmental group Scenic America has selected a 42-mile stretch of the Potomac as one of the nation's 10 most challenged scenic landscapes, and has designated it a "Last Chance Landscape." The section is referred to as the Middle Potomac and extends from Point of Rocks, Maryland, to Rock Creek in Washington, D.C. The group says the Middle Potomac is threatened by the possibility of another bridge crossing the river, by residential development, and by such obtrusive elements of contemporary society as cell towers.

*"Waters of the Potomack," a documentary history of the Potomac River, has been reprinted by the University of Virginia Press. The Cumberland Times-News reports that "the book records the first-hand impressions of the settlers and surveyors of the river basin, which includes parts of Pennsylvania, Maryland, Virginia, West Virginia and the District of Columbia. It offers an introduction to the geography, geology, and climate of the region along with early descriptions of flora and fauna." There are entries from diaries and journals of historical figures as well as canal and road builders. The author of the book is Paul Metcalf, who died in 1999. Additional information is available at www.upress.virginia.edu.

Notes from the Association's February 2 Board Meeting held at the Glen Echo Town Hall

*Towpath Tags for 2003 have been ordered. Tom Kozar's design features the Great Falls Tavern; Tom is also creating a design for the flag to be used at various locations to attract visitor attention to the Tag fund-raising program. The visitor center at Cumberland has dispensed the largest number of Tags. Some 2002 Tags are still available. (Suggestion: Create a small poster depicting designs for several years to demonstrate the "collectible" aspect of the Tags. Display this with collection boxes.)

*Rehabilitation of the Monocacy Aqueduct is well underway. The methods and materials used by the contractors are not only interesting but fascinating, as demonstrated from descriptions by those who have visited the site and by photos taken there.

*Dave Humphrey is working on a film of the Monocacy Aqueduct, and also plans a short film on Widewater.

*The generous donation of the Kimbrough family for the Widewater rehabilitation project placed the Association in a higher financial status with assets of over \$100,000. Non-profit organizations in this category, by Maryland law, must have an outside auditor conduct an independent financial review. Motion passed: To hire Michael Aukamp as outside auditor with a fee not to exceed \$1,200. (Mr. Aukamp is not a member of the C&O Canal

Association.)

*Superintendent Doug Faris requested \$3,000 to help cover costs for park internships. Motion passed: To approve \$3,000 for park internships; amount to come from the C&O Canal Fund.

*Jim Preston circulated a list of all past Association presidents that he had compiled while working with the archival collection. He suggested a **Presidents' Hike** preceded by a breakfast at Bill's Place. The proposed date is Saturday, May 31, with a camp-out the night before.

*This year's **CanalFest** in Cumberland will feature a fiddle contest in addition to its other attractions. The CanalFest Committee is requesting \$2,500 from the Association; their letter of request had not yet been received so no action was taken. (A copy of the request letter was available at the Annual Meeting, where a special board meeting was called to vote on the request. Motion: To provide \$2,500 to the CanalFest Committee.) (Suggestion: The CanalFest presents a good opportunity to observe the progress of Canal Place projects at the terminus; a visit to the NPS visitor center on the ground floor of the Western Maryland Railway Station is always a special treat.)

*The Association now has a record high membership of 1,054. (Thought: Could the Towpath Tags be responsible for the apparent increase in out-of-the-region memberships? Oregon, Ohio, Washington, Kentucky, Connecticut, Maine, and California, are now represented in our membership rolls.)

*The joint Association-Friends of the Great Falls Tavern Picnic will be held on Sunday, June 22, at Carderock. (Note change in location.)

*A discussion ensued concerning whether the Association should join an organization called Friends of the Potomac. It was decided that more information about this newly formed group is needed before a decision can be made to join.

Comments From Our Members.

*Encourage the Park Service to maintain and/or restore the canal waysides.

*I hope to see the subject of the restoration of the towpath above Dam 4 (and the elimination of an increasingly risky detour) addressed in the near future.

*We are pleased to see frequent articles about the U.K. canals which we cruise every year.

*Thanks for all the great work the Association does to protect and restore this wonderful treasure we all love.

*You really have a great newsletter. The editor is to be commended.

*Don't fix the towpath at Great Falls – it is the only place you can walk without being run down by bikers!

*Please make some Association decals available for sale.

*Bicyclists should dismount in congested areas such as the Tavern or other entry places. Great Falls Park on the Virginia side has had signs in place for some time.

*What are weeds to some people are certainly not to others, and probably would not have been to Justice Douglas whom we have to thank for this wonderful park.

*Please let the Widewater section stay as it is. It is nice to have one challenging area, even for us 70+ people.

*I xeroxed the membership application in the newsletter and gave it to several friends who use the towpath. I think several will

join. People are glad to join when they learn about the Association (and the modest dues).

*Don't get to the canal very often, but enjoy your newsletter. Keep up the good work!

*I am very pleased with all the Association accomplishments. I am particularly pleased with "Along the Towpath" and its many articles and news. I only wish I lived closer to the canal to take part in the many activities.

*Thoughts – Once in the Brookmont area of the towpath, we passed Justice Douglas and his dog. He tipped his broad hat. With my husband we often fished at various points along the river taking the canoe – the riffles below Seneca a favorite place, wild and quiet, wading from one side to the other for hours. So many memories. Level walking above Dam4, skirting the trail above Dam 4 along the rocks; seeing rare wildflowers on the cliffs, white cedars, morel mushrooms, walking ferns – rare and unusual sights – so many. When talking with other canal friends, we think about all our adventures along the canal quite a bit. So glad that we have these memories. When I was a girl, I remember seeing Widewater for the first time and before it was a park. It was like being in another world, not a soul in sight. A great thrill.

*Thank you to all the wonderful volunteers who make this Association so great.

People

***Gary Petrichick** has written and published "The Civil War on the Chesapeake & Ohio Canal." It is a pocket guide containing maximum information at minimal weight – perfect to carry along whether you are hiking, biking, or canoeing. It contains a useful chart describing where certain amenities can be found between Georgetown and Cumberland. Association members may purchase it for \$3.00; it is available to the general public for \$3.95.

*From her farm long the Delaware River, **Barbara Yeaman** writes that the conservation organization she co-founded, the Delaware Highlands Conservancy, received a \$450,000 grant from the State of Pennsylvania; the money is earmarked to purchase three conservation easements. Each of the three parcels of land connects to others already protected, and thus creates "conservation greenways"; each of the three parcels contains diverse natural areas with forested wetlands located near rare habitats. Barbara lives on her farm, and uses it as an environmental education area for elementary school children.

***Helen Johnston**, who for many years imparted her extensive knowledge of wildflowers to park visitors as she led them on nature walks along the canal, and who was a columnist for "Along the Towpath" also for many years, is now living in Adelphi. Her address is Hillhaven, 3210 Powder Mill Road, Adelphi, Maryland 20783-1029.

Notes from the Association's Annual Meeting Held March 1 at the Williamsport Fire Hall

*The slate of officers and board members was elected by acclamation.

*Members devoted a minute of silence to the memory of Bill Speck.

Assistant Superintendent Kevin Brandt reported on the following items:

*Superintendent Doug Faris and Chief of Interpretation Bill

Justice are both recovering well from recent illnesses.

*The preferred alternative for the Widewater rehabilitation project has been selected; final design has been delayed. The existing wooden walkway will be removed and replaced with one of more compatible design. Funds to complete the project are still in the FY 2004 budget.

*The dog leash rule is being strictly enforced; there have been several confrontations between park visitors and unleashed dogs.

*The rehabilitation of the towpath at Big Slackwater is estimated to cost over ten million dollars.

*Signs cautioning about safe use of the trail will be erected along the Capital Crescent Trail where it parallels the towpath in the Georgetown area.

*NPS is represented on a Montgomery County committee to study the feasibility of another Potomac River bridge crossing.

Chief of Natural and Cultural Resources Tina Orcut reported as follows:

*A concessions feasibility study is set to begin shortly. A possible concessions opportunity, she noted, might be providing lodging for park visitors in lock houses. The concessionaire would restore the lock house under historic preservation regulations and NPS supervision. Until the study is completed, lockhouse lodging is very much in the realm of speculation at this time.

Partnerships Coordinator John Noel reported on activities of the Community Foundations established, or planned to be established, in each county bordering the canal. He explained that a Vision Committee is created within each Foundation to consider projects; it may have from six to 12 members, usually community leaders and fund-raising experts. There is also an Advisory Fund Committee, usually of five members, that decides on projects to be funded, although the Canal Superintendent makes the final decision on what is to be funded. The superintendent makes one appointment to this committee, the Vision Committee makes the other four. Superintendent Faris tends to favor funding for renovation of structures, youth programs, and support for more park interns. The Community Foundation charges approximately one percent for management purposes. There were

questions and comments registering some level of concern about the concept.

*In his Treasurer's report, Dave Johnson noted that although the Association has many more members than in years past, there are fewer attendees at hikes – why? He reported to the general membership the requirement for an outside financial review.

*Archives Committee Chair Molly Schuchat informed the membership that the Association's archival collection is open for use by all Association members. The collection is housed in the Special Collections section of the Gelman Library at The George Washington University.

*Membership Chair Barbara Sheridan reported that the current membership is the largest in the Association's history. She noted that 46 new members were the result of Towpath Tag distribution. A membership survey showed that 54% of our members are age 60 or above; and 84% are age 50 or above.

*Tom Perry reported that the participants in the through-bike trips that he coordinates and leads make contributions to the park. This year's donations will go toward the Widewater rehabilitation

*Carl Linden reported for the Special Projects Committee that the Towpath Tag for 2003 will be available very soon. Dave Humphrey will do two films, one on the construction progress and process at the Monocacy Aqueduct, the other using the same approach for the Widewater project.

*The following members were nominated to the Nominations Committee: Tom Perry, Chair; Mickey Reed, Jim Preston, Fred Mopsik, Dave Johnson, Nancy Long.

*After dinner, Emmie Woodward presented for the general membership information about progress of the efforts to convert the Western Maryland Railway right-of-way into a rails-to-trails project.

Special appreciation is extended to Mary Ann Moen and Barbara Sheridan for providing helpful information for this column.

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

ACROSS THE BERM

Rockwood Hoar ("Adam") Foster

Adam Foster died on March 11, 2003, of a cerebral hemorrhage. His wife, Marguerite Peet ("Margot") Foster and four children and grandchildren are survivors.

Adam was a long-time member of the Association and its board who devoted himself to furthering the interests of the C&O Canal National Historical Park, notably as a member of the advisory commission established by Federal law to advise the secretary of the interior on general policies and specific matters related to the administration and development of the park. He had a close interest in the canal and was almost always present at association events until his most recent years when health considerations slowed him down a bit. His career included service as a diplomat, including a tour in London, membership on the DC City Council, and as an investment counselor. He had wide interests. His versatility was exhibited in his membership in

various organizations, including his trusteeship of the Washington Hospital Center and membership in the English Speaking Union as well as other civic organizations. We knew him as an urbane and articulate supporter of the canal who spoke eloquently on behalf of the canal park's interests as well as those of the Association. In the nearly 40 years that he served the Association, he was always an eager and pleasant participant in many endeavors, most recently his participation in establishing the organization's archives. The many association members who knew him will miss him very much.

Hal Larsen



Betty Henson

Elizabeth (Betty) Henson of Potomac Maryland, died October 13, 2002 at Manor Care, Potomac.

For almost 30 years, Betty was a co-leader of the Great Falls Tavern "Sights and Sounds of the Season" nature walk. She was an expert on identifying wildflowers. In addition, she spent many

hours working in the Tavern garden and helping in the many activities of the Friends of Great Falls Tavern and numerous Park Service outdoor functions. She will be very much missed. Elizabeth (Betty) Bushell. ❀

William H. ("Bill") Speck

William H. Speck, a long-time active member of the C&O Canal Association, passed the last lock on January 14th, 2003. He was 84 years old. Bill was an enthusiastic cyclist, hiker and camper who participated in the 1984 and 1989 Douglas Through-hikes. He was a regular and dedicated member of our Saturday-morning volunteer work parties in the Palisades District of the canal for many years, helping with trail maintenance and towpath repair projects. He also served as treasurer of the Association for three terms, from 1986 to 1989.

Bill was born in Peoria, Illinois, and grew up in Lansing, Michigan. He graduated from the University of Chicago in 1940 and from its law school in 1942. Entering the Navy, he served as a lieutenant in the destroyers USS Beale, USS Murray and USS Schroeder in the Pacific, from the Marshall and Solomon Islands

campaigns in 1943 to the final operations off the coast of Japan in 1945. Discharged in 1946, he returned to the University of Chicago as an assistant professor of law. He moved to Washington, D. C., in 1949 to work in the Administrative Office of the U. S. Courts.

In 1952, Bill began a thirty-one year career as a civilian attorney in the Department of the Navy. He started as an assistant counsel at the Bureau of Yards and Docks (later renamed Naval Facilities Engineering Command). From 1973 until his retirement, he served as chief counsel for the command, overseeing more than twenty-five lawyers at the agency's headquarters and at nineteen field offices. He was responsible for legal work involving U. S. Navy real estate, architectural and engineering services, construction, public utilities, and public works. He was the author of numerous articles and papers on government contracts and wrote a regular column, "On Advice of Counsel," for the Navy Civil Engineer for twenty-four years. On his retirement in August 1983, he received the Navy Distinguished Civilian Service Award.

Bill is survived by his wife of 56 years, Betty Ahlquist Speck, three daughters, and four grandchildren. Bill Duddleson ❀

ON THE LEVEL

Level Walker Chair Bill Burton

Appointments: Four new Level Walkers have signed up since the last newsletter. They are: Marlow Madeoy, level #19; Bill Onorato, levels #5 and #7; Derek Byerlee, level #3 and James Biasco, level #44.

Report Summary: Thirty-nine reports have been received since the last newsletter, 26 from 2002 and 13 from 2003. During 2003 a total of 217 reports were received on 65 levels. Listed below is a summary by level of the reports submitted by Level Walkers:

#1 GEORGETOWN: John Barnett, 17; #2 FLETCHERS: Bill Quinn, 2; #3 BROOKMONT-GLEN ECHO: John Artz, 2; #4 CABIN JOHN: Carolyn Reeder, 3; Fred and Judie Mopsik, 11; Judy Olmer, 1; #5 SEVEN LOCKS: Bobbie Thorberg, 2; Brenda and Mark Klueber, 1; Jan and Jim Heins, 2; #6 Widewater-SIX LOCKS: Chris Francke, 3; Harry Bridges, 2; Helen Johnston, 1; John and Mary Fondersmith, 1; #7 UPPER GTFALLS: Alan and Rebecca Hedin, 1; John Belz, 5; #8 SWAINS: Maggie and Paul Davis, 12; Margorie Richman, 1; #9 PENNYFIELD: Mike Schuchat, 7; Tom O'Dea, 1; #10 SENECA: Bill Herrmann, 1; Carol Purcell, 2; Doug Zveare, 1; #11 TENFOOT ISL: Don and Judy Plumb, 1; Marv and Sandy Kahn, 4; #12 McKEE--BESHES: Don and Judy Plumb, 3; Stephen Pollock, 3; William Tammaro, 2; #13 EDWARDS FERRY: Stacey Cramp and Scott Douglas, 1; Stephen Pollock, 2; #14 BROAD RUN: Bob and Brenda Hagan, 1; Martha Shannon, 2; #15

WHITES FERRY: Andrea and Richard Tibbets, 1; Chuck Wilkinson, 1; #16 WOODS LOCK: Michael Ciansiosi, 5; #17 MONOCACY: Anita and Richard Stoll, 1; Eric Wentworth, 2; #18 NOLANDS FERRY: Grace Tucker and Jed Tucker, 7; John and Patty Hawley, 3; #19 POINT OF ROCKS: Allan Jelacic, 2; Jack and Pat Cook, 2; #20 CATOCTIN: Brenda and Mark Klueber, 1; Thad Hecht, 1; #21 BRUNSWICK: Michael Darzi, 1; #22 WEVERTON: Lisa Angstadt, 3; #23 HARPERS FERRY: Mike Landrigan, 2; #24 DAM #3: Howard McGowan, 3; Ron Howard, 2; #25 DARGAN BEND: Andy Linden, 1; Carol and Don Juran, 1; #26 MOUNTAIN LOCK: Hal and Jane Larsen, 4; #27 ANTIETAM: Roy Shilling and Marce Tissue, 3; #28 SHEPHERDSTOWN: John Lindt, 1; Sonny DeForge, 1; #29 FOOT OF SHA RPSBURG: Jack Magarrell, 3; #30 SNYDERS LANDING: Margaret and Michael Brown, 1; #31 TAYLORS LANDING: Brenda and

Mark Klueber, 1; #32 MIDDLEKAUFFS BASIN: Bill Wentzel, 1; #33 DAM #4: Jack Stickles, 1; #34 CHARLES MILL: Linda and Tom Perry, 2; #35 OPEQUON JCT: Audrey and Dave Engstrom, 5; #37 UPPER FALLING WATERS: Russ Meinke, 2; #38 WILLIAMSPORT: Gary Naugle, 1; #39 MILLERS BEND: Paul Kimble, 1; Russ Meinke, 1; #40 LITTLE CONOCOCHEAGUE: Bill Hibbard, 2; #41 DAM #5: B.K. Lunde, 2; #42 FOUR LOCKS: Diane Summerhill, 1; #43 McCOYS FERRY: Carl Pedersen, 1; Karen Gray, 2; #44 FT. FREDERICK/BIG POOL: James Biasco, 1; #45 ERNSTVILLE: Helen and Irvin Keck, 1; Joe Kochenderfer, 3; #46 LICKING CREEK: Margie Knott, 1; #47 LITTLE POOL: Carroll and Phyllis Yingling, 1; #48 HANCOCK: Bill Hibbard, 1; Pat Hurline, 2; #49 ROUND TOP CEMENT MILL: Larry Logan, 2; #50 CACAPON JUNCTION: Janice Plotczyk and Gren Whitman, 1; Karen Elliott and Ed Leisinger, 2; #51

DAM #6: John Popenoe, 3; **#52 SIDELING HILL:** Irving and Rose Ann Soloway, 1; Robert Stockslager, 2; **#53 LITTLE ORLEANS:** Gary Laco, 1; **#55 TOWN HILL:** Karen Gray, 2; **#56 SEVEN MILE BOTTOM:** Pat White, 1; **#57 TWIGG HOLLOW:** Barbara Sheridan, 1; Bill Burton, 1; Pat White, 1; **#58 PAW PAW TUNNEL:** Barbara Sheridan, 1; Bill Burton, 1; Pat White, 1; **#59 PAW PAW FERRY:** Greg and Paula Rosasco, 2; **#60 LITTLE CACAPON:** John and Judith Lilga, 1; **#61 TOWN CREEK:** Carol and Mike Shaw, 1; Hilary Walsh, 1; **#63 OLDTOWN:** Jim Preston, 1; **#64 KELLYS ROAD:** Kris Feldmeyer, 1; **#65 SPRING GAP:** Bill and Marsha Romano, 1; **#66 NORTH BRANCH:** Jim Preston, 1; **#67 MEXICO FARMS:** Jim Preston, 1; **#69 CUMBERLAND:** Jim and Joanne Mullenex, 3.

Reports were not received during 2002 and for the following levels: **#36 LOWER FALLING WATERS**, **#54 STICKPILE HILL**, **#62 SOUTH FORK JUNCTION**, and **#68 EVITTS CREEK**.

Highlights from new level reports received through mid-February:

Level #1: Tidelock to Incline Plane; 11/21/02, 2/6/03, **John Barnett** noted that part of the towpath West of Thomas Jefferson St. was blocked due to the ongoing stone work, however, the repaired stone work East of Lock 1 is beautiful.

Level #3: Lock 5 to Cabin John Creek; 2/2/03, **Derek and Laura Byerlee** reported a person in a kayak dodging ice on the river. 12/31/02, **John Artz** commented on an "Unsafe Ice" sign at Lock 7 on a day with the temperature approaching 60 degrees and no ice in sight.

Level #4: Cabin John Creek to Lock 14; 12/31/02, **Carolyn Reeder** reported worsening erosion and an area where the canal bank was slipping toward the water, however, a plastic fence had been erected along a portion of the area. 12/29/02, 1/22/03, 1/25/03, **Fred and Judie Mopsik** noted there was active ice skating even though a sign was posted for "No Skating Unsafe Ice".

Level #5: Lock 14 to Bridge at Cropley; 11/23/02, **Brenda Klueber and Family** found little trash but saw people by the hundreds enjoying the towpath on a beautiful autumn weekend.

Level #6: Bridge at Cropley to Great Falls Tavern; 1/26/03, **Chris Francke** spotted three beavers between locks 17 and 18 on a cold snowy day.

Level #8: Swains Lock (21) to Pennyfield Lock; 11/26/02, 12/19/02, 1/20/03, **Paul and Maggie Davis** reported numerous trees downed by the recent high winds including one multi-trunk tree down in Swain's Lock boat yard.

Level #9: Pennyfield Lock to Seneca Aqueduct; 12/19/02, **Mike Schuchat** encountered two deer running down the towpath toward him. He stepped aside and the deer jumped in the canal, swam across and ran off.

Level #10: Seneca Aqueduct to Milepost 25; 1/9/03, **Carol Purcell** enjoyed a glorious, but rare, 60 degree January day on the towpath and NO trash to pickup.

Level #11: Milepost 25 to Sycamore Landing; 12/29/02, **Sandy and Marv Kahn** removed a lot of smaller tree debris after the ice storm. The larger pieces had been broken into numerous small pieces by traffic which made pickup more difficult. **Level #12: Sycamore Landing to Edwards Ferry;** 12/20/02, **Judy and Don Plumb** reported that vandalized mile markers #28, 29, and 30 had been replaced by NPS.

Level #14: Harrison Island to Whites Ferry; 1/26/03, **Brenda Hagan** saw a large owl and also reported a tire and TV in the canal near mile 35.5. 11/30/02, **Martha Shannon** reported seeing a pileated woodpecker, titmouse and a flock of chickadees.

Level #16: Woods Lock (26) to Monocacy Aqueduct; 11/30/02, 12/30/02, **Michael Ciansiosi** noted that the park at Dickerson has a new sign that describes Whites Ford and its significance to the Civil War.

Level #18: Nolands Ferry to Point of Rocks; 11/24/02, 1/11/03, **Jed Tucker** found a set of keys at the Calico Rocks Hiker-Biker but very little trash.

Level #19: Point of Rocks to Catoctin Aqueduct; 11/24/02, **Jack and Pat Cook** found the level the cleanest they had ever seen it.

Level #22: Lock 31 to Lock 33; 11/24/02, **Lisa Angstadt** and friend **Tammy** reported a large tree had fallen across the towpath at Sandy Hook.

Level #23: Lock 33 to Dam #3; 1/11/03, **Mike Landrigan** encountered a large youth group from The Annapolis Area Christian School.

Level #24: Dam #3 to Dargan Bend; 11/26/02, **Ron Howard** collected 6 bags of trash, mostly along Back Road where it runs next to the canal. This trash, obviously tossed from vehicles, was an unpleasant sight from the towpath.

Level #30: Snyders Landing to Lock 40; 2/2/03, **Hilary Walsh** reported a large yellow tank lying in the woods next to the towpath. (Has been removed by NPS)

Level #35: Opequon Jct. Hiker-Biker to Lock 43; 12/19/02, **Dave Engstrom** encountered 15 goats grazing along the towpath. The goats then started following their new found goat herder until he was able to convince them otherwise.

Level #43: McCoy's Ferry to Fort Frederick; 11/17/02, **Karen Gray** (with **Kathy Bilton**) reported the towpath in good condition and significant water in the canal throughout most of the level.

Level #44: Fort Frederick to Ernsville; 12/21/02, **James Biasco** noted there was a great deal of beaver activity along the towpath near Ft. Fredrick.

Level #55: Lock 60 to Culvert #208; 11/27/02, **Karen Gray** commented on having a beautiful winter walk after the recent dusting of snow.

Level #56: Culvert #208 to Lock 61; 12/8/02, **Pat White** noted that snow covered most of the towpath hiding the trash, but there were numerous tracks from the wildlife.

Level #57: Lock 61 to Lock 63 1/3; 12/21/02, **Pat White** and **Karen Gray** sighted a bald eagle soaring over the Potomac and fresh beaver activity between Locks 61 and 62.

Level #58: Lock 63 1/3 to Tunnel Parking Area; 1/4/03, 12/21/02, **Pat White** reported significant water flow from the weep holes in the tunnel after the recent heavy rains.

Level #59: Tunnel Parking Area to Opposite Little Cacapon; 1/4/03, **Pat White** noted that chewing tobacco bags and bread wrappers had been stuck on limbs, apparently marking a trail down the towpath.

Level #61: Town Creek Aqueduct to Lock 68; 11/4/02, **Mike Shaw** spotted a flock of turkeys in a field where a farmer was harvesting corn.

Level #63: Oldtown to Kellys Road Culvert; 12/21/02, **Jim Preston** reported two well constructed beaver dams with a large pool above mile marker 168. ❀

THE ASSOCIATION WELCOMES NEW MEM- BERS

Susanne J. ALBRIGHT	Martinsburg, WV
Jim BALL	Brunswick, MD
Richard S. BLACK	Centreville, VA
Suzanne BRADLEY	Washington, DC
Ralph BRITTON	Llano, CA
Charlie H. BROWN	Columbia, MD
Jim & Nancy BRYSON	Potomac, MD
M/M C. B. BURNHAM	Potomac, MD
Elie & Ted CAIN	Potomac, MD
Tim & Judy COLE	Potomac, MD
Bonnie & John COLLIER	Boys, MD
Barbara COLLINS	Annandale, VA
Ryan CONROY	Washington, DC

Jeremy A. COOPER	Stephens City, VA
John & Judi DAVENPORT	Springfield, VA
Mrs. Waltraut DAWSON	McLean, VA
David DICK	State Line, PA
Sally FISHMAN	Bellingham, WA
Frank & Debby FORTKAMP	Brunswick, MD
Jude FRANKLIN	Bethesda, MD
Don GARMES	Hampstead, MD
Alan & Hedda GNAIZDA	Rockville, MD
Theresa HALLQUIST	Jefferson, MD
F. Allen "Tex" HARRIS	McLean, VA
M/M Donald HARRISON	Potomac, MD
Mary D. HAWLEY	Potomac Falls, VA
J. William JOYNES	Eldersburg, MD
R. KEINTZ	Allenwood, PA
M/M Andrew D. KLINGENSTEIN	Potomac, MD
Dennis KUBICKI	Frederick, MD
Frank & Debby LEONE	Arlington, VA
Clark & Cheri LUSTER	Burke, VA
Joseph & Barbara MALONEY	Dayton, MD

Bob NISSEN	Bowie, MD
Bob OGREN	Bethesda, MD
William T. ONORATO	McLean, VA
Jim PANTAZIS	Hyattsville, MD
Carol PARTINGTON	Bethesda, MD
Alan J. PETHICK	South Portland, ME
Judy RATLIFF	Reston, VA
Nasra SAKRAN	Potomac, MD
Walter & Eileen SCHAUERMANN	Finksburg, MD
Stephen & Kate SCHINDLER	Reston, VA
Jane SCOLERI	Clinton, MD
Diane SHIPP	Purcellville, VA
SHOEMAKER FAMILY	Herndon, VA
Nancy SIMPSON	Bethesda, MD
L. SKENDERIS	Potomac, MD
Francie STEVENS	Alexandria, VA
Amanda STROUD	Charles Town, WV
Richard WALLS	Binghamton, NY
Ann L. WARSHAUER	Falls Church, VA



2003 Canalboat Season Begins April 5th

Mule-drawn canalboat rides on the C&O Canal will resume on April 5th and the season will continue through November 9th. Come and experience locking through the eight-foot lift locks during the one-hour ride and hear costumed park rangers describe life for the families that lived and worked on the canal during the nineteenth century.

The Canal Clipper will operate five days a week from the Great Falls Tavern Visitor Center beginning April 5th. The Georgetown, operating from the Georgetown Visitor Center at Foundry Mall, will not operate in April due to construction. The Georgetown season will begin when the masonry work is completed and the canal is re-watered, hopefully by early May.

The schedule of operations for 2003 is as follows:

APRIL 5th through MAY 2nd at Great Falls only:

Wednesday, Thursday, Friday	3:00 PM
Saturday and Sunday	11:00 AM, 1:30 & 3:00 PM

MAY 3rd through JUNE 15th at Georgetown* & Great Falls:

Wednesday, Thursday, Friday	3:00 PM
Saturday, Sunday and Memorial Day	11:00 AM, 1:30 & 3:00 PM
(Will not operate May 28th)	

* Georgetown start date is contingent on re-watering. Call to confirm.

JUNE 18th through AUGUST 31st at Georgetown & Great Falls:

Wednesday, Thursday, Friday	11:00 AM, 1:30 & 3:00 PM
Saturday and Sunday	11:00 AM, 1:30, 3:00 & 4:30 PM

LABOR DAY through NOVEMBER 9th at Georgetown & Great Falls:

Wednesday, Thursday, Friday	3:00 PM
Saturday, Sunday, Labor Day and Columbus Day	11:00 AM, 1:30 & 3:00 PM
(Will not operate Sept 3rd or Oct 15th)	

Fares for 2003 remain	Adults (age 15-61)	\$8.00
	Seniors (62 & older)	\$6.00
	Children (age 4-14)	\$5.00
	Infants (age 3 & younger)	free

For more information about the boat rides, call the Georgetown Visitor Center at 202-653-5190, or the Great Falls Tavern Visitor Center at 301-767-3714.

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*. The C&O Canal Fund is a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park. Contributions to the Widewater Fund will be used to restore the towpath in the Widewater section of the canal below Lock 15. The Davies Legal Fund is a reserve to cover legal costs, if necessary, to defend the canal against threats to its environmental integrity. Contributions received after February 20th will be acknowledged in the next issue of the newsletter.

Mario & Anne ABBATE	Phyllis ELLIOTT	Andrei KUSHNIR	Tom & Gayle REID
Benjamin F. ALLEN	David & Audrey ENGSTROM	Michael J. LANDRIGAN	Craig A. REYNOLDS
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Dennis BARRY	Evelyn GROSSMAN	Michael & Lou Ellen LEWIS	Susan DOMBROWSKI
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John & Vivian EICKE			

❁ NATURE NOTES ❁

Fred Mopsik

This has been a very cold winter compared to those of recent years. Statistics being what they are, I have just compared my meter reading for the month of January and found that it is the largest since 1994. As my house is heated by an electric heat pump, this is a good measure of how cold it has been. Since global warming has been a recent subject of this column, I can also state that this recent cold spell statistically does not change any of those points previously made.

The cold spell has reminded me of what winters can be like. Aside from having to dress more warmly and spend more on heating bills, it also has allowed a hockey game to be played in the canal at Lock 8 without danger of falling through the ice. There is now ice in the river, and the side channel between the towpath and Minnie's Island is covered with ice.

The sun was bright today but still low in the sky at the end of January. The river was not flowing as fast as it has recently from the earlier rains, so that the surface of the river was quite smooth. The reflection of the sun from the water highlighted the whiteness of the snow-covered patches of ice. This too is nature, a scene of great beauty. One does not have to travel very far to experience it. For myself, I am fortunate to experience it on a daily basis, if just to walk my dog.

There have been other days when the towpath has been almost deserted and the sky has that winter gray with some bright light from a partially obscured sun. If I am on the canal an hour or two before sunset and the river is still, there is a scene of silvery gray that can be just as beautiful, especially with the diffuse light coming from across the river. I have often thought that it would be a very special set of images to capture all of these moods by a camera set up in one fixed spot. Most would be in the winter when the leaves are off the trees and the theme would be the mood and lighting. This is a project for some other day.

Walking my dog also made me think that there can be some true benefits from this cold weather. In recent years, the flea population has been a problem, requiring that I take care so that my dog does not get an infestation and bring it into the house. A hard freeze should greatly reduce the flea population next summer. Similarly, it may help reduce the tick population and the concern about Lyme disease. Just like wild flowers, a favorite subject for *Nature Notes*, wild insects are affected by climate and weather patterns. We tend not to notice this as much, in part because of our natural aversion to insects, but they are certainly part of nature, a very important part as much as birds and wildflowers are. Most are not harmful and are an important part of what we consider to be nature.

Bees are an obvious example of a beneficial insect, but there are many more even those that act as pollinators. I happen to have in my house an angraecum orchid that is pollinated by a special, long-tongued moth. Tubular flowered plants that are native to our area are not bee pollinated, but rather often butterfly polli-

nated. Other, less attractive insects help recycle fallen organic matter to the soil.

Other fauna are, of course, more noticeable, especially the birds. Some birds remain active in the winter and they are much more noticeable. A week ago, there was a blue heron in the canal prism. And a few weeks earlier I saw a pileated woodpecker. Today there was an entire flock of house finches flying among the branches of a few trees on the way to the canal. With a bird feeder, one can always see goldfinches, titmice and nuthatches through the winter. I have recently heard a goose honking and saw the familiar vee of Canadian geese flying over my house.

On the other hand, most flora are quite dormant even if evergreen. There are plants that can actively grow at lower temperatures but most just maintain their integrity for the time when the weather warms up. One of the skills that I have learned from gardening is to be able to look at a dormant plant and decide as to whether it is alive or not.

Since so much is dormant, winter is often portrayed as a sad time. The theme becomes more one of survival rather than enjoyment. There are people who become quite depressed from the shorter, darker days. Light therapy is becoming a recognized procedure. Of course, I leave aside the winter sports participants.

I have for a long time felt that the worst month is February, with its gray skies and the continued cold. This is despite the fact that the days are getting longer, the sun is higher in the sky and the knowledge that, in our area, spring is not very far away. I have always tried to plant some crocus and gallanthus near the entrance to my house as a reminder of what is to come. They have served their purpose well. Similarly, I start to count on a calendar how many more weeks there are until March when there is a first hint of spring. I even follow the weather forecasts and know that if there is no snow in the offing by the second week of March, I can start to put away my snow removal equipment.

Recently, I have been part of conversations as to whether it is better to live where it is always mild or where there are definite climatic seasons. Most people feel as I do, that it is more stimulating to experience the seasons. As dreary as winter can be, the explosion of spring in our area is an experience that I still marvel at. The progression of birds and plants is made possible only because there has been a winter. It is the change that makes this progression so memorable.

The garden catalogs have recently arrived, and now that my outside garden space has changed, I get to start my gardens with a new viewpoint. This, too, is a result of winter and one that I am getting ready to enjoy. I even can start thinking of using plants that I could not use in earlier years. Plants that only grew somewhat further south now survive quite nicely. I may even get to grow a camellia again. When I tried to do so 30 years earlier, they did not survive a particularly hard winter. One can always find, after all, a reason to be happy, regardless of the occasion. ❁

ANNOUNCEMENTS

Douglas Hike

This year's Douglas hike, on Saturday, April 26, will take us through the Widewater area, a very scenic but somewhat challenging area to traverse. We will meet the buses at Carderock Recreation Area at 10:00 AM in the last parking lot to the right as you enter the park.

You can choose between three options for the length of the hike. The longest, 11 miles, will start at Violettes Lock. A little shorter hike, 8.5 miles, will be from Pennyfield lock. The shortest hike, 3.4 miles, will begin at the Great Falls Tavern. On the reservation form, please indicate which hike you plan to take. Each person will be asked to contribute \$5.00 to pay for the buses. There will be no charge for children.

Our happy hour and dinner will be at Saint Francis Episcopal Church, located at 10033 River Road, Potomac, Maryland. The times are 4:30 PM for the happy hour, 5:30 for the dinner. Reservations, at \$18.00 per person must be received by April 18. No reservations are needed for the hike.

This year, there will be a guest speaker, Denis McMullen of Denis McMullen and Associates, responsible for the engineering for the repair of the Monocacy Aqueduct. He will speak on the C&O Canal aqueducts

Directions to Carderock:

The entrance to Carderock Recreation Area is directly opposite the entrance to the Naval Surface Weapons Center, located just off the Clara Barton Parkway upstream from the Beltway. Go to the parking lot the furthest to the right.

Directions to Saint Francis:

As you leave Carderock, turn left on the Clara Barton Parkway. Turn left on MacArthur Boulevard and continue to Falls Road. Follow Falls Road to River Road. Turn right on River Road, Saint Francis is a short distance on the left.

If you need more information or additional instructions, please call Sonny DeForge at 301-530-8830. ❀

Two Through Bike Rides This Year.

In addition to our very popular October ride the Association will be offering an additional one in June this year; each one will be a little different from the other, so read on to see which one might be right for you. Dates for the early ride are June 3-7, a five-day trek beginning in Cumberland on Tuesday and ending in Georgetown on Saturday. For this ride we may or may not have "sweeps" in place. (For neither ride will there be a sag wagon to carry your stuff from campsite to campsite). Also, the June ride is intended for campers. We will average 40 miles a day.

The October ride will take advantage of the Columbus Day

holiday so that participants will be able to miss one less day of work. Dates are October 8-13, Wednesday-Monday. This ride has two different groups moving together: campers and motel people, affectionately called "muffins". We are accompanied by trained members of the C&O Canal Patrol team, which function as "sweeps" at the rear. Since this is a six day ride it is a little more leisurely, doing about 30 miles most days. For both rides all participants need to arrange their own transportation up to Cumberland and be picked up in Georgetown at ride's end; however we do try to pool our efforts as the list of registrants develops.

To register for either ride please send a \$20 non-refundable fee, to Tom Perry, 116 S Conococheague St., Williamsport, Md 21795, indicating which ride you are signing on for; if you have questions, you may call him at 301-223-7010. Upon registration you will receive a confirmation with additional information for your planning and preparation.

Tom Perry ❀

Salute to the Association Presidents - Breakfast and Hike

The Association has had 23 presidents since its founding in 1957. Many of them have served more than one term. This year we start what we hope will be an annual event: A breakfast in honor of a president followed by a hike.

On May 31st we will gather at Bill's in Little Orleans to honor Lewis W. Schollenberger, founding member and first president. Breakfast - ham, eggs, home fries, beverage - will be at 9:00 AM. Menu subject to change. Remember this is Bill's, we get it his way or no way. At 10:00 AM we will hike down to Indigo Tunnel and back. Reservations at \$6.00 are required for Breakfast, seating is limited to 20. Send your reservations in early, see separate sheet in this newsletter. [To get to Bill's in Little Orleans, take Exit 68 from I68, go south about 6 miles, when the white house appears in front of you take the left fork and find a parking spot, Bill's is on the left before the underpass. The canal is just beyond the underpass.]

Jim Preston 301-334-9760 ❀

World Canals Conference 2003

The preliminary schedule for the 2003 World Canals Conference is now available. The conference takes place in Edinburgh, Scotland, September 24-26 and will have a dual focus: (1) leisure and tourism and the management of leisure and tourism assets for today and in the future; and (2) regeneration in its broadest definition, incorporating rural and urban regeneration, and the unforeseen benefits of waterside regeneration and development. The Scottish canals offer superb examples for both.

Early registration begins on the afternoon of September 24, with a reception that evening. Wednesday morning includes the opening plenary sessions, discussion groups and workshops, and lunch. The afternoon is filled with site tours by motor coach, and

a ceilidh and reception in the evening. Site visits by motor coach take place again Thursday morning with return for an afternoon plenary session, discussion groups and workshops. An informal social event with entertainment takes place in the evening. Friday morning includes a session on the canals of Scandinavia (host of the 2005) conference, a program by the host of the 2004 conference, St. Catherine's, Ontario; and final discussion groups and workshops. The conference concludes at 1:45 p.m. following a final plenary session and lunch.

Incidentally, the Gaelic word ceilidh (pronounced kā'li) refers to an informal gathering for music, dancing, song, and story. Ceilidhs are very festive and characteristically involve participation by everyone present. Come prepared to enjoy yourself in true Gaelic fashion!

Featured on this conference will be the Forth and Clyde Canal that opened in 2001 and the Falkirk Wheel boat lift connecting the Forth and Clyde to the Union Canal that opened in May 2002. Online information is available at <http://www.scottishcanals.co.uk/>. The conference fee of £300 includes all conference site visits, discussion groups and workshop sessions, plenary sessions, three lunches, three evening receptions, and coffee breaks.

Information on the conference, including the preliminary schedule and the registration form, is available by mail from British Waterways Scotland, 1 Applecross Street, Glasgow, UK, G4 9SP; from the web (<http://www.worldcanalsconference.org/wcc2003.htm>); by phone for voice at 44(0)141 332 6936 or fax at 44(0) 141 332 6936. E-mail: cacain@britishwaterways.co.uk
Karen Gray



Frostbite Hike

Carl Linden



Monocacy Construction

Carl Linden

BOOK MAIL ORDER FORM

Please send me the publications checked below:

Title	Member's Price	Postage	Total	Encl.
<input type="checkbox"/> Civil War Pocket Guide	\$3.00*	\$0.75	\$3.75	\$ _____
<input type="checkbox"/> Pocket Guide to C&O NHP	\$2.00*	\$0.75	\$2.75	\$ _____
<input type="checkbox"/> Food & Lodging Guide	\$1.00	\$1.00	\$2.00	\$ _____
<input type="checkbox"/> Both pocket guides	\$5.00*	\$1.00	\$6.00	\$ _____
<input type="checkbox"/> Both pocket guides + F&L	\$6.00*	\$1.25	\$7.25	\$ _____
<input type="checkbox"/> Davies' Geology	\$49.95	\$4.60	\$54.55	\$ _____

Subtotal, books and postage

\$ _____

Maryland addressees, please add Sales Tax
(Civil War .15; Pkt Guide .10; F&L .05; Davies \$2.50)
Total enclosed

\$ _____

\$ _____

Please enclose check payable to C&O Canal Association.

*Non-member prices: Civil War \$3.95; Pkt Guide \$3.00, both \$6.95, all three \$7.95

Send to:

NAME: _____

ADDRESS: _____



CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.

FINANCIAL STATEMENTS

STATEMENT OF INCOME AND EXPENSE

	<u>2002</u>	<u>2001</u>
ADMINISTRATIVE		
Income:		
Membership dues	\$19,430	\$17,770
Interest and other	<u>228</u>	<u>248</u>
Total Admin. Income	19,658	18,018
Expenses:		
Newsletter	7,671	7,228
Membership	1,966	1,697
Festivals, March-For-Parks	753	1,140
Special projects	1,000	253
Other committees & officers	1,241	1,223
Depreciation & maintenance	350	293
Other expense	<u>1,843</u>	<u>620</u>
Total Admin. Expense	<u>14,824</u>	<u>12,454</u>
Net Admin. Income	4,834	5,564
SALES		
Income	2,196	5,534
Expense [1]	<u>1,018</u>	<u>3,640</u>
Net Sales Income	1,178	1,894
ANNUAL MEETING & HIKES		
Income	3,281	5,883
Expense	<u>3,249</u>	<u>6,016</u>
Net Events Income (loss)	32	(133)
OTHER NON-ADMINISTRATIVE		
Net Income (loss)	281	4
FUNDS (C&O, Davies, Monocacy, Widewater)		
Income	126,377	23,978
Grants:		
To National Park Service	13,860	12,282
To National Park Foundation	<u>-0-</u>	<u>7,589</u>
Net Funds Income	12,517	4,107
TOTALS		
Income	151,513	53,417
Expense	<u>32,671</u>	<u>41,981</u>
Net Operating Results	118,842	<u>11,436</u>

NOTES:

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

[2] Fixed assets - net value reflects total acquisition cost (\$12,195) of capital equipment less accumulated depreciation (\$11,859.) Most items have reached or are near full depreciation.

BALANCE SHEET

	<u>12/31/2002</u>	<u>12/31/2001</u>
ASSETS		
Checking account	\$57,661	\$49,548
Money market fund	128,532	17,451
Other current assets	2,936	2,791
Inventories - sales items	4,916	5,655
Fixed assets - net value [2]	<u>336</u>	<u>502</u>
Total Assets	<u>194,381</u>	<u>75,947</u>
LIABILITIES & RESERVES		
Current liabilities	3,022	3,430
Reserve - Davies Legal Fund	18,450	17,451
Reserve - C&O Canal Fund	10,110	14,394
Reserve - Widewater Fund	116,602	-0-
Reserve for publications	1,179	257
Accum. Operating Results	<u>45,018</u>	<u>40,415</u>
Total Liabilities & Reserves	<u>194,381</u>	<u>75,947</u>

SUMMARY OF FUNDS ACTIVITY

	Davies Fund	Widewater
Balance, 12/31/2001	\$17,451	-0-
Contributions received	755	115,711
Dividend income	244	891
Expenditures	<u>-0-</u>	<u>-0-</u>
Balance, 12/31/2002	18,450	116,602
	C&O Fund	Publications
Balance, 12/31/2001	\$14,394	\$257
Contributions received	8,776	-0-
Sales income	800	922
Expenditures	<u>(13,860)</u>	<u>-0-</u>
Balance, 12/31/2002	10,110	1,179

Monocacy Aqueduct Fund - Total 1995-2002 [3]

Contributions received	\$131,238
Sales income	8,556
Net investment growth	<u>18,823</u>
Total	158,617

NOTES:

[3] The Monocacy Aqueduct Fund was managed by the National Park Foundation and was not included on the balance sheet. The fund was closed to new contributions at the end of 2001. In 2001, \$6,500 was transferred to National Park Service for kiosk construction. In July 2002, the Foundation transferred the remainder in the fund, \$152,117, to NPS for aqueduct restoration and stabilization.

This summary is a condensed version of our financial statement. A copy of the full financial statement is available upon request from the Association. 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, State House, Annapolis MD 21401, for the cost of copying and postage.

Submitted by David M. Johnson, Treasurer

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
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 5	Sat	The 15 th Annual Potomac River Clean up, sponsored by the Alice Ferguson Foundation. 9:00 AM to noon. Contact GeorgeAnn Smale at 301-581-9584.
Apr 6	Sun	Board Meeting. Glen Echo Town Hall, 1:00 PM.
Apr 26	Sat	Justice William O. Douglas Annual Hike, 10:00 AM. Details and form inside. Contact Sonny DeForge 301-530-8830.
May 17, 18	Sat, Sun	Canalfest in Cumberland. Contact Mary Anne Moen, 301-759-3197.
May 17, 18	Sat, Sun	North-South Skirmish, Off Rt 522N, Winchester, VA. Contact Rita Bauman, 540-888-1425
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 Barbara Sheridan at 703-306-6549 or Carl Linden at 301-229-2398.
May 31	Sat	First Annual Hike honoring the Association's Presidents. Little Orleans, 10:00 AM. Jim Preston 301-334-9760
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 Carderock Recreation Area, 6:00 PM. Contact John Lindt 301-469-6381 or Sonny DeForge 301-530-8830.
Jul 4	Fri	Celebrate the 175 th 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 st 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 15	Sat	Continuing Hike Series. Meet at Oldtown at 10:30 AM. Gene Long will join us then and describe the Oldtown river crossings. 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, 1:00 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.



River Clean Up on April 5th

The 15th annual Potomac River Clean Up, sponsored by the Alice Ferguson Foundation will be held on Saturday, April 5th, from 9 AM to noon. Association members, bike patrollers and Tavern Volunteers are invited to meet at Great Falls Tavern at 9

AM to join in the clean up.

Following the clean up, join memebbers of the Bike Patrtol for a group ride. Bring lunch if you plan to participate in the bike ride. See how much trash can be found. Please contact Georgann Smale if you plan to attend, at 301-581-9584 or gsmale99@yahoo.com.

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

C&O Canal Association

Annual Membership Report – March 1, 2003

I am happy to report that 2002 was a record-breaking year for membership in the Association. As you can see by the chart below, we are continuing the upward trend that we have been experiencing for the past three years:

Year	1997	1998	1999	2000	2001	2002
Member	437	495	415	432	454	439
Family	325	335	298	290	344	367
Patron	201	210	192	236	220	248
Totals	963	1040	905	958	1018	1054

At least part of the increase in membership is due to the moderate success of the "Towpath Tag" program which we began around this time last year. In a nutshell, 45 of the 52 membership inquiries that we received in 2002 through this program have resulted in new memberships. Since this will be an ongoing program, we are hopeful that it continues to attract new members.

As you probably recall, there was a survey attached to the 2002 renewal form with three different questions. The first asked, "How did you find out about the C&O Canal Association?" No surprises here. Close to two-thirds of the members responding indicated that they became aware of the Association through friends or at a Visitor Center with an additional 14% reporting that it was through newspapers. A total of 168 responses were received from individuals who were willing to become more involved in the Association and/or service to the park through volunteer opportunities. The table below reflects those results:

Activity	Level Walker	Committees	Festivals/Events	Other
# of volunteers	64	16	41	47

The names of all new volunteers have been forwarded to the appropriate Committee Chairs and/or the Association Officers for follow-up. Many thanks to all of you new volunteers and also to current volunteers who have generously committed to doing a little more!

Last, but certainly not least, was the portion of the survey related to the age of Association members. To my surprise, more members filled out this section than the other two. We often refer to ourselves as a "graying organization" and the figures below readily support that premise.

Age	Under 20	20 to 30	30 to 40	40 to 50	50 to 60	60 to 70	70 to 80	Over 80
Number	19	3	28	92	204	204	154	48
Percentage	2.5%	.5%	4%	12%	27%	27%	20.5%	6.5%

In conclusion, may I say a hearty "thanks" to all of you who took the time during the past year to provide comments or offer suggestions that were beneficial to either the Park or the Association. Please be assured that anything not directly related to the Membership Committee was forwarded to the appropriate Committee or to the Board for response or action.

Barbara Sheridan, Membership Coordinator

703-306-6549

barbara.sheridan@gsa.gov



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

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

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

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 (301)530-7473 Bethesda, MD 20817

Information Officer

Mary L. Fondersmith 6417 Western Ave., NW
 (202)966-8431 Washington, DC, 20015-2448

Board of Directors: (Terms expire in 2006) Bill Hibbard, Steve DeLanoy, Carl Linden, Nanct Long, Ken Rollins, (Terms expire in 2005) Blair Bower, John Lindt, Charlotte Loveless, Dward Moore, Peter Whitney, (Terms expire in 2004) Adam Foster, Nancy Hartman, Fred Mopsik, Barbara Sheridan, Richard Stoll

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

Archives	Molly Schuchat/Adam Foster
Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Peter Whitney/Fred Mopsik
Level Walkers	Bill Burton
Festivals	Rita Bauman
Programs	Sonny DeForge
VIPs	John Lindt
Membership Coordinator	Barbara Sheridan
Editorial	Frederick I. Mopsik

Editorial Staff

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

Associate Editors: Dave Johnson, Don Juran, Carl Linden, Nancy Long, Judie Mopsik, Ken Rollins

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DIRECTORY C&O CANAL NHP Telephone Numbers and Personnel

C&O CANAL NHP HQTRS	(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	Vacant
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
Special Permits	(301)714-5817	Donna Swauger
Chief of Maintenance	(301)714-2216	Bob Hartman
Partnerships Coordinator	(301)714-2233	Vacant
Volunteer Coordinator	(301)714-2238	John Noel
Engineer	(301)745-5818	Dan Copenhagen

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

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	1-(866)677-6677
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

24-HOUR EMERGENCY (TOLL FREE) 1-(866)677-6677

HAZARDS CHO_Hazards@nps.gov

CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

**Douglas Hike April 26, 2003
Announcement on page 16**

New Towpath Tag Available

River Clean Up April 5 on page 21

**See the renovation at the Monocacy
Aqueduct**

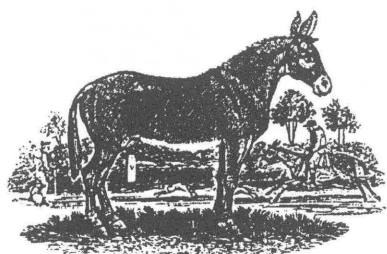
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