



# 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

## 50<sup>th</sup> ANNIVERSARY DOUGLAS HIKE NEXT YEAR

Barbara Sheridan



Justice William O. Douglas leading the 1954 Hike to save the Canal

Preparations have begun for the 2004 Through-Hike of the Canal. This hike will have special meaning as it will be the 50th anniversary of Justice Douglas' 1954 trek to save the Canal. In light of this, we are exploring the possibility of accommodating more hikers than usual with the likelihood that some campers

may have to use nearby "overflow" space for sleeping although they could still participate in meals and campfires. This hike is a tradition that began on the 20th anniversary of Douglas' famous hike and has been repeated every five years since.

The 2004 hike will be held during the last two weeks of April. We will be hiking the entire length of the Canal from Cumberland, Maryland to Georgetown with a daily hiking distance that will be between twelve and fifteen miles. We plan on camping each night with the exception of the mid-hike weekend. Some participants may elect to make their own arrangements to stay in motels along the way, instead of camping out with the group. All meals will be provided, either in camp or by various organizations in local communities along the way for the entire trip. Participant's gear (tents, sleeping bags, and clothing) will be transported between campsites for them.

We are hoping to offer the same flexible arrangements as the 1999 through-hike. This would allow members to sign up for the full two weeks or just the first or second week, if preferred. Overall participation will be limited to the capacity of the campsites (and possible "overflow" areas) and we are working to determine that limit now.

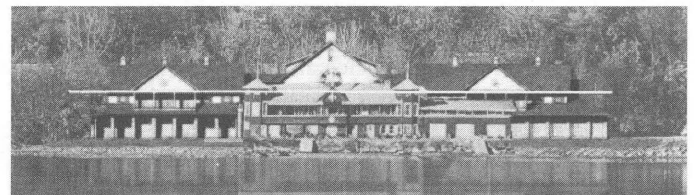
*Hike continued on page 2*

## Georgetown Boathouse Next to Canal & Crescent Trail

Carl Linden

Georgetown University is currently seeking zoning from DC to put a boathouse on the Potomac shore just above Key Bridge and the Washington Canoe Club boathouse. The Georgetown plan would place the structure next to the Crescent Trail and the C&O Canal. The 1200 foot frontage will occupy park land obtained from the NPS in exchange for a piece of shorefront originally owned by CSX and acquired by the University in the area of the Canal's Inclined Plane site a quarter mile above milepost 2 on the towpath. There is no land access to the latter frontage except for over a mile along the Capital Crescent Trail. It is periodically flooded and would be difficult to use.

Access to the proposed location above Key Bridge is also constricted and would require wedging a narrow pavement hard against the Washington Canoe Club's boathouse wall and the



Proposed Georgetown University boathouse. The level of the towpath is shown by the superimposed white line.

Capital Crescent Trail and the palisade wall of the canal towpath above. It may even be necessary to cut into the palisade to provide minimum room for the contemplated access road.

The Georgetown boathouse, as the architect's drawings show,

*Boathouse continued on page 2*

*Boathouse continued from Page 1*

is much larger in size and much higher than the Washington Canoe Club boathouse (292 feet long, 60 feet wide on the ends and 89 feet in the center in width and heights on the ends of 41 feet rising to 54 feet in the center). It extends 250 feet upstream beyond the original Georgetown waterfront plan. Of particular relevance from the perspective of the C&O Canal National Historical Park is the height of the proposed boathouse. Its three peaked roofs all rise above the level of the towpath. The middle peak rises 21 feet above the path and the two end peaks 7.5 feet above the path and will be 60 feet from it. If the plan is realized as presently proposed, a classic view of the Key Bridge and river from the towpath approach to Georgetown will be obstructed as will views from 80 to 300 feet above the shoreline in Virginia. This view is known and enjoyed by all the many walkers, joggers and bikers who travel this scenic section. The University's write up on the proposed boathouse boasts of the view of the river and the Key Bridge that students, parents and alumni will enjoy. At the same time the structure as designed would effectively restrict the same view from the towpath and the public's unimpeded enjoyment of it.

This encroachment upon a classic view of the river and the Key Bridge as a gateway to the capital is of special concern to our Association. An additional concern is the prospect of the taking of park land originally intended by NPS to protect the natural environment adjacent to the canal right-of-way and turning it over to private use. For some reason GU has not chosen to locate the proposed boathouse downstream in the area between Key Bridge and 34th Street, specifically designated by the NPS for boathouse and non-motorized boating installations. It is such concerns that have led our Board of Directors to oppose the Georgetown boathouse plan in its present form. The Board has designated Frederick Mopsik, chairman of our environmental committee, to be the Association's spokesman in opposing the boathouse plan and Georgetown's request now pending before

the DC Zoning Commission to rezone the park land in question to allow the construction of the boathouse upon it. Without the necessary rezoning, Georgetown's boathouse project will not be able to go forward at the location in question. The Zoning Commission began its deliberations on the rezoning issue on Monday, May 19<sup>th</sup>, hearing the presentation of the representatives of Georgetown University and the Park Service in support of the rezoning request. The members of the Zoning Commission raised a variety of questions concerning the boathouse project and following the presentation, opponents of the project and the rezoning request were given the opportunity to cross-examine the presenters. One member of the Zoning Commission who represents the Park Service recused himself from the proceedings to avoid a conflict-of-interest in the matter. The Zoning Commission recognized the Association as a party in the zoning case and Fred Mopsik cross-examined the presenters supporting the project. Fred focused his questions on the lack of consideration that both Georgetown University and NPS and the Zoning Commission recessed the meeting at 11:00 p.m. and continued on the evening of June 5th and then on June 19<sup>th</sup>. Fred Mopsik presented the Association's arguments against the rezoning of park land for boathouse project at the June 19th meeting. Association members Carl Linden and Ken Rollins also presented brief statements in opposition to the project, but in the capacity of interested individual citizens. Fred's primary point was that neither GU nor NPS had considered the impact of the boathouse construction on the C&O Canal NHP. Among those organizations opposing the project are the Washington Canoe Club, the Crescent Trail Coalition, the Sierra Club, the Audubon Society, the National Parks Conservation Association, and numerous others.

On June 20<sup>th</sup>, The C&O NHP Advisory Commission unanimously voted its concern for the size and height of the boathouse and a formal resolution was forwarded to the Zoning Commission. ❀

*Hike continued from page 1*

As you can imagine, there is a lot of planning and work involved in organizing an event of this scope and size. Although formal registration will not begin until later this year, priority will be given to those members who participate in the planning process from the beginning. Additionally, all hikers are expected to share in the work details and chores during the actual hike. Hikers will be assigned to help out in meal preparation, camp set-up and tear-down, loading/unloading the gear van, and whatever chores are needed to enjoy a successful hike.

If you are interested in participating in the 2004 hike, and/or

wish to be a part of the planning process, please send your name and address to the C&O Canal Association, P.O. Box 366, Glen Echo, Maryland 20812-0366. Your response should be received no later than August 1, 2003. If you prefer, you may email your name and address to Barbara Sheridan at [barbara.sheridan@gsa.gov](mailto:barbara.sheridan@gsa.gov). Your name will then be placed on a preliminary list. All members who are on the list will be invited to a planning meeting sometime later this summer when it is scheduled. If you have any questions, you may contact Barbara Sheridan at the email address above or by phone at 703-306-6549. ❀



## C&O Canal Genealogy

I thought you might want to know that there is a new Roots web email list for family historians researching families associated

with the C&O Canal. Rootsworld lists are free and you can find out more about them at [Rootsworld.com](http://Rootsworld.com). To subscribe to the list, send an email with the single word "subscribe" to this address: [CANDOCANAL-L-request@rootsworld.com](mailto:CANDOCANAL-L-request@rootsworld.com). Dory Zinkand, Elkton, Maryland ❀

## Monocacy Aqueduct Stabilization in Progress

On May 17<sup>th</sup>, members of the C&O Canal Association were given a tour of the construction site at the Monocacy Aqueduct and shown how the project was progressing by Denis McMullan, who engineered the project and Jim Trevarro, in charge of the construction. When it is completed, the braces will be removed and the Aqueduct will look exactly as it does now, except that it will be in no danger for many years to come.

As an example of the historical accuracy being maintained, the grout used to repoint the stone is being matched for color to the current original and applied in such a way that the lichens growing on the Aqueduct will not be disturbed.

An interesting point is that in the early 19<sup>th</sup> century, one of the most challenging tasks was to keep the Aqueduct from leaking. In England they used clay liners, but for esthetics, in order to keep the arches thin and graceful, the Monocacy Aqueduct was designed without the liner. The result was a most beautiful structure, but leakage was always a problem. Fred Mopsik



Scaffolding for Monocacy Aqueduct stabilization

Hal Larsen

## The Western Maryland RR Rails-to-Trails Possibility

The C&O Canal NHP owns the abandoned Western Maryland RR right-of-way from Lock 56 on the towpath to near Cumberland. It is 34 miles long, and in the first 15 miles it goes through three tunnels on the Maryland side, and crosses the Potomac River six times on high trestle bridges. A total of seven miles is in West Virginia.

The current Western Maryland Rail Trail ends at Pearre (Lock 56) on the canal. Continuing that rail trail through the Paw Paw Bends to Cumberland remains a dream. The Canal NHP staff is working on a report of their findings from the preliminary meetings in 2002, and by the end of 2003 will present the report

to the public. They will then hold public meetings soliciting specific ideas for the use of that 34 mile right-of-way. The West Virginia landholders have strongly opposed the trail idea. The Park Service is maintaining a neutral position.

Tom Hahn's guidebook for the towpath west of Williamsport clearly shows the almost symbiotic relationship between the Western Maryland RR and the Canal. Although they co-existed as working entities for less than two decades they are strongly tied together. And, as biking traffic increases from the Pittsburgh-to-Cumberland trail, having a Western Maryland alternative through the Paw Paw Bends would help preserve the primitive state of the towpath through that remote area.

I am still trying to drum up grass roots support in Morgan County, WV, so if any of you know people who live there who would be supportive, please contact me. I also recommend viewing the web site [www.wmwestsub.com](http://www.wmwestsub.com) for beautiful photos of the whole area. Just click on "slide show" at the beginning of the site.

Emmie Woodward, [Actthree@earthlink.net](mailto:Actthree@earthlink.net)



Looking upstream from Bridge No 5

Jeremy Cooper

## Volunteers

Many thanks to the following members for volunteering to staff the Association's booth at:

The North-South Skirmish -  
Candy Poole and Paul Petersen  
Georgetown Day -  
John Barnett and Mary Raitt  
Barge Blast at Hancock -  
John Popenoe

These events raise public awareness about the existence of the Association and its support of the Park and its programs. Without these volunteers, it could not be done. Thanks to all of you for donating your time.

William Bauman







## Canal Clipper Retired

Non-repairable deterioration of its thirty-year-old ferro-concrete hull forced the retirement of the popular CANAL CLIPPER in April, just before it was due to open the 2003 season for mule-drawn canalboat rides at Great Falls. Attempts to patch the recurring leaks were unsuccessful, and an inspection by a marine engineer determined that the old boat is no longer safe to carry passengers up the canal from the historic Great Falls Tavern. The boat has been permanently decommissioned, and will not be used again.

According to a briefing paper prepared by Assistant Superintendent Kevin Brandt, it is too early to predict a time frame in which a replacement for the Canal Clipper can be obtained. This, of course, is contingent upon first obtaining funding for a new boat. Then, it will take several months to design a boat and six to nine months to build and outfit it. Therefore, it could be at least a year after funds become available before a new boat would be in operation.

The park is hopeful that public appropriations and private donations can be received that will cover the cost of a new boat. Funding to replace the Clipper has been requested over the past several years, but the project has not ranked high enough in the National Park Service's budget priorities to gain approval. The fact that the old boat has now been decommissioned may improve the priority in subsequent budgets.

Mule-drawn canalboat rides continue to be offered by the Clipper's sister boat, the Georgetown. The Georgetown operates Wednesdays through Sundays at the park's visitor center at 1057 Thomas Jefferson Street, N. W., in Washington. ❀

## C&O Canal Issues Towpath Warning

The Chesapeake & Ohio Canal National Historical Park is issuing a general warning to hikers and especially bikers to employ extra caution when using the C&O Canal towpath. The greater part of the 184.5-mile long towpath running from Georgetown, Washington, D.C., to Cumberland, Md., remains open; yet due to heavy rains and standing water, conditions on it range from muddy to wet and slippery.

The C&O Canal is also issuing a specific towpath

advisory concerning the one-mile stretch between mileposts 88 and 89. This stretch, which encompasses the area between McMahon's Mill and Lock 41 of the towpath, has been severely damaged by rain and high levels of water and will remain closed until conditions improve.

McCoy's Ferry Campground, located at mile 110.4 of the C&O Canal and near the town of Clear Spring, Md., will also remain closed for approximately two weeks due to severe wet conditions in the campground.

*[While most of the notice will be outdated by the time this is read, I wanted to publish this as an indication of the impact of the recent rains on the Park, even if there were no flood. — ed.]* ❀

## C&O Canal Again Benefactor of Proud Partner Transportation Interpreter Program

The Chesapeake & Ohio Canal National Historical Park was selected for the third consecutive year to receive a summer intern from the Student Conservation Association to work as a Proud Partner Transportation Interpreter (PPTI). This internship is made possible in part by a grant from the National Park Foundation through the generous support of the Ford Motor Company, a Proud Partner of America's National Parks.

This year's C&O Canal intern, Beth M. Herz of Rochester, N.Y., will work as an interpreter until July 26 and educate visitors about alternative transportation systems within the park. She will work primarily on the park's mule-drawn canal boat in Georgetown, which runs every Wednesday through Sunday. Starting July 2, Herz will expand her internship to include bike tours along the Potomac and the C&O Canal near Georgetown. These bike tours will run every Wednesday and Thursday in July, starting at noon, and are made possible by the Ford Motor Company's donation of mountain bikes to the C&O Canal.

Herz is one of 35 young adults who are spending their summer working in 19 national parks located throughout the country and providing visitors with information on alternative modes of transportation available in these parks. The goal of the PPTI program is to use alternative transportation not only as a means of transporting visitors in a more environmentally friendly way, but also as a way to enhance visitor enjoyment and understanding of the various national parks.

For more information about the mule-drawn canal boat rides or the bike tours, please contact the Georgetown Visitor Center at 202-653-5190. ❀

## INTRODUCTION TO CANOEING

The Canoe Cruisers Association will hold weekly one-hour canoeing instruction sessions for beginners in June, July and August. The lessons will be given on the C&O Canal on Tuesdays at Fletcher's Boathouse and on Thursdays at Swain's Lock, weather permitting. All sessions will start promptly at 6:30 pm, with brief instruction before entering the boats. Participants

should arrive fifteen minutes early to select a canoe paddle and a personal flotation vest

Children under 12 should be accompanied by an adult. All necessary equipment will be provided for \$2.00 per person. Fletcher's Boathouse is at 4940 Canal Road, N.W., D. C., just west of Reservoir Road. Swain's Lock is at the end of Swain's Lock Road, off of River Road two miles west of Potomac Village, Maryland. For details, contact the Canoe Cruisers Association at 301 434-4007 or at [www.ccadc.org](http://www.ccadc.org). ❀



## Salute To The Presidents Breakfast Honoring Lewis W. Shollenberger

Remarks by Paul Hauck

Jim called me a couple weeks ago and asked: "Did you know Lew Shollenberger?" I said yes. "Fine, you're our speaker", he said.

Well, I did know Lew Shollenberger and consider it a privilege to join in saluting him as our first president.

But before I talk about Lew I want to say that I'm sure you join me in thanking Jim for organizing this get-together and for the time and effort he has devoted to researching our early history. I hope this becomes an annual event.

Lew was a journalist by profession. Actually, it seems like the Fourth Estate was well represented on the 1954 hike.

This is not surprising considering the origins of the hike. I think you are all familiar with that story - Justice Douglas taking an exception to an editorial in the Washington Post advocating a parkway to be built over the canal, and his invitation to the man who wrote the editorial to hike the towpath with him to see for himself the natural wonders to be lost if the parkway were built.

The writer of the editorial was Merlo Pusey and his supervisor who approved the editorial was Bob Estabrook. Both accepted Douglas' challenge and both were prominent participants in the hike and many subsequent reunions. Needless to say, they were quickly converted to Douglas' side.

Then there was a Life photographer, Robert Phillips, assigned to cover the hike. I don't think he ever considered himself a member of the hiking party. We'd occasionally catch glimpses of him through the trees attempting to compose a picture of hikers strung out along the endless trail. Despite all his efforts his work went for naught. At the last minute Life scrubbed our story in favor of one dealing with ongoing H-bomb tests and the emerging nuclear threat.

We had better luck with Time magazine. Their man, George Bookman, a really nice guy, wrote a beautifully crafted story of



First Annual President's Day Breakfast, Bill's Place. Standing: Ralph Donnelley, Ken Rollins, Gary Petrichick, Paul Hauck, Tom Perry, Carl Linden. Seated: Chris Cerniglia, Hal Larsen, Nancy Long. Hal Larsen

the hike and the natural sights and sounds on the trail. As I recall, his story appeared on the very first page of the next issue.

Another newsman was Warren Gardner, editor of a Connecticut daily. For some reason he was an advocate of the parkway, even though he lived 300 miles away. In any event, he too succumbed to the Douglas logic and Douglas charm and he became a supporter of a C&O canal park.

There were 3 principal papers in Washington in 1954, 2 of which assigned reporters to cover the hike. The 3rd ceased publication half-way through the hike. I do not claim cause and effect. It's just an observation.

Merlo Pusey and Bob Estabrook, of course, represented the Post, but the man charged with writing the story was Aubrey Graves. He was country life editor of the Post and had a weekly column in which he referred to himself as the Squire of Grigsby Hill. He raised horses on his spread and even had a little Mexican burro named Pedro (or was it Jose?) Anyway, Aubrey arranged to have one of his sons bring the burro up the towpath for the last day of the hike. Reputedly possessed of great strength, little Pedro looked pathetically inadequate when lined up against one of the Canal Clipper mules. The poor little fellow would probably have fainted if we'd hooked him up to the barge.

One of my favorite people was silver-haired George Kennedy, the reporter for the Washington Star. A Harvard graduate, he was a reporter of the old school. I emphasize reporter, not journalist. He reported every detail of the hike, even printing the recipe for the pancakes that Charley Thomas served up every morning. To heal sore tendons and aching muscles he carried a well stocked portable bar in his backpack. Sometime after the hike he too was given his own column. It was called "The Rambler" and featured down to earth stories from around the DC area.

Both Aubrey Graves and George Kennedy provided the Association with invaluable publicity during the early years, notifying readers of upcoming hikes and offering interesting coverage of each annual reunion program.

Now let me tell you about that other journalist on the hike - Lew Shollenberger. Although a well known radio and TV newsman at the time, I do not think he did a story on the hike. I really believe he joined the hiking party because he thought it would be interesting. Moreover, he undoubtedly had already met many of the hike principals through his broadcasting work - Justice Douglas, Smith Brookhart and Tony Smith, for example.

Lew was from Kansas City, but made Washington his headquarters for most of his professional life. After graduating from Penn State he became a correspondent for United Press. He soon focused his attention on radio, however, becoming a broadcaster with CBS and later Director of Special Events for ABC.

Some things I didn't know about Lew I found in "Who's Who".

He produced the first transcontinental TV broadcast in 1951, the first time people on both coasts could see the same program simultaneously.

He produced the first live presidential news conference in 1961. He was the producer of the famous Kennedy-Nixon debate in 1960. He was president of Washington News Service, and a member of the Board of Governors of the National Press Club.

A very accomplished guy.

Like a baseball manager chooses a lead off hitter who is most likely to get on base and get his team off to a good start, we chose Lew Shollenberger to lead off our new Association as first president.

When Lew became president the Association had fewer than 100 members, probably much closer to 50 dues paying members.

The success of the Association since, I recognize, is due to the hundreds of volunteers- officers, committee chairmen, level walkers, news letter editors, volunteers of all kinds, many of them in the room right now - whose efforts have made it the spirited and influential organization it is today.

Still, none of this could have happened without a good lead off hitter. And so, in salute to our first president, I say: "Thanks Lew".



## From Marsh to Mouth on the Muddy Monocacy

Alvin Cohen

Have you ever crossed a bridge, looked down at the river and mused "I wonder where this river starts"? Having crossed the Monocacy at the aqueduct and on Route 28 innumerable times, Sonny De Forge and I decided to find the source. Our vehicle was the 3rd Annual Monocacy River Paddle, a six day trip (May 12-17) organized by Frederick County's Community Commons. Dedicated to building a sustainable future for the Frederick region's natural resources, this organization is run by Hilari Vanadore and Betsy Donnelly, two young ladies with cool competence, winning personalities, and boundless energy.

Most river trips are just that - you get into your craft at the put-in, paddle the requisite distance, take out and go home. Not so this event. Very few participants paddle the whole trip so full trip paddlers get to meet new people every day. The day's boat count ranged between 8 and 16 or more, with paddlers aged 10 to well over 70. The participants covered a wide spectrum of professions, including an ICU nurse, a county commissioner, a couple of attorneys, a graphic designer, a national park service official, river managers from as far way as Canada and Alaska, local government planners and various retired folks, just to name a few. Perhaps the most unique paddlers were a duo: Bob Cook and his dog Cal, who qualifies as the most affectionate Labrador this side of the Rockies. Paddling in a one person canoe, Cal took up the entire bow section and often swivelled unexpectedly which makes Bob one of the world's foremost experts in the double paddle, short stroke.

Starting well above the Monocacy's source, we paddled down Pennsylvania's Marsh Creek, which has a fair number of class 1 ripples, enough to dump a few paddlers but just perfect for an introduction to low level whitewater. Marsh Creek eventually joins with Rock Creek, at which point the Monocacy is born. The river meanders through a variety of landscapes ranging from pristine greenery to the unmistakable smell of horse/cattle/pig

farms, through enough solid rock to replicate canyon walls and tranquil sections punctuated by herons, eagles, owls, ground hogs, deer and other wildlife.

Each day (except the first) included breakfast and a mid day repast which ranged from box lunches (great sandwiches) to a full blown barbeque served on white table cloths. Nearly every lunch stop also provided an educational event. A River Management Conference, which happened to be meeting at the National Conservation Training Center in Shepherdstown, used their field day to paddle with us. During lunch they presented a demonstration of new waste disposal equipment and a discussion of the national scenic and wild river system. Also present were representatives from the Thorpe Foundation who described their new Environmental Learning Center on 86 idyllic acres in the Catoctin Mountains. On another day the Maryland Dept. of Natural Resources sent specialists to explain the state's Watershed Restoration Action Strategy and give a fascinating presentation on stream water quality and fish facts (do you know why a fish is light colored on its stomach and dark on its back?). One lunch stop featured an example of cross-county cooperation in the form of a "pass the paddle" ceremony where commissioners from one Pennsylvania county and one Maryland county pass a canoe paddle annually to mark joint environmental programs.

While our two lady leaders did a superb job of organizing the week's events, they could not control the weather. The first four days were great, but a downpour started the fourth night and continued almost uninterrupted for 24 hours which, because of high water and debris, forced a cancellation of the river activities on the last two days. Still, perseverance prevailed and we ended the trip on a high note with a barbeque, awards ceremony and jam session held at Lily Ponds on the fifth evening. Even temperatures in the 50s and drizzle could not dampen the spirits of the participants who enthusiastically agreed to reschedule completion of the trip later in the season. So that's how we found the source of the Monocacy, paddled some great water, got environmentally educated, and met some fine people along the way.



Sonny DeForge, Margie Lance and Alvin Cohen

# THE NEWS FROM ENGLAND

Hal Larsen

Various countries use boatlifts, but their progenitor seems to be the lift designed by an engineer in England, Edward Lander Williams. The problem was how to get salt from boats on the Trent and Mersey Canal to the navigable Weaver River that paralleled the canal but flowed 50 feet below it. Running through Cheshire south of Manchester, the Trent and Mersey was completed in 1777. However, not until six years later did engineers figure out how to get this valuable cargo onto the barges in the river and thence to the English markets. On the canal at Anderton they built chutes through which they could dump the salt into the vessels waiting below on the Weaver. Although this process was inefficient and time-consuming, these transshipment chutes actually remained in use until 1940. Long before then, Williams' scheme for the boatlift offered a better solution.

By 1871, when it was evident that a more efficient way to transfer cargo was needed, a great iron boatlift seemed like a good idea. This need was answered by Williams's brainchild, a contraption that he put together by 1875. He built two water-filled iron tanks that ascended and descended inside a large cage comprising iron tubes and struts. Steam-powered hydraulic rams raised and lowered the counterbalanced tanks with the boats inside.

Unfortunately, the salty river water used for the lift caused operational problems, requiring major repairs in 1908. The steam-powered hydraulic rams were replaced by an electrical system that operated each tank independently, and other modifications increased the efficiency of the old structure. But the two original tanks were retained. The lift continued in use for 75 years, corrosion in the main framework forcing its closure in 1983. Four years later the winding gear was dismantled to reduce stress on the framework.

Following the closure various groups began to consider how the lift might be restored and preserved. In 1986 the Trent and Mersey Canal Society formed the Anderton Boatlift Development Group to promote the restoration. During the next seven years various proposals and funding sources were investigated. In 1991 British Waterways performed extensive tests on the structure. In October 1993 the Anderton Boatlift Trust was formed with a charter to oversee the restoration that would put the structure

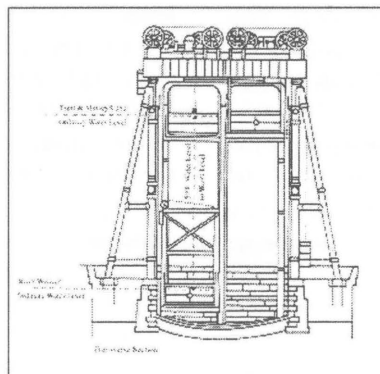
back in operation. The trust planned to restore the lift to its 1908 configuration.

Detailed inspection work began in April 1995, with the hope that by 1997 the lift would be functioning again. On March 31, 2002, the lift actually opened for operation.

Williams' boatlift appears to have been the prototype for other lifts. His pioneering design was first copied in Belgium, which is making outstanding efforts to preserve and retain the lifts on the Canal du Centre. Other lifts have seen service in Germany, Canada, and France. All are still functional except the one in France, which is no longer in use. The French preserved it in a fixed unmovable position.

The Canadian boatlifts are at Peterborough and Kirkfield on the Trent-Severn Waterway in Ontario. Modeled after Williams' original structure, these copies were built to allow boats to move faster than if they were to pass through several lock gates. As is the case with many canals in Canada, their courses tend to follow rivers and lakes with dug channels connecting these natural waterways. At Peterborough the lift was constructed between 1896 and 1904 to accommodate the considerable rise on a four-mile artificial waterway between Little Lake and the Otonabee River. This scheme resulted in the world's highest hydraulic lift at 65.6 feet. The Kirkfield lift, built in 1907, lifts the boats over a limestone escarpment into the Canal Lake. The two Canadian lifts are identical in size, although the lifting reach of the Kirkfield's hydraulic rams is 16 feet less than that of the Peterborough. It takes ten minutes for a boat to transfer through these lifts. By contrast it takes one and a half hours to make the journey through the eight-lock stair-step transfer from the Rideau Canal to the Ottawa River. But these locks were built about 50 years before Williams made things easier with his boatlift contraption.

In studying canals, one usually looks downward to examine the locks and ditches that contain the waterways. With lifts, however, one looks upward to examine these high monuments to engineering. Beautiful they may not be, but they have a certain majesty and stand as a tribute to Edward Lander Williams whose early structure started it all. ❁







## Accompanied by the Past

by Karen Gray

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

### A LOCK IS NOT JUST A LOCK

One would think if anything were certain about C&O Canal construction, it would be the size and design of the 74 lift locks. The truth is, however, that despite the decisive nature of most statements on C&O Canal lift locks, there are many uncertainties concerning them. In fact I am reluctant even to write about this issue, but I decided to do so in the hope that all those with relevant information or opinions will jump into the fray and help to clarify some of the murky areas of C&O Canal engineering.

I'll begin by recognizing four major lift lock designs used on the C&O Canal when it closed in 1924: (1) That of the first 25 locks; (2) that of locks 28 through 75 excepting those in the next two classes, (3) the 13 composite locks (58-71)-excepting 65 that was not built), and (4) the locks extended in 1876-1883. A good number of locks had additional changes that make them anomalous and each lock can be viewed as unique in a variety of ways.

The initial 1828 design, seen in locks 1 through 25, is distinguished by the placement of the upper mitre gates on the breast wall. (The height of the breast wall from the lock floor to its top determines the lock's lift, or the altitude variation between the level of the canal prism below and above the lock [Unrau, p. 208].) This design placed the upper gates outside the usable chamber of the lock and allowed them to be shorter than the full-length lower gates. Locks 1-27 (excepting lock 13) were further distinguished by the use of culverts in the lock walls—rather than bypass flumes around the lock on the berm side—to help maintain the flow of water to the level below the lock.

Those familiar with locks 1-27 will recognize that bypass flumes now exist around many of these locks (1-4 in Georgetown, 14, 23 and 24 excepted) and none of the lock wall culverts still function; although, remnants of that system remain in some lock structures. While Lock 20 in front of the Great Falls tavern appears not to have a bypass flume, it was merely put under the plaza. In 1830 the lock design was changed to make the upper mitre gates full length and to include them in the lock chamber directly in front of the breast wall (rather than on top of it). This inevitably meant lengthening the lock chamber to allow for the upper gate pockets (that allow open gates to fit flush with the lock wall).

This brings us to the sticky issue of the length of the locks and the chamber length practically available for boats. On January 10, 1850, Chief Engineer Charles B. Fisk advised a Baltimore boat builder that "the distance from the upper side of the lower mitre sill to the upper side of the upper mitre sill, or from point to point of lock gates . . . is 100 feet." As the ends of the boats were not designed to fit the angle of closed gates, this did not represent the usable chamber, which was closer to 90 feet. Indeed, for practical purposes I believe we must assume that the actual length of the

boats could not have exceeded 90 ft. This is supported by Davies' documentation of Lock 36 (now filled in to prevent its collapse), which he describes as having been 89 ft. 11 in. long and the only C&O Canal lift lock less than 90 ft. in length. Because of its shortness it was "most troublesome to the boatmen." (Davies, p. 219. Also see note)

The composite locks were built along a 26-mile stretch from Fifteen Mile Creek to Oldtown due to the lack of stone appropriate for the ashlar masonry locks in that region. This part of the canal was in the final fifty miles from Dam 6 (just above the mouth of the Cacapon River on the opposite shore of the Potomac) to Dam 8 at Cumberland. Contracts for this final section began to be let in 1837, but due to the many difficulties that arose, including financial and labor problems, many contracts were abandoned and construction faltered. By June, 1839, even Chief Engineer Charles B. Fisk, who had been so confident that adequate stone could be provided for the structures in this section, realized the fact that this was not so.

Admittedly, the Canal Company's inability to provide high quality stone for the structures in the Paw Paw Bends region was partially due to the decision not to build Dam 7. Fisk's insistence that there would be coping and facing stone for the locks in that area had been based to a great extent on his assumption that once the Dam 6 to Dam 7 section was opened, stone could be carried up the canal in boats from Hancock area quarries. Abandoning plans for Dam 7 meant the final 50 miles had to be watered from Cumberland's Dam 8 and that the entire 50-mile section could not be opened until the whole was complete.

Land carriage of large amounts of stone from Hancock through the rugged Potomac Valley terrain to the Paw Paw Bends region was financially impossible even if the practical problems of transport could have been solved. And even if Dam 7 had been built, significant stone transport on land would have been required to build the locks on the Dam 6-Dam 7 section. However, above Dam 7—once it was built—slackwater navigation in the river would have facilitated transportation to the locks still to be built in the stone-poor region above the dam.

In any case, a plan for composite locks was offered by Principle Assistant Engineer, Ellwood Morris, based on the use of rubble stone masonry "laid in full beds of pure cement mortar grouted with pure cement grout." (Bearss, 13, quoting from a letter from Morris to Fisk, Aug. 18, 1839). Fisk, however, preferred a design used on New York's Chenango Canal. This involved building drywall locks faced with a watertight lining of timbers and planks that could be replaced, when necessary, during winter shutdowns. This plan was eventually used for Locks 58 through 71. During the post-Canal Company era when the canal was operated by a court appointed receivership (1890-1924), concrete was extensively used on these locks, entirely replacing the plank lining in some cases.

The fourth significant lock design is that of the extended locks. The idea of increasing the length of the locks to accommodate longer boats appears to have been the brainchild of Canal Company President Arthur Pue Gorman (president June

1872-August 1882) who took advantage of the canal's most prosperous years to engage in extensive repairs and improvements. Gorman clearly saw the need for enlargements if the canal was to remain a competitive carrier and in June 1875, Gorman proposed in his report to the stockholders that the chamber of the locks be increased by removing the breast walls, extending the chamber, and using a drop gate at the upper end. Gorman points out that such lengthening would allow boats that could carry ten tons more than the present boats without any additional power or labor. (Unrau, p. 87) He proposed that this be done to all 74 lift locks during the upcoming winter suspension of navigation.

This 10 ft. lengthening was an interim solution only, however. Gorman envisioned eventually doubling the length of all the locks to allow for boats with a capacity of more than 230 tons-twice the tonnage of the current C&O freighters. These longer boats would be built in two sections that could be separated for passage through locks not yet extended. When operated as one long boat it was anticipated that four mules would be required to pull them and the time to lock through the extended locks would be increased to 25 minutes. However the human labor needed would not be greatly increased, although the Canal Company would have to provide assistance at the short locks where the boats' sections would be disconnected for passage through the locks. It is worth noting that there is no indication that any sectional boats were ever used on the C&O Canal.

During the winter of 1876-1877 only three locks, numbers 5-7, were lengthened in accord with Gorman's "interim length" plan that extended the locks ten feet and put a drop gate at their upper end (Unrau, p. 88). In May 1881, Gorman's report to the stockholders was again proposing the more ambitious lengthening of the locks, now specifying an increase of 100 ft. for section boats that could carry 240 tons (Unrau, p. 88-89). As in 1876, Gorman cited the experience of the Pennsylvania canals with such a lengthened-locks and section-boat system.

On June 5, 1881, after significant debate, the stockholders approved this plan and in January 1882 civil engineer Leslie Duvall produced plans for lengthening the upstream end of the locks with crib type walling and drop gates. However, in March 1882 President Gorman reported to the stockholders that only fourteen locks had been extended in this way. In August, Lewis C. Smith would replace Gorman as President and in June 1883 Smith reported that only two more locks had been extended the previous winter (Unrau, p. 94). The June 1884 annual report issued under President L. Victor Baughman indicated that a total of sixteen locks had been extended, and it refers to two locks being extended the previous year. Interestingly, the 1885 annual report listed \$208.96 spent on lengthening-certainly not enough to complete the work on a single lock, given that the average cost to lengthen a lock in 1882 was nearly \$5000.

So one of the mysteries about the C&O Canal concerns exactly how many and which locks were extended. Additionally, it is clear that not all were extended on the upper

end. Unrau states in a footnote on his study of C&O Canal locks (p. 95) that

the Canal Company records do not indicate which locks were lengthened other than locks nos. 5-7. However physical evidence indicates that [the] locks lengthened were Nos. 25, 27, 29, 30, 31, 32, 33, 37, 38, 43, and 60. See USDI, NPS, "The Chesapeake and Ohio Canal: A Physical History," by Miele (1968), pp. 22-54.

These eleven locks, together with the first three extended locks (5-7, which, however, were likely only extended by 10 ft. as called for in the original and interim plan of 1876) would represent a total of fourteen, agreeing with the 1883 report. If indeed two more were extended later in 1883, the total would have been sixteen as indicated in the 1884 report-although this leaves the Unrau/Miele listing short by two locks. Hahn also indicates that the total number of extended locks was fourteen (not sixteen) and that eleven were extended on the downstream end and only three on the upstream end. (p. 64) No source speaks to the fact that locks 5-7, with their merely 10 ft. extensions, could not have passed the 240-ton sectional freighters in their intact configuration, and thus they should not have been included in lists of the fully-extended locks.

Although it may seem but a matter of physically surveying the locks to see which were lengthened, such on-site evaluations are not always definitive. Lock 68, for example, was extended on both ends, according to Hahn (p. 207), who states that the downstream extension was done to permit passage of the longer boats, but the upstream extension was "to allow greater depth of water." If a definitive list of fully lengthened locks exists, I would love to know about it.

Note: While the locks were intended to be 15 feet in width, the tendency of the locks to bow inwards (especially the upper ranks of stone near the center of the lock) resulted in an actual width often several inches less than this. The issue of lock width was discussed in my article "Those Incredible Shrinking Locks" in the September 2000 issue of *Along the Towpath*.

Bearss, Edwin C. *The Composite Lock: Chesapeake & Ohio Canal National Monument*, Division of History, Office of Archaeology and Historic Preservation, March 31, 1968

Davies, William E. *The Geology and Engineering Structures of the Chesapeake and Ohio Canal: An Engineering Geologist's Descriptions and Drawings* (1999, C&O Canal Association)

Hahn, Thomas F. *Towpath Guide to the C&O Canal*, 10th Edition, 1992

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## ON THE LEVEL



Level Walker Chair Bill Burton

With the late arrival of Spring and the "rainy season" during May it has been difficult to find a pretty day to get out on the towpath, but somehow many of the Level Walkers were out there volunteering. So far this year, 67 reports have been received on 38 levels, which means that over half of the 69 levels have already been reported on in 2003. I'm sure the good work will continue throughout the year.

Mostly due to the weather, there have been several trees reported down across the towpath as well as sinkholes and other things needing attention. Many thanks to the Park Service for their quick response in taking care of these items, and keeping the park a safe pleasant place to visit.

Regretfully, Irv Soloway has resigned as Level Walker on level #52. All of his work and support of the Level Walker program and Park is greatly appreciated and he will be missed. Three new volunteers have signed up as Level Walkers; Dennis Kubicki, level #54; Anne Lewis, level #3, and Jim Kittel, level #22. Please welcome them into the program as we work together in support of the Association and the C&O Canal NHP.

Highlights from new reports received from mid February through late May:

*Level #1: Tidelock to Incline Plane; 3/25, 4/16, 4/24, 5/8, 5/22, John Barnett* reported the restored stonework in Georgetown is beautiful, also he contacted the Georgetown Ministry Center to check on a homeless person who did not appear to be in very good health.

*Level #2: Incline Plane to Lock 5; 5/3, Bill Quinn* reported that many graffiti were visible on the B&O trestle (Capital Crescent Trail Bridge).

*Level #3: Lock 5 to Cabin John Creek; 4/19, John Artz* reported a lot of dead fish in the canal due to sewage that had leaked into the canal causing an algae bloom which killed the fish.

*Level #4: Cabin John Creek to Lock 14; 2/21, 4/13, 5/23, Fred Mopsik* commented that the entire level from Lock 14 was filled and flowing for the first time in many years. 5/17, *Judy Olmer* noted there were plenty of beautiful spring wildflowers of many different varieties.

*Level #5: Lock 14 to Bridge at Cropley; 4/23, Bill Onorato* met a group of about 25 GMU students, including students from Ghana and India, on an outing along the canal.

*Level # 6: Bridge at Cropley to Great Falls Tavern; 2/12, Harry Bridges* noted that snow still covered much of the towpath.

*Level #7: Great Falls Tavern to Swains Lock (21); 4/23, Bill Onorato* saw three bus loads of middle school children on an outing and enjoying their walk.

*Level #8: Swains Lock (21) to Pennyfield Lock (22); 2/24, 3/17, 4/21, 5/13, Paul and Maggie Davis* reported seeing 13 blue herons. All the fallen trees noted in a previous report had been removed by NPS and the area was clean as a whistle.

*Level #9: Pennyfield Lock (22) to Seneca Aqueduct; 4/23, Michael Schuchat* saw people picking up trash between the towpath and the river and also spotted numerous wildlife.

*Level #10: Seneca Aqueduct to Milepost 25; 4/2, Bill Herrmann* found the level in near perfect condition with the vandalized mileposts replaced and the towpath clear of trash.

*Level #12: Sycamore Landing to Edwards Ferry; 3/18, Don and Judy Plumb* commented that unlike the tobacco farmer's tractor on the Mall, the tractors on the sod farm were very busy.

*Level #16: Woods Lock (26) to Monocacy Aqueduct; 3/14, 5/4, Michael Ciansiosi* reported a large sink hole in the middle of the towpath at mile 41.2 (NPS had put a fence around it) and in the next report stated the sink hole had been filled in.

*Level #17: Monocacy Aqueduct to Noland's Ferry; 4/6, Eric Wentworth* noted that the Monocacy Aqueduct stabilization project was underway. 4/13, *Richard Stoll* collected six bags of trash, most of which was off the towpath, in or near campsites, or in the prism.

*Level #18: Noland's Ferry to Point of Rocks; 4/03, Jed Tucker* removed 4 large bags of trash and noted that a large group was cleaning up the area between the towpath and river below the roadway from the pivot bridge. 4/15, *John Hawley* noted that the new bridge going over the canal at Point of Rocks was now under construction.

*Level #19: Point of Rocks to Catoclin Aqueduct; 3/15, Marlow and Nancy Madeoy* reported the Pivot Bridge in Point of Rocks had been taken out and the detour now takes you around the bridge to the parking area and boat ramp.

*Level #20: Catoclin Aqueduct to Lock 30; 3/29, Francis Cerbins and Autumn Hay* noted that trees were starting to bud and wild violets were in bloom

*Level #23: Lock 33 to Dam #3; 4/24, Michael Landrigan* noted serious erosion near the towpath bridge at mile 61.68 which had been marked by NPS with an orange fence.

*Level #24: Dam #3 to Dargan Bend; 4/3 Howard McGowan* picked up one and a half large bags of trash around the Dargan Bend boat ramp. 4/28, *Ron Howard* spent an extremely enjoyable day on the towpath with wildflowers blooming in all their glory and abundance.

*Level #26: Lock 37 to Antietam Aqueduct; 3/16, Thad Hecht* reported a tree partly fallen and hung up over the towpath (has been removed by NPS).

*Level #27: Antietam Aqueduct to Shepherdstown Lock (38); 3/17, Roy Shilling and Marce Tissue* commented that it is going to be a good year for "Star of Bethlehem" as many new shoots appear to be coming up this Spring.

*Level #30: Snyder's Landing to Lock 40; 4/19 Hilary Walsh* noted that everything was in good shape although there was more trash than usual.

*Level #32: Marsh Run Culvert to Dam 4; 3/23, 5/5, Dave and Kathy Peterson* reported milepost 84 was missing and noticed a "witness post" for a National Geodetic Survey benchmark on the level.

*Level #34: McMahon's Mill to Opequon Jct. Hiker-Biker; 2/13, Tom Perry with Gary Naugle* picked up two bags of trash, mostly beer cans and Styrofoam cups.

*Level #37: Falling Waters to Lock 44; 4/2, 5/14, Russ Meinke* noted there was an extreme amount of trash under the I-81 overpass and reported a fallen tree, located



between mile markers 96 and 97, to NPS. Level #40: Nettle RR Bridge Piers to Dam 5; 4/23, **Bill Hibbard** noted the towpath was in good condition with a few muddy spots.

Level #41: Dam 5 to Four Locks; 4/12, **B.K. Lunde** noted that the river flow was 32,000 cubic feet per second, a new record for that date.

Level #43: McCoy's Ferry to Fort Frederick; 4/1, **Carl Pedersen** spotted a herd of 13 deer going down to the river.

Level #44: Fort Frederick to Ernstville; 4/13, **James Biasco** saw several fishermen at Big Pool and quite a lot of trash floating in the water which will eventually reach shore.

Level #45: Ernestville to Licking Creek Aqueduct; 4/12, **Irvin and Helen Keck** re-

ported little trash but encountered 25 bikers. 5/12, **Joe Kochenderfer** reported the level in good shape with some rain water in the prism for the entire length of the level.

Level #46: Licking Creek Aqueduct to Little Pool; 4/12, **Margie Knott** reported seeing many turtles sunning themselves and a beautiful green heron.

Level #47: Little Pool to Hancock; 4/12, **Carroll and Phyllis Yingling** reported a new sign and new pump at the Little Pool Hiker-Biker.

Level #48: Hancock to Round Top Cement Mill; 12/28, 1/15, 3/25, 4/28, **Pat Hurline** commented that there were many tree branches down and little trash, but a beautiful spring day to be on the Towpath.

Level #49: Round Top Cement Mill to Lock 53; 11/11, **Bill and Sue McAllister** col-

lected two bags of trash and only saw six people on the towpath.

Level #51: Dam 6 to Sideling Hill Aqueduct; 4/24, **John Popenoe** noted that the yellow corydalis were abundant creating a ground cover in many places as it seems to have increased dramatically in the last few years.

Level #54: Lock 59 to Lock 60; 4/12, **Dennis Kubicki** commented on a significant amount of what is understood to be an invasive species of plants and many trees with beaver damage.

Level #60: Opposite Little Cacapon to Town Creek Aqueduct; 3/25, **John and Judith Lilga** spotted three pairs of wood ducks while on a quiet pleasant walk and did not meet anyone else on the towpath. ❀

## THE ASSOCIATION WELCOMES NEW MEMBERS

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Chris BROWN	Washington, DC
Chung Yun CHANG	Bethesda, MD
NMSS Walk COORDINATOR	Washington, DC

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

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

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

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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 Memorial Day will be acknowledged in the next issue of the newsletter.

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## LETTER TO THE EDITOR

I thought I had a pretty good handle on the history of the canal, the park and the Association. While doing research for my pocket guide I began to realize how little I really knew. The history of our "old ditch" is rich beyond belief and deserves to be brought into wider availability.

Our Archives Committee is doing a wonderful job of cataloging Association material. The National Park Service and the National Archives hold a wealth of material. Other information rests in national and regional periodicals, technical journals, and countless dozens of books on history, engineering and nature.

Karen Gray, Dave Johnson and others have done a marvelous job of bringing some of this information to our members through Towpath articles, but the material is so vast and widespread that only the tip of the iceberg has been touched. (Did you know that a roadway along the lower reaches of the canal was proposed as early as 1902?)

It would be extremely helpful, not only to Association members, but to scholars in general, if an organized effort could be undertaken to catalog the various sources of canal history. Beyond the issue of locating and cataloging sources is that of disseminating the history to our members. Some years ago Bob Perry suggested a periodic history journal to supplement this newsletter. In fact, in March of 1987, the Board approved a resolution stating that...."The Association will establish a publication, its Occasional Papers, to solicit and publish papers of permanent value related to the C&O Canal and its park."

Now might be the time to consider the naming of a committee to undertake these tasks, or even of creating the position of Association Historian. Let's all give it some thought.

Gary M. Petrichick



## FROM THE ASSOCIATION

### From the Editor

As the person who gets to put together *Along the Towpath*, I find that many challenges arise. One is the use of graphics, whose presence makes a large contribution to the newsletter. Most come as prints and for those, the \$10 scanner I use [not a misprint] along with some inexpensive but capable software to prepare them does quite well.

They come usually by mail, and in the process of selection and

scanning, they get put into one of my famous "piles". I then have to remember the source to give proper credit. Occasionally I do not assign it correctly, causing much consternation. I apologize for that but it is not intentional. Please do not stop sending them, but a small favor would make my job much easier. Just write in soft pencil on the back a short description, a date would help, and credit. The soft pencil is just to prevent any damage to the print.

Digital pictures usually do not have these problems as they usually come by email, although an anonymous diskette can be one. Here the problem is the resolution and format. Size, about 1 megapixel is sufficient but as the resolution becomes coarser, quality degrades. For JPG format files, this is a size of about 100 kb.

Format is another. I can handle most, such as TIF, PCX, GIF, and many others. Unfortunately, some website downloads can have special ones that require their own software. If this is the case, please convert them to a very standard JPG format to save space and try to have something other than the smallest size of 500x300.

This is your newsletter, and all the staff involved in its production wants to keep it at as high a quality as possible. The responses that come back have been gratifying. They even get me to want to keep producing the next issue.

Fred Mopsik



## ACROSS THE BERM

WARREN GARDNER

Warren F. B. Gardner, a founding member of the C & O Canal Association who was a participant in the 1954 hike with Justice Douglas from Cumberland to Washington, died on February 23, 2003. He was 94 years old. His daughter, Meg Skinner, relates that the hike experience was one of the highlights of his long life.

Mr. Gardner was the editor of the Meriden (Conn.) Record, for which he covered the entire hike. In his article on the hike in *The Living Wilderness* magazine, Jack Durham noted that Mr. Gardner was at first a believer in a highway, but was completely won over to the recreational values of the canal.

After the hike, Mr. Gardner wrote "Much is made of the argument that a scenic highway would open up the beauties of the area to more people, who could see it by car. But that argument is unsound. It is a beautiful area, but the beauty is not the kind that can be appreciated from the seat of a car. It is an intimate beauty that one has to come into close contact with."







## Chesapeake & Ohio Canal Association

P.O. Box 366 • Glen Echo MD 20812

### MINUTES, 2003 ANNUAL MEETING, MARCH 1, 2003

Meeting was brought to order at 2:05 PM by President Ken Rollins  
Nominating Committee presented the following ballot

#### OFFICERS

President	Christine Cerniglia
1 <sup>st</sup> Vice President	Karen Gray
2 <sup>nd</sup> Vice President	Bill Burton
Secretary	Patricia White
Treasurer	David M. Johnson
Information Officer	Mary L. Fondersmith

#### DIRECTORS

Stephen DeLanoy  
Bill Hibbard  
Carl Linden  
Nancy Long  
Ken Rollins

No nominations were made from the floor. Moved and seconded to accept the slate as presented. Slate was elected by acclamation.

#### ANNOUNCEMENTS:

Bill Speck, a long-time member who was active in the VIP Program and served as Treasurer, died January 14, 2003. The family has requested that donations be made to the Association in his memory.

Betty Henson, one of the founders of "Sights and Sounds of the Season" died October 13, 2002.

#### PARK SERVICE REPORT:

Kevin Brandt introduced new faces with the Park: Tina Orcutt, John Noel (Volunteers and Partnerships), Carla Bosley (Western Maryland Interpretative Ranger in Williamsport).

Sick Leave Report: Superintendent Doug Farris is recovering from surgery. Chief of Interpretation Bill Justice is recovering after spending three weeks in intensive care.

Work has started on the Monacacy Aqueduct although the contractor had not planned on two feet of snow. The Land protection plan is in draft form.

Widewater Funds still in 2004 budget, plans are in process.

New Chief of Natural and Cultural Resources Tina Orcutt reported on the Historic Leasing program. Study on leasing to concessions that would benefit the Park Visitor was underway.

John Noel reported on Fund raising via community assisted Community Foundations (to be founded in each adjoining jurisdiction) and Advisory Fund Committees.

There will be a Build a Barge contest in conjunction with the Hancock Days June 13-15.

Some major issues are: Big Slackwater (\$10 M in NPS 5 year plan, but could be cut).

Unleashed dogs have caused problems with visitors, wildlife, and other dogs. Leashing will be vigorously enforced.

Signs will be posted on the Capital Crescent Trail urging safe use.

#### COMMITTEES:

FINANCE: Treasurer reported that the \$100,000 Widewater Fund, started by a donation from the Kimbrough family, has grown to \$116,000. The Association had a net surplus of \$18,800 for the 2002 calendar year. Report appended.

AUDIT Committee report was read in absence of the Auditors. Books are properly kept in a professional manner. and seconded to accept the Auditor's report. Approved by voice vote.

ARCHIVES: Mollie Schuchat reported on the archives at George Washington's Gelman Library . They are open to use by association members, but call Lavina Clayton, Archivist of Special Collections first. Richard Stoll has a disk with the archives listings and the listing is also available on-line. Jim Preston presented his research into the past Presidents (Attached).

PUBLICATIONS: Fred Mopsik reported that *Along the Towpath* keeps coming out.

ENVIRONMENTAL: No serious concerns at this point – Fred Mopsik.

FESTIVALS: Rita Bauman reported on plans and directed members to the sign-up sheets for various festivals.

LEVEL WALKERS: Bill Burton reported on the human aspects of level walking and different emphases from different walkers. Formal report is attached.

MEMBERSHIP: Barbara Sheridan reported that membership was the highest ever. Of 52 Towpath Tag forms returned, 46 joined the Association. 80% of the members are more than 50 years old, but only 54% are over 60. Report attached.

2004 THROUGH HIKE: Bill Burton reported that the organization process is starting. A signup sheet was available for volunteers to indicate their role: Transportation, Logistics, Food, etc.

PROGRAM: Tom Perry reported on the Bike Rides. There will be two Rides; a five-day in June and a six-day in October. His "project donations" this year will be for the Widewater Fund. Sonny DeForge is in charge of the rest of the program. Send him ideas for program activities.

PROJECTS COMMITTEE: Carl Linden reported that the new Towpath Tags weren't here, but would be soon. The Tavern will be pictured. The committee is working on an idea for a Towpath Dog Tag showing that even the dogs support the Park. Dave Humphrey is working on a film about Widewater. Work has started on the Monacacy Aqueduct with equipment on site. The Kiosk has been installed.

#### NOMINATING COMMITTEE:

Nominations were made from the floor to fill the new Nominating Committee.

Tom Perry – Chairman

Fred Mopsik

Dave Johnson

Jim Preston

Mickey Reed

Nancy Long

Moved, seconded, and approved to accept the nominations by acclamation.

Following the committee reports, the Gavel and an 1841 Canal note were passed to the incoming president Chris Cerniglia.

Emmie Woodward presented information on the Western Maryland Railroad right-of-way issue after the banquet. ❀

## ❀ NATURE NOTES ❀

Fred Mopsik

This spring has been one of the more unusual ones in recent years, with the Weather Service telling us that it is the wettest in the last 50 years. One can glibly comment that this is merely the Law of Averages catching up with the previous years' drought and water problems. Unfortunately, this is not a correct answer, since the law of averages cannot be used for predictive purposes. All it says is that if I consider enough different years, the average will tend to some number. If the phenomena are truly random, I cannot use any previous years to estimate the future if there is something known as an average.

This spring has probably made some changes in the native flora that may not be reversed. Plants that had established themselves in many areas may have died off and others may have been introduced. If my yard is a small sample of the land surrounding the Canal, this is entirely probable.

Every year, I order seeds from catalogues and start them in time so that by June, they are well on their way to brightening

my gardens. This year was different. It was so cold and wet that many plants died from fungal disease or just would not grow large enough to survive any hot weather. It is what a farmer would call a crop failure. From conversations in the gardening stores, I was not alone. Even some orchids that I grow indoors showed signs of stress that I had not seen before, from the humidity and lack of sunlight.

Many wildflowers that are not native could have fallen to the same fate in areas where they have spread, and even those that have been present for a long period of time may not have survived. On the other hand, seeds from elsewhere probably have been introduced by the surface water that was so present this year. In the future, they may be a wildflower "surprise" on one of my walks.

At least, however, I cannot use the weather for an excuse when I saw two white ducks swimming on the Canal as if it were fit only for them. ❀





## Mileposts

By Nancy Long



### **The Long-Range Interpretive Plan** (draft)

The National Park Service requires each park in the National Park System to have a Long-Range Interpretive Plan. This plan “examines a park’s purpose in order to establish the park’s primary themes and visitor experience goals. It will relate visitor’s experiences and interpretive recommendations to park purposes, significance, management objectives, resource condition goals, and relevant plans. It is an implementation plan which establishes the framework for subsequent interpretive planning, design and production plans for exhibits, audiovisual programs, wayside exhibits, publications, facilities, and personal services.” The first section of the draft document for the C&O Canal NHP presents the following Interpretive Themes:

1. The human experience along the C&O Canal and Potomac River reflects the challenges, conflicts, and opportunities of an evolving nation. Some possible subtheme topics include: Pre-canal history of the Potomac River valley, families that lived and worked on the canal, westward expansion.

2. The C&O Canal NHP provides a refuge where all people have opportunities for recreation, inspiration, and renewal. (No subthemes seem necessary.)

3. The renewal and rebirth of the C&O Canal as a historical, natural, and recreational treasure is a testimony to the will of dedicated individuals. Some possible subthemes: William O. Douglas; CCC and other restoration efforts; creative, adaptive use of historical resources.

4. The C&O Canal NHP is a corridor that preserves a window into the North American continent’s geologic past and a pathway to protect and explore a diverse and dynamic natural system within the Potomac watershed (potentially two separate themes). Some possible subthemes: Global forces shaping the North American continent as applies to the Potomac River valley, human interaction with the environment, biological diversity.

5. The C&O Canal is a tangible expression of the social, political, and economic environment and aspirations of the early 19<sup>th</sup> century and a link from the Chesapeake Bay to the expanding western frontier. Some possible subthemes: consequences of westward expansion, politics and evolving federalism, industrial revolution, expanding transportation corridors.

6. The cultural resources of the C&O NHP illustrate both the success and failure of the innovation and ingenuity of evolving technologies and attest to the skills of the people who built and operated the canal. Some possible subthemes: Competing transportation technologies, canal construction, engineering.

The next section of the draft plan examines Visitor and Audience Profiles. Forty-nine categories of visitors are listed under “Who’s Coming to the Park.” “Why Are They Coming to the Park” lists 28 reasons. “Trends” in use of the park lists eight evolving use patterns.

Other sections of the draft plan are headed Issues and Influences Affecting Interpretation, and Interpretive Opportunities.

The above was excerpted from the draft Long-Range Inter-

pretive Plan prepared by the C&O Canal NHP staff led by Chief of Interpretation Bill Justice. Since the document is in draft form, comments and suggestions are welcome. To request a copy of the draft plan, call park headquarters at 301-714-2201, or email Bill Justice at [bill\\_justice@nps.gov](mailto:bill_justice@nps.gov).

**The Potomac River** - Update on status of dispute between Maryland and Virginia over rights of use

The Supreme Court has “announced that it will hear oral arguments on Maryland’s objection to the determination of a court-appointed special master, who concluded last year that Virginia had the right to take water from the river without Maryland’s permission. The court may accept, reject, or modify the special master’s recommendation. The court said that the hearing would take place in due course, which probably means in the fall. (Excerpted from an article in the April 29, 2003, Washington Post.)

### **Notes from the C&O Canal NHP Commission Meeting Held June 20 at Headquarters in Hagerstown**

Although new members of the Commission have not been officially appointed, those who have been nominated were present for this meeting.

\*Superintendent Faris noted the deaths of two commission members, Adam Foster and George Wycoff, and spoke in praise of their contributions to the C&O Canal NHP, and to the work of the commission.

\*The three public meetings on the Land Protection Plan drew 42 attendees, about half were members of the Potomac Fish and Game Club. NPS wants to acquire land owned by the club between the canal and river, and Doug Faris and the canal staff are working with the club to reach an agreement. NPS does not propose to acquire the club. Land exchange is possible.

Motion passed: The Commission supports acquisition of six acres in fee of land between the canal and the Potomac River that is owned by the Potomac Fish and Game Club

Motion passed: The commission goes on record in opposition to giving up public ownership of land between the canal and the river for private ownership.

\*Some boundary changes will require Congressional action. In general, the park has good relations with owners of land the park would like to acquire.

\*An agreement has been reached between the park and the White’s Ferry Sportsman’s Club: 18 acres the club owns will be exchanged for 17 years of use of C&O Canal property.

\*The park’s Business Plan has been completed and reveals that the park needs about \$21 million to meet park goals. It presently operates with \$7.9 million, and has lost 10-11 maintenance personnel.

\*A Historic Leasing and Concessions Feasibility Study is underway. Historic leasing procedures, formerly under the Historic Preservation Office, are now handled by the Concessions Office. The park is exploring numerous alternatives to save historic structures.

\*Phase I of the Western Maryland Railway Corridor Study has been completed; it provides a resource assessment and assessment of community interest. Public workshops are to be held in Berkeley Springs and in Paw Paw on Phase I. Comple-



ance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act is required for any work done on this corridor. Concern was expressed over funding for this plan and for management of this area; the impact of the expense of maintaining the area will be on the C&O NHP since the land, tunnels, and bridges are within the park boundaries. The final plan will include cost estimates.

\*The park is working with neighboring jurisdictions on plans to track and control mosquitos in an effort to curb infection by West Nile Virus.

\*Much discussion ensued concerning the size, height, and bulk of the Georgetown University boathouse proposed for a site along the Potomac a short distance from Key Bridge. Question: Are all the functions planned for this building necessary to be there? While there have been assertions that the structure has been approved by the Fine Arts Commissions, in fact it was stated that the proposal has been through only one of the three required steps to gain Fine Arts approval, the concept phase; the other approval stages are preliminary phase and final phase. Fine Arts approval is granted only after a proposal has successfully passed the third and final phase. Did the architect consider the impact of the building on the C&O Canal NHP? There is no Environmental Assessment, no Environmental Impact Statement on the building.

\*Motion passed: The Commission goes on record as being concerned about the size and height of the building.

\*The Georgetown canal boat operation has been increased to four trips a day in an effort to make up for no boat trips at Great Falls since that boat is no longer in operating condition. The cost estimate for a new steel bottom boat ranges from \$800,000 to \$1 million.

\* During reconstruction of the Georgetown walls, the remains of a previously unknown Civil War building were unearthed near Key Bridge.

\*Internal stabilization is the first step to removing the braces on the Monocacy Aqueduct; significant voids have been located under water. Weather has delayed progress, and work is still underway on crack sealing of the first arch. The installation of a cement mixing plant on site was a great idea. August 2004 is the expected date of completion of the entire project.

\*The three bridges over the canal in Georgetown, thought to be owned by the District of Columbia, are owned by the C&O Canal NHP; DC is responsible for maintenance. Federal Highway funds will be used for any work on these structures. The bridge that carries Wisconsin Avenue over the canal is the oldest standing bridge in DC.

\*The Widewater alternative plans have been completed. A public meeting was scheduled for July 8 at 7 p.m. at the Rockwood Manor. \$1.5 million is requested in the 2004 budget.

\*A public meeting in August is planned concerning the entrance to Great Falls.

\*The next commission meeting is scheduled for October 17, location to be announced.

### Mules News

For the first time in memory, the C&O Canal mules have their own space to express their views as canal workers. It's at the Georgetown Visitors Center where there are photo portraits

of Rhody, Kate, Ada, and Francis, and "quotes" from them posted on the wall in written statements about their thoughts. This is a new slant on interpretation, one expected to be especially appealing to children. Rhody and Kate are now retired to a serene life near Leesburg, Virginia, where they have frequent visits from children. New recruits in training are Nell and Molly. The mules, including Lil, who worked pulling the boat at Great Falls, are enjoying a hiatus because their boat is inoperable.

### When Shovel Met Soil

When shovel met soil on that fateful day  
The dreams of a Nation were set into play  
To reach the Ohio and open the west  
Which one would be first, which one would be best?

By water or rail - dig a ditch, lay a track  
The hearty builders would give it a crack!  
The mighty Potomac was guiding the way  
If waters could talk, O what would she say!

B & O, C& O, off on a race  
Building was to an unknown place  
Goals were lofty, ambitions high  
Time and money - a big piece of the pie!

President Adams in Washington Town,  
Struck a root, but wouldn't put the shovel down  
The third try was the charm - the soil he did turn  
With that spade full of dirt - the C & O was born

In Baltimore, Charles Carroll turned the soil  
For the B & O Railroad builders to begin their toil  
The first in the Nation, ahead of the rest!  
Ribbons of steel running off to the west

That day in July, a new future would mold  
Who could foresee how the race would unfold?  
Digging the ditch or laying the track  
The canal or the railroad - neither one would turn back

The Queen City welcomed the B & O -  
In 1842 it arrived with much show!  
In 1850 the canal came to town  
Cumberland - the terminus, a boatbuilding ground.

The railroad went west  
The canal went no further  
An end to the race that began on the day  
When shovel met soil - July 4, 1828

(The above poem, written by Rita L. Knox, C&O Canal Park Ranger at Cumberland, was read during the sixth annual CanalFest in May 2003. Reprinted with her permission.)

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

## CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
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: Hotel Reservations, Edinburgh Convention Bureau, 4 Rothesay Terrace, Edinburgh EH3 7RY or call +44(0)131 473-3874. Conference brochure, details and reservation form, Integrity International Events, Ltd, The Coach House, 7 St, Albans Road, Edinburgh EH92PA, Tel. +44 131 624-6040, email events@integrity-events.com.
Oct 5	Sun	Board Meeting. Williamsport Memorial Library, 1:00 PM.
Oct 8 - 13	Wed - Mon	Through Bike Trip, Cumberland to Georgetown. No sag wagon. Contact Tom Perry 301-223-7010.
Oct 25	Sat	Continuing Hike Series. Meet at Carderock, 1 <sup>st</sup> Parking lot to right. Time TBA. Contact Pat White at 301-977-5628.
Oct 25	Sat	Life and Death on the C&O Canal, Great Falls Tavern. Witness dark but actual events that took place, portrayed by NPS staff, volunteers and reenactors. Time TBA.
Nov 1	Sat	Heritage Hike in Paw Paw area. Details to follow.
Nov 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.



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

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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.

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

Archives	Molly Schuchat
Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Peter Whitney/Fred Mopsik
Level Walkers	Bill Burton
Festivals	Rita Bauman
Programs	Sonny DeForge
Nature	Peter Whitney
Risk Assessment	Karen Gray
Membership Coordinator	Barbara Sheridan
Editorial	Frederick I. Mopsik

##### Editorial Staff

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**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

<b>C&amp;O CANAL NHP HQTRS</b>	(301)739-4200	
1850 Dual Highway, Suite 100, Hagerstown, MD	21740	
Superintendent	(301)714-2201	Douglas Faris
Assistant Superintendent	(301)714-2201	Kevin Brandt
Chief Ranger	(301)714-2222	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 Copenhaver

##### Palisades District

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

<b>Georgetown Visitors Center</b>	(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

<b>Williamsport Visitors Center</b>	(301)582-0813
205 West Potomac Street, Williamsport, MD 21795	
Park Ranger - Interpretation	Carla Beasley

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

<b>Cumberland Visitors Center</b>	(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	<b>1-(866)677-6677</b>
Georgetown Boat Operation	(202)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Canal Clipper, Great Falls Tavern	(301)767-3714
Swains Lock (Concessionaire)	(301)299-9006
Carderock and Marsden Reservations	(301)767-3731

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

# CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

**First Call 50<sup>th</sup> Anniversary Douglas  
Through Hike**

**New Towpath Tag Available**

**See the renovation at the Monocacy  
Aqueduct**

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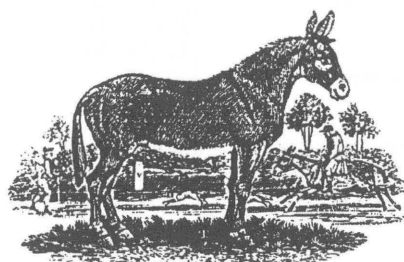
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