



ALONG THE TOWPATH

Vol. 35, No. 3

September, 2003

CHESAPEAKE & OHIO CANAL ASSOCIATION

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

SUPERINTENDENT FARIS ANNOUNCES HIS RETIREMENT



NPS

Dear Staff and Friends:

As Superintendent of the C&O Canal National Historical Park for over eight years, I have been extremely pleased with the excellence of your work and contributions to preserve park resources and provide quality visitor services. Your dedication and service has provided the opportunity to recover from devastating floods, to expand park programs, and to plan for the future. The park has provided valuable recreational opportunities to over four million visitors during each of the past two years. I am confident that the park will continue to fulfill its promise as a refuge and national recreational source.

Sadly, I must inform you that my health condition and the need for additional treatments have resulted in my decision to take extended medical leave beginning about September 15. I plan on retiring at the end of the calendar year.

Your support and friendship have greatly enhanced my ability as a superintendent, and I look forward to your help in molding the future of this great national park.

Superintendent Douglas D. Faris signed the following letter dated August 6, 2003:

Sincerely,
Douglas D. Faris

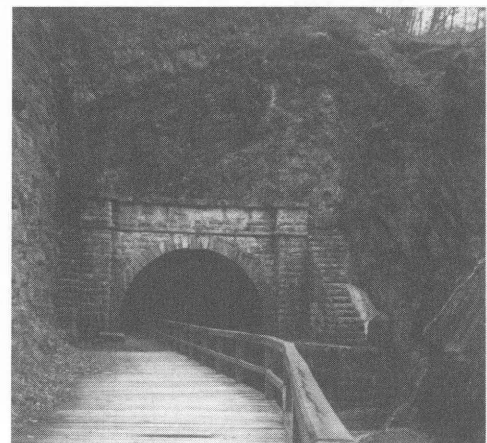


HERITAGE HIKE NOVEMBER 1, 2003 Western Maryland RR in Paw Paw Bends

Emmie Woodward

This season's Heritage Hike is centered in Paw Paw, WV in order to reacquaint the oldtimers, and introduce the newcomers to the charms of the Paw Paw Tunnel, the Potomac River as it winds through Paw Paw, and a small part of the defunct Western Maryland Railway as it goes on west from there to Town Creek.

I have been asked to write something about the abandoned WMRR since I have been advocating that the C&O Canal NHP owned right-of-way, between Pearre and North Branch, be saved in order to convert it into a hiking/biking trail. The Park staff is currently conducting studies to determine its fate. Our program on Nov. 1 at the hike dinner will be a presentation with slides about the Western Maryland right-of-way.



Paw Paw Tunnel, North Portal

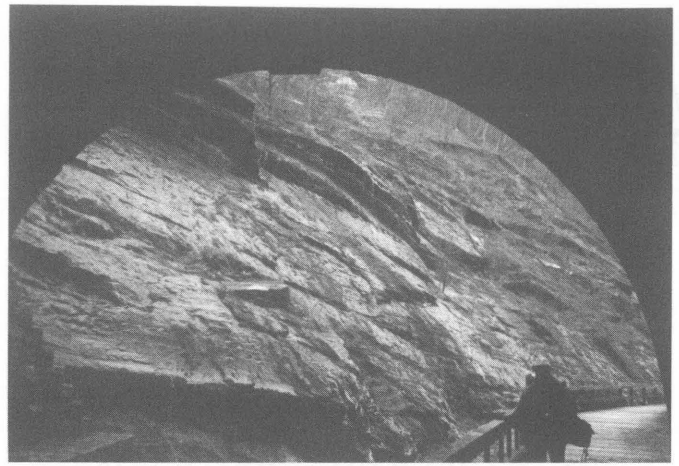
Fred Mopsik

Appreciation for this possible trail through the Paw Paw Bends is very difficult to obtain due to the fact that unless you are already on it, you can't get to it to see for yourself. The right-of-way intersects the C&O Canal towpath four times, and that would be the access to it in this area. However, at this time, it is impossible because those access points would be via one of the six bridges, or through a tunnel, structures which are blocked off and prohibited. West of Paw Paw the right-of-way offers easier access, scenic views of the river, dramatic cuts, and smaller bridges over side streams like Town Creek.

In the early 19th century, there was a push to get transportation to the west through the Allegheny mountains, and the Potomac Valley offered the best possibility. The B & O Railroad and the C&O Canal Company jumped on the bandwagon, the two of them competing to reach Cumberland. The Western Maryland RR was started around 1852 in Carroll and Frederick counties to connect with Baltimore and Hagerstown. After much buying, selling, and merging that railroads seem to do, the Western Maryland then decided in 1902 to build west with what was called the "Cumberland Extension" from Cherry Run (near Hagerstown). The extension was finished in 1907 at a total cost of \$7,000,000. Their engineers had learned from the experience of flooding for both the Canal and the B & O that it was best to build on higher ground. As a consequence, the abandoned right-of-way is almost always up an embankment which affords a wonderful elevation for viewing the river and the mountains.

By the early 20th century we had two railroads and one canal, all going west along the Potomac Valley. In the Paw Paw Bends alone the Western Maryland crossed over the towpath four times, and over the old B & O low line on the WV side twice. Their histories, as well as their routes, are inextricably connected. As a matter of fact, the B & O Railroad ended up owning all three.

By 1975, the Western Maryland Railroad was abandoned because it duplicated lines of the old B & O which had become the CSX. Since then, it has been left unused, rails and ties removed, just a path. The first 20 miles of the "Cumberland Extension" have been converted into the very popular Western Maryland Railtrail, from Ft. Frederick (Cherry Run) to Pearre, on the towpath, about 10 miles west of Hancock. Then starts the very scenic part through the Paw Paw Bends on to North Branch near Cumberland. This is the stretch that is currently under study by the Park Service. This is the stretch that is so breath-



Paw Paw Tunnel, North Portal

Judie Mopsik

takingly beautiful, crossing over the Potomac on those high trestle bridges, with the excitement of the tunnels, one of them 4350 feet long. Just imagine, six bridges and three tunnels, all in the first 12 miles. It must be saved!

The best I can do with an article is to quote from "Steam in the Alleghenies..Western Maryland" by Ross Grenard and John Krause.

"...the Western Maryland was one of the most impressive and photogenic railroads on the North American Continent, and there are valid reasons for considering it to be the most impressively photogenic in the Eastern United States."

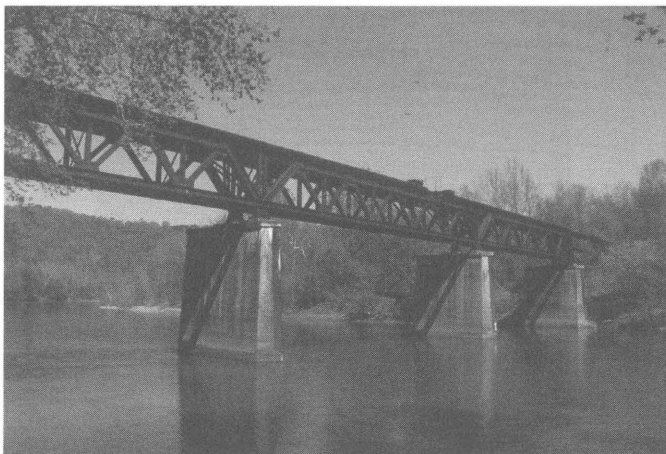
"...when it came to the most varied operations combined with the most impressive scenery, one would have to give the award to the WM's three-state, 700 route mile operation."

"The WM..moved in a world far removed from population and urbanity. In fact, one of its active engine terminals, Spruce, WV, was totally isolated from the outside world save by rail, a situation which makes even the outposts of the Colorado's narrow gauge seem urban by comparison."

"The superbly engineered Cumberland Extension [our proposed trail - mw] cost just a little less than \$12,000 per mile at 1906 prices and was probably worth every penny of it even though the construction costs were cited as the principal cause of the WM's 1908 bankruptcy. One reason for this was the simple fact that much of the line is composed of either tunnels or bridges."

Preserving the abandoned rail line whose story and route are so entwined with the canal would give evidence to the great effort expended in working their way west through such rugged terrain.

Hopefully, the slides which Jeremy Cooper will show us at the dinner on Nov. 1 will convince you. They are the result of his many years of hiking in the area, with older photos of the



WMR bridge 6

Jeremy Cooper

bridges. I apologize that we cannot go to see these things. The bridges and tunnels have been certified structurally sound until

2025, but as they are today they are impassable, dangerous and off limits. ❀

A Boathouse Plan That Should Be Scuttled

The Washington Post

Sunday, July 13, 2003; Page B08

Three icons of the District's natural environment -- the Potomac River, the C&O Canal and the Capital Crescent Trail -- are about to be endangered by an unlikely source: a grand new boathouse for Georgetown University.

Architects for the university have unveiled plans for a 33,000-square-foot riverside palace to be located seven feet from the water. The boathouse will rise 63 feet above the river and will sit just 1,200 feet west of Key Bridge on what is now national parkland. While the building may be destined for architectural awards, its placement is all wrong.

A new alliance of conservation and recreation groups, the Defenders of Potomac River Parkland, notes that the boathouse will be four times as large as either the Potomac Boat Club or the Washington Canoe Club nearby. It will have docks that extend 70 feet into the river and a "great room" -- complete with a fireplace and a 24-foot ceiling.

The boathouse's design was favorably reviewed by the National Park Service and the local Advisory Neighborhood Commission and provisionally approved by the Fine Arts Commission, but that was before all the significant details were known.

On June 20, members of the C&O Canal National Historical Park Advisory Commission unanimously expressed concern with the size and height of the structure. A second round of review is needed.

The section of the Potomac where the boathouse is to be built was recently included in Scenic America's nationwide list of Top 10 "Last Chance Landscapes" because of development threats. The boathouse will occupy flood plain that is part of the C&O Canal corridor and will be only the second permanent building constructed upstream of Key Bridge since the Washington Canoe Club was built 99 years ago. The boathouse's upper story will block views from the canal towpath, and its roof will be visible above Canal Road.

The boathouse and its service road also will narrow the Capital Crescent Trail near its constricted southern entrance, putting a cork in this bottleneck when the university hosts regattas.

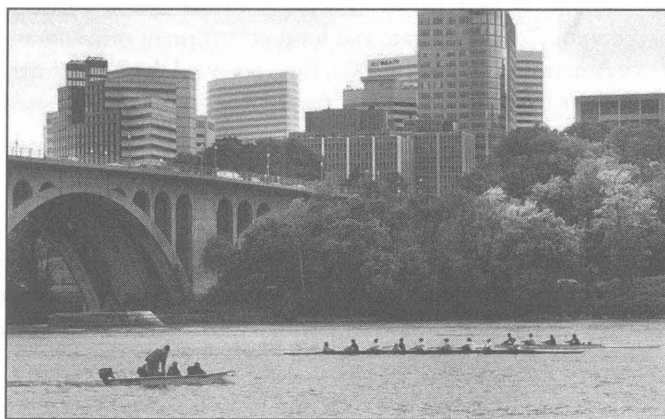
There is a ready solution. Just downstream from Key Bridge, where parking lots now lie, will be Georgetown Waterfront Park, the perfect location for the university's new boathouse. This site has far better access for trailers and services than the one slated for development.

Relocating the boathouse east of Key Bridge would please walkers and bicyclists, who would get more than a third of a mile of new parkland, and canoeists and rowers, who would finally have the facilities they need.

At a time that it is being criticized for failing to safeguard the public's resources, the National Park Service has the opportunity to come to the defense of its C&O Canal Park. It should reopen its environmental review process, reconsider the dubious land swap that will allow the boathouse to be built on what is now public land and ensure that all concerned parties get a chance to review the project.

Frederick I. Mopsik

with permission *The Washington Post* ❀



The Washington Post

THE ASSOCIATION WELCOMES NEW MEMBERS

Michael AUKAMP	Chantilly, VA
Henry W. BATTLE	Charleston, WV
Ann & Eddie BILEZIKIAN	Berkeley Springs, WV
Linda BRACKETT	Washington, DC
John CAPOZZI	Washington, DC
Ted COMFORT	Cumberland, MD
David CRUMP	Lovettsville, VA
Mark L. DOCTERMAN	Atlanta, GA
Michael DORRELL	Berkeley Springs, WV

The POLAND FAMILY
The FIRMANI FAMILY
David F. GARDNER
Robert W. GARDNER
Andrew HALLS
Robert & Barbara HARDY
Beverly HOFTMAN
Ann & Eddie KELTON
SP_Jason A. KRICK
Frances L. LYNCH
Sallie MCDONALD
Judith MEADER
Crystal MERRILL

Martinsburg, WV
Mt. Airy, MD
Beverly, MA
Newtown, CT
Potomac, MD
Potomac, MD
Greenbelt, MD
Pittsburgh, PA
APO AE,
Boonsboro, MD
Washington, DC
Poolesville, MD
Grantsville, MD

Robert Lee NEFF
BILL'S PLACE
William E. RALLS, SR
Larry RITZMANN
Jan & Jack SIMONS
Ben SKINNER
Margaret G. SKINNER
M/M Al SORKOWITZ
Russell J. STRASSER
Michelle SUNDERLAND
John V. SURR
Marti WILLIAMS
William A. ZELLMER

Woodstock, VA
Little Orleans, MD
Louisville, KY
Silver Spring, MD
Cockeysville, MD
Brooklyn, NY
Madison, WI
Arlington, VA
Falling Waters, WV
Rockville, MD
Bethesda, MD
Hagerstown, MD
Bethesda, MD

NEWS FROM THE PARK SERVICE



C&O Canal Superintendent Faris Retires

Chesapeake & Ohio Canal National Historical Park (NHP) Superintendent Douglas D. Faris will retire effective December 2003, after serving 30 years for the National Park Service. Faris began working for the National Park Service in the 1960s during college as a seasonal employee for Yellowstone National Park. His career includes planning team captain at the National Park Service's Denver Service Center; planning project manager for Lowell National Historical Park; and associate regional director for professional services at the Southwest Region. Faris has been the superintendent of C&O Canal NHP for nine years.

Superintendent Faris directed the C&O Canal's extensive flood recovery program from 1996 through 2000 with the completion of \$25 million in repairs. In addition, he began new partnership programs and greatly expanded volunteer opportunities such as the park's bike patrol program. In 2002, he relocated the C&O Canal park headquarters to a modern, efficient operation on Dual Highway in Hagerstown and initiated interpretive programs at Ferry Hill to provide public access to this historic complex. His career in the Southwest Region is particularly noted for his work as the region's legislative coordinator on a broad range of legislative issues and establishment of new parks. Throughout his career, Faris has worked with Congress, state and local government officials, and Native American leaders. In 2002, Faris received the Department of Interior's Merit Service Award for excellence in park management.

Recapping his 30 years of service, Superintendent Faris said, "I feel honored to have had the opportunity to serve the public and to be a part of the National Park Service. I have strived to make the C&O Canal a safe environment for visitors to enjoy and appreciate the natural and cultural resources this beautiful park has to offer."

C&O Canal Announces New Chief Ranger

Superintendent Doug Faris announced on 5 August that Robert "Rob" Danno has been selected as the park's new chief ranger. A twenty-one year veteran of the National Park Service, Rob comes to the canal from the chief ranger position at Bryce Canyon National Park in Utah. He begins his duties for the C&O Canal in mid-September. He succeeds Keith Whisenant, who left in December 2002 to become superintendent of Natchez National Historical Park in Mississippi.

Danno will take over the position of chief ranger at a time of increasing attention to law enforcement and homeland security within the National Park Service and especially in the

Washington, D.C. area. He will supervise a staff of 14 federal law enforcement rangers and will be responsible for managing the park's visitor and resources protection program, which includes law enforcement and emergency services in the park. The C&O Canal encompasses nearly 20,000 acres, more than 1,360 historic structures, and serves over four million visitors each year.

Rob began his National Park Service career in 1982 as a ranger at Whiskeytown National Recreation Area in California. Since then he has held ranger positions in a number of national parks including Sequoia and Kings Canyon, Grand Canyon, Virgin Islands, Channel Islands, and Yellowstone. Prior to his assignment at Bryce Canyon, Danno served as chief ranger at Chiricahua National Monument and Fort Bowie National Historic Site, Arizona.

He expressed his excitement about coming to the C&O Canal. In 1999 he took a 3,317-mile cross-country bicycle trip that ended by riding the length of the towpath from Cumberland to Washington and he recalls the enjoyment of the beauty and peacefulness of that final 184.5 miles.

The C&O Canal Association is pleased to welcome Rob and his wife Mary, son Troy and daughters Katie and Sarah to the area, and we look forward to getting to know them.

Canal Repairs to start at Little Falls

The Chesapeake & Ohio Canal National Historical Park will start repairs to the canal in the Little Falls area near Chain Bridge on Sunday, July 20. The canal was drained starting on the evening of July 20 through Wednesday, July 23, to initialize the repair process to the historic canal prism and stream bank in the vicinity of the Little Falls Branch Stream.

Repairs will last for approximately four months. Visitors can continue to use the towpath in the construction zone, but are advised to follow the posted warning signs and to use extra caution in the area between mile 4.5 and Lock 5 of the canal.

The repairs are aimed to reverse the damage caused by intense rainfall in August of 2001 that severely eroded the stream bank, damaged the canal, and exposed a large diameter sanitary sewer pipe in this location. The park was appropriated the funds for this project in April of 2003.

C&O Canal Parking Lot near Shepherdstown Relocated

The Chesapeake & Ohio Canal National Historical Park closed the existing parking lot by Lock 38 in the Shepherdstown area on or about Monday, August 25. New signs will guide visitors to an alternate parking lot and pedestrian bridge over the canal to the towpath. The new parking lot is located by the train trestle about one-half mile downstream from the existing parking lot.

This alternate parking lot will be in use during the construc-

tion of the new Rumsey Bridge over the Potomac River. After the bridge construction is completed visitors will be able to use both parking lots and pedestrian bridges to access the towpath. The construction of the alternate parking area is the realization of a long-term park goal to enhance visitor use of the Lock 38 area.

The alternate parking lot has been constructed by the Brayman Construction Corporation, the general contractor in charge of building the new Rumsey Bridge. The C&O Canal is working closely with the contractor to minimize negative impacts on visitors and ensure their safe passage through the construction zone, since the C&O Canal towpath will remain open throughout the duration of the construction. The park's superintendent, Douglas D. Faris, remarked that he "greatly appreciates everyone's patience while the bridge is being constructed" and predicts that visitors will be very satisfied with the end result. ❀

New Towpath Dog Tag

The new Towpath Tag for Dogs has just been issued. The peripatetic quadruped model donated his services to the C&O Canal Association to show his appreciation for the canal and what it offers to all canines.



Fred Mopsik ❀



Justice William O. Douglas Award

Presented to

DOUGLAS D. FARIS

THE WILLIAM O. DOUGLAS AWARD

For Leadership and Outstanding Achievement

From the Chesapeake & Ohio Canal Association

September 10, 2003

Citation

Under your leadership, Doug, these have been nine memorable years for the C&O Canal National Historical Park. Soon after you came on board you faced an unprecedented challenge. Like Noah you got to know about floods. Ninety-six began and ended with two "hundred year" floods tearing up the towpath and opening up yawning gaps in the walls of the canal prism. You didn't have to build an ark like Noah, but you hit the ground running. You marshaled your forces with great skill, determination and foresight. You put the towpath back into full use with incredible speed. Not only did you swing a talented staff

and maintenance team into action with focused energy, but you raised a volunteer army of four thousand volunteers and put them to work on the towpath. The flood recovery became a popular cause. The canal's naysayers were silenced. You raised several million in private money and got Congress to come up with a tidy sum for recovery projects. You looked to the future and set into motion a series of projects designed to protect the canal against the floods of the future. You gave real meaning to the buzz word "sustainability."

Your achievements on the canal have been many but the full restoration of the Monocacy Aqueduct now in progress truly stands out. You have saved the Crown Jewel of the C&O Canal and it is now being restored to its original glory and with added luster! It will be in better shape than it ever was. Now it won't leak. As you well know the Aqueduct is close to our hearts in the Association. And we in the Association have been honored to have joined with you in partnership in the seven year long campaign which has ended in victory! Your work has become part of the C&O Canal's heritage.

Doug, you have set a gold standard in you wise leadership of the C&O Canal National Historical Park. Your devoted service, your friendship, your unfailing good cheer and courageous spirit are an unforgettable inspiration to us in the Association. Our hearts are with you and we wish you Godspeed!

Your friends in the C&O Canal Association ❀



Learning to Backpack on the C&O Canal

Ed. Clarissa Ferraris, with contributions from Girl Scouts of Troops 1003 & 1872

Once upon a time, there was a determined Girl Scout from Senior troop 1003, Corina, who wanted to have the ultimate outdoor experience before going out to college: a backpack trip (and as any respectable Girl Scout, earn the related badge). She convinced Judy, her leader and Clarissa (a brownie leader with backpacking experience) to help her. This was 2000 and it was the start of a tradition for the girls of Cadette troop 1872 and Senior Troop 1003 from Columbia, MD.

The selection of the overnight backpack trip was discussed and it was decided that it needed to have the following characteristics: (1) not be too hard for first timers, (2) have a remote campsite that can only be reached on foot, (3) have amazing and beautiful natural or man-made attractions. These qualities were fulfilled by the C&O Canal between Little Orleans and the Paw Paw Tunnel, with the camp site being the Stickpile Hill campsite at mile 149.3. The total trip was 16.4 miles with 9.3 miles the first day and 7.1 miles the second day. The Stickpile Hill campsite allowed an isolated camping experience that included campfire, refreshing water and relative quiet (if you can ignore the train on the other side of the Potomac). The Paw Paw tunnel is definitely a thrill and a marvel that can be seen over and over again.

On May 2003, 6 girls and 3 adults participated in the third edition of this now traditional hike (2002 hike was not held). The adventures were numerous, as you will read below. There were

four Cadette Girl Scouts: Danielle, Romy, Megan, and Mikki who had their first experience of backpacking. There were also two Senior Girl Scouts (veterans from the 2001 trip): Kate and Margie. The adults were Judy, Clarissa and Tina (a Junior Girl Scout leader who wanted to taste the backpacking experience).

As for the outdoor experience, the first thought to talk about is the weather: it was just right. Great sunshine on the first day, torrential rain during the night and cloudy but no rain the second day. The rain stopped at 7:30 a.m. just in time for the wake up call! Breakfast (taken standing up as every thing was wet) consisted of hot drinks, thanks to the new stove acquired by Clarissa, health bars and cereals. This was a time to tell the horror story of the night: wet tent and clothes! It went from gear floating in water inside the tent to just damp.

The program obviously included a relaxing foot bath in the Potomac, campfire with scary stories, songs, delicious meals prepared by the girls and... blisters for some. The hike along the Potomac was terrific! Everything was green; there was quite a variety of spring blooms along the tow path. Judy tried to identify them for us. Signs of wild life were also found: green shiny tiny frogs, snake skin, beaver dams, and turtles. But definitely, the most awesome part was traveling through the Paw Paw Tunnel. The structure was admired and the darkness triggered screams from the girls recalling the horror stories of the campfire. The history of the construction of the tunnel was read.

In summary, we can say that we had a great time. We are ready to plan next year's hike. We were really able to appreciate the work of the volunteers who keep this wonderful path litter-free, with great campsites and facilities. ❀

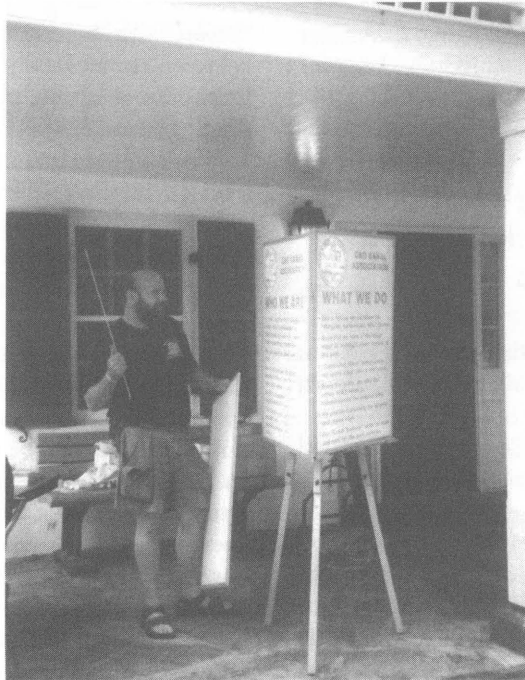
Canoe Trip



Violette's Lock to Great Falls Tavern canoe trip

Carl Linden

Great Falls Tavern Visitor's Table



Steve DeLanoy at Great Falls Tavern

Carl Linden

C&O Canal NHP Damaged by Isabel and Following Storm

Hurricane Isabel did significant damage to The C&O Canal NHP as seen in a preliminary list of damage put together by Park Headquarters dated September 24, 2003. The list included:

1000 downed trees

Damaged parking lots:

Monocacy Aqueduct - severe erosion

Nolands Ferry

McCoys Ferry

Brunswick entrance road

15-Mile Creek Kasecamp Entrance

Outdoor Club Road entrance blocked

Tunnel Hill trail - severe erosion

Spring Gap entrance road- erosion 10" deep

Boat Ramps

Brunswick

Tonoloway

Towpath erosion and silt - 145,000 feet of towpath and trail needs replacement

Erosion at miles 60-61, 94.4, miles 126-133

Washout at 145.5

Holes miles 157-158

Billygoat Trail

Monocacy Aqueduct area

Silting at miles 60-61, 132-134, miles 137-138

Historic Culverts

Damage at #65, #68, #94, #174

Sinkholes at #193, #201

Debris at #170, Wastew weir at #174 and mile 133.7

Structures

Carderock Pavilion - tree on roof little damage

Footbridge damaged by tree Lock 33-34

Anthony House miles 135-135 - roof damage

Bulletin Board - water damage at mile 173-174

Thanks to Acting Superintendent Kevin Brandt for taking a little time from preparing the damage assessment to give me this report. He reported the situation as serious, but not as bad as in 1996. So far the Monocacy Aqueduct appears to have survived.

Fred Mopsik



Editor's note: This issue was interrupted by two historic events. One was the arrival of Hurricane Isabel and the resulting power outage. The other, just as recovery was underway, was the announcement of the Himicane, Samuel Joon Fernandez, the 4 month old, newly arrived grandson of Fred and Judie Mopsik. In the spirit that Along the Towpath must go out, the editorial review process had to be foreshortened. The editor requests forbearance for any excessive typographical errors.



Accompanied by the Past

by Karen Gray

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

History and Engineering Along The Route of the Heritage Hike: Town Creek to the Paw Paw Parking Area

Note: Mileages are from Hahn's Towpath Guide and assume that walkers will be transported to Town Creek and walk down the towpath to the tunnel.

This year's Heritage Hike takes place along 6.1 miles located within the fifty-mile section of the canal between Dam 6 at mile 134 opposite the mouth of the Cacapon River, and Dam 8 at mile 184 in Cumberland (Dam 7 was never built). The first contracts for construction on this long stretch were let in the late summer of 1837, although these final fifty miles would not open to navigation until October 1850. Indeed, the fifty-mile section came incredibly close to not ever being finished. Had that been the case, the canal would not have become a coal-carrying canal and almost certainly would have been abandoned in the second half of the nineteenth century as were so many canals in the eastern United States.

Construction was far from continuous during the years from 1837-50. Rather it proceeded in fits and starts, and between 1842 and 1846, for all practical purposes, it ceased altogether. Consequently the dates for the construction of structures along the hike route will often include a period of work in both the late 1830s and the late 1840s. Aqueduct No. 10 over Town Creek at mile 162.34, for example, was worked on from 1837 to 1840 and again from 1845 to 1849.

The aqueduct's first contractor, Willis Hatch, absconded in 1838, leaving a large debt (Davies, 528). Inevitably when this happened the canal workers were among those left unpaid, often for extended periods of work. Rebuilt by the Park Service in 1977, this aqueduct contains limestone from a quarry near the mouth of the South Branch of the Potomac in present day West Virginia, and two types of sandstone from a quarry on Town Hill as well as small quarries near the aqueduct. (Davies, 528-530)

The Big Run culvert (no. 215), crossed over at mile 161.60, was begun in 1838, completed 1846-49, and served as a road culvert until 1922. (Davies, 528) While Town Creek traces a very crooked route from Pennsylvania through the broad valley between Warrior Mountain and Town Hill, Big Run is a relatively short, straight watercourse flowing down a very narrow valley between Town Hill and Green Ridge.

Lock 67 at mile 161.53, named Darkeys or Hughey Lock, was another of the structures begun in 1838 but not completed until the 1848-50 period. The name comes from Hughey Darkey, locktender at locks 67 and 68 in the 1900s. He is buried in the cemetery at Oldtown and was known for his pretty daughters. (Hahn, Lock-Houses, 77) This lock is at the upper end of the

"Seven Mile above the Tunnel Level"-Lock 66 in the Deep Cut below the tunnel being at the downstream end of this level. The lockhouse along the towing path was lost in the March, 1836 flood (Davies, 524).

Lock 67 was one of the thirteen composite locks (locks 58 through 71) with rubble drywall construction for the lock walls, faced with a watertight lining of timbers and planks that could be replaced, when necessary, during winter shutdowns. The timber lining on this lock was replaced with concrete in the early 20th century.

The wasteweir at mile 160.08 was built of local sandstone during the 1846-50 construction period, but was later rebuilt with concrete. (Note: A waste weir is a structure as deep as the canal wall so that it could be used for draining a section of canal, while an overflow is a low section of the towpath that allows excess water to flow out of the canal. While the mules walked across an overflow, a wooden footbridge was provided for the mule driver.)

Along the stretch between miles 159 and 161.3 temporary embankment bridges were built across the Potomac during construction era for transporting building materials (stone, fill, etc.) from the then-Virginia side. These proved more temporary than intended and required rebuilding following a number of floods that occurred during the long period of intermittent construction.

The mouth of the Little Cacapon can be seen across the Potomac at mile 159.6. This area was once the location of an important Potomac crossing. In Colonial times the major route from the Potomac and Chesapeake tidewater to Fort Cumberland and the Ohio country, was northwest through Virginia to one of several crossings into Maryland such as this one. An all-Maryland route would not be available until 1759 when a primitive road to Oldtown from Hancock was built largely through the mountain, much of its route being preserved today by the gravel Oldtown Road that winds through Green Ridge State Forest.

In the spring of 1755 General Braddock's 48th Regiment on its way to the British confrontation of the French near the Forks of the Ohio followed a Maryland route through Frederick, crossed Catocin and South Mountains, and then turned south to cross the Potomac into Virginia at Williams Ferry (Williamsport). The Regiment then continued south through the Shenandoah Valley to a location near Clear Brook where they were joined by the 44th Regiment that had come through northern Virginia. Marching northwest again, the two regiments passed through Bloomery Gap, Enoch's Plantation at the Forks of Cacapon, Owl Hollow, and Spring Gap, reaching the valley of the Little Cacapon and following it to the Potomac where they crossed into Maryland on May 8, 1755.

At mile 158.56 culvert 212 provides drainage under the canal for waters coming down the Reckley Flat. A canal cemetery lies a short distance off the towpath just above Culvert 211 (mile 157.1) (Davies, 517). This culvert carries Purslane Run under the canal. It has been known variously as the "Davis Farm Road culvert" and the "road culvert at Greenwell's Hollow" (Davies, 517; Hahn, Towpath Guide, 204).

Geological evidence indicates that Reckley Flat and the lower Purslane Run valley were once the location of a Potomac River meander, abandoned when the present river channel developed across the neck between what are now adjoining valleys. The area at the mouth of Purslane Run was the location of the Kiefers railroad station (157.22) on the Western Maryland. Near here was a ferry to Paw Paw and Hahn refers to a canal workers' cemetery on the berm side (Towpath Guide, 203).

The labor history in the tunnel area is particularly dramatic and important, reflecting the tragic injustices suffered by the workers and their desperate, sometimes violent, efforts to secure work, fair treatment, and a living wage. In addition cholera and other recurrent diseases were a serious problem in the canal workers' camps during the summer months in particular. The workers' cemeteries bear witness to the dangers of life along the line of the canal. *Common Labor* by Peter Way (Johns Hopkins University Press, 1997) is highly recommended for those interested in this aspect of canal history.

A waste weir at mile 156.46 was originally built as an overfall one hundred feet long with a sixteen-foot wide drain. This is now a concrete waste weir with a fifteen-foot drop over bedrock at the lower end of the waste channel. The Western Maryland Railway crosses the canal at mile 156.51 as the canal cuts across a neck formed by a Potomac bend. In Canal Company records this

bridge is referred to as Wabash Bridge No. 5. It was built in 1905 by the Pennsylvania Steel Company. The cut for the canal here, known as the Mitchells Neck Cut, is up to 40 feet deep. (Davies, 513)

Maryland highway 51 crosses the canal at 156.08 with the path to the tunnel parking area just beyond it. The bridge was built in 1932. Davies notes that the only flood to reach above the towpath at this point was that of 1936 with a flood stage of forty-five feet. By contrast the flood of 1889 that forced the Canal Company into bankruptcy reached the forty-five-foot level of the towpath. (Davies, 512)

Sources:

Davies, William. *The Geology and Engineering Structures of the Chesapeake and Ohio Canal*, C&O Canal Association (draft 1989, published 1999). Page numbers refer to those on the bottom of the printed version of Davies' uncompleted work.

Hahn, Thomas. *Towpath Guide to the C&O Canal*, Tenth Edition, American Canal and Transportation Center (1992)

The Chesapeake & Ohio Canal Lock-Houses & Lock-Keepers. *Institute for the History of Technology & Industrial Archaeology Monograph Series*, Vol. 3. West Virginia University, 1996. ❀



Digging up the Old Erie

Hal Larsen

Two college professors in upstate New York took it into their heads to find the original Erie Canal. According to an article by Greg Brouwer in the February 2003 issue of *Civil Engineering*, this ambitious undertaking recently got started in Albany, where the waterway joined the Hudson River.

The original 363-mile Erie Canal was completed in 1825 but was deemed satisfactory for only a few years. In 1836 engineers rerouted it to use enhanced portages and to get by with fewer locks than needed for the original waterway. From ca. 1900 to about 1920, the canal was enlarged and deepened in many sections so that today there is little to recall its 19th-century self.

An archeological study conducted in the 1980s revealed that 1836 canal remnants could still be found, but there was nothing from the original 1825-36 era. What happened to those early locks and other man-made structures? The assumption was that scavengers probably removed the stones, wooden structures and lock mechanisms to be used for building purposes.

But Union College professors, Andrew Wolfe and Denis Foley, wondered how this could be. A civil engineer and anthropologist respectively, they could not imagine how a one- or two-ton stone block could be dug up and hauled off for what? Smaller stuff might have been taken to help build a stone fence or an outbuilding, but what would anyone do with the bigger stone hunks? They reasoned that metal parts and other possibly useful materials would have been taken and that the canal might then have been covered with debris and forgotten.

Using old maps from the New York State Archives, they were able to determine roughly where the original locks and basins might have been in Albany. Then they started digging, first with hand shovels and eventually with an excavator. When they got down four and a half feet they encountered their first artifact, a finished limestone chunk, five feet long, three feet wide, and 21 inches deep. They determined that it was an 1836 remnant, not one from 1825. But this clue told them that they were digging in the right place.

Last November Wolfe and Foley uncovered the 1836 Lock 1, the first lock in from the canal's confluence with the Hudson River. Still in almost perfect shape, the lock built of 4x5-foot stone blocks rests on six-foot timber piles that were perhaps driven into the ground with a steam engine. About 700 such piles were covered with timber planking. Wolfe said, "The wood is still there, in pretty good shape." Having outlined Lock 1, the excavating professors were now able to calibrate their maps to enable them eventually to further unearth the enlarged canal. The find also encouraged them to continue to look for the 1825 canal. "We haven't found it yet," Wolfe said, "but we're in the right spot." Exploration and preliminary excavation to uncover this original waterway was to get underway in Spring 2003.

Thus far no further progress in this undertaking has been reported. Funding and agreement with landowners to dig on their properties were obvious hurdles. But early maps showed that the diggers' original excavations were within a four-acre radius of the 1825 canal's weigh lock. Therefore, the prospect for uncovering this early canal continues to be an exciting possibility. ❀

THE NEWS FROM ENGLAND

Hal Larsen

The Arun is a major river in England's Sussex and Surrey counties. The stream is still navigable for small boats from its estuary at Littlehampton on the English Channel to Arundel, a fine town clustered around the Duke of Norfolk's castle, while adventurous explorers in dinghies can push northward as far as Pallingham. Leaving Arundel the river passes North and South Stoke before cutting through the downs in a dramatic gorge at Houghton. To the east is Amberley, the Chalk Pits Museum, and the 14th-century castle. The Arun is joined by its tributary the Rother at Hardham. This river flows through Midhurst, Cowdray Park and Petworth. To the north lies Pulborough, followed by Stopham with its 1423 bridge, the finest medieval crossing in the region. At Pallingham, 25 miles from the sea, the navigable section ends, although the Arun continues deep into central Surrey. However, the river today is a far cry from its former self, for in the early 19th century it was the major passage through navigable streams and canals that linked London with Portsmouth and the English Channel. The laborious and today inconceivable journey between the two cities then involved a 116-mile course, 52 locks and at least four days. These remarkable but commercially unsuccessful waterways have not been used in more than a century, and yet traces can still be found. Many locks in ruins on the Arun and Rother navigations are visible today, and the entire Wey and Arun Canal can be followed on its meandering journey through the attractive and secluded country in Sussex and Surrey. Restoration is now proceeding steadily on this waterway in the hope that "London's lost route to the sea" may eventually be found. Volunteers have stopped the century-long quiet decay, but it will be many years before boats can once again travel from the capital to Littlehampton by the overland route.

In the 19th century it was possible to travel by boat from London to Littlehampton on the English Channel coast via Weybridge, Guildford, Pulborough and Arundel. This network connected to the once extensive inland waterways covering England and Wales. Although only one link in an extensive system, the Wey and Arun Canal formed a vital connection, the only one between the south coast and the Thames, providing a route from London and the busy Thames River to the English Channel and beyond.

While many boats used the river channels in the area as early as the 17th century, it was not until the late 18th that work began on the Wey and Arun, a waterway that in fact comprises two canals. The first part to be built was the Arun Navigation that opened in 1787. The second, built in 1813, was the Arun Junction Canal that extended the link to Stonebridge Wharf near Guildford on the Wey River. The waterway prospered briefly until the railway became a better means for transporting goods. By 1866

canal traffic had virtually ceased, and in 1871 the Wey and Arun was abandoned. By this time the waterway had become mostly derelict although occasional traffic carried on after the official closure. Farther south, the Arun Navigation managed to survive until the early 20th century, when it too succumbed. Although neglected, in the few places where it meandered close to civilization the canal still attracted local attention. For the most part, however, the waterway remained no more than a stagnant, muddy, overgrown depression in the ground. And so it remained until 1970 when enthusiasts formed a society that later became the Wey and Arun Canal Trust.

The trust aims to restore as a public amenity the links between the Wey and Arun rivers and thus recreate the direct water connection between London and the south coast. Already 12 bridges have been reconstructed, four locks restored, culverts rebuilt and canal beds cleared and dredged for several miles. The trust has an agreed conservation policy by which it will recreate a Victorian landscape along the canal corridor, including diverse and interesting wildlife habitats.

The trust is an entirely voluntary organization supported by members and friends, with help from local businesses and local councils. Among the volunteers are professional engineers who design and supervise the restoration work. The restoration is carried out by the trust's own workforce, members who meet every weekend, and by voluntary groups that visit for a few days or for two-week summer camps.

Although the area traversed by the Wey and Arun Canal is densely populated owing to its close proximity to London, it has some lovely countryside. The landscape has many small farms, their tiny fields ringed by neat green hedges, with picturesque villages and gentle, rolling hills and woodlands. Surrey's northern reaches have mainly bedroom communities. The Sussex coast has many seaside resorts, and its busy ports have served for centuries as gateways to continental Europe. The Saxons ruled here, the word Sussex meaning "the land of the south Saxons."

This brave attempt to restore a fully derelict canal contrasts with restoration efforts elsewhere in England that have central government and local-councils support and, in some instances, substantial funding from private mainly commercial entities. The Wey and Arun project involves volunteers who have assumed responsibility for a task which by any measure is a major undertaking. They have no completion date; the job will be done when they complete it. As long as the enthusiasm that characterizes this relatively small group continues, the prospect for eventually opening the London-to-the-sea water route is good. Maybe the national government will see the merit in this and lend a hand. ✿



The Canaller



A Fruitful Partnership with the C&O Canal

Visitors walking the many trails at Great Falls this summer will witness the benefits of a partnership between the Student Conservation Association (SCA) and the Chesapeake & Ohio Canal National Historical Park. The popular trail network at Great Falls received some vital trail maintenance, thanks to the hard work of area high school students working under the guidance of the SCA.

The SCA was founded in 1957 as a non-profit organization devoted to providing conservation leadership and education to young people as a means of introducing our nation's youth to careers in conservation, according to www.sca.org. The SCA is funded by grants and corporate sponsorship and is particularly concerned with providing "hands-on outdoor experiences" to youth who might otherwise not have this opportunity.

This summer, high school students from Montgomery County and the District of Columbia spent six weeks in the park learning trail maintenance techniques. The students were from

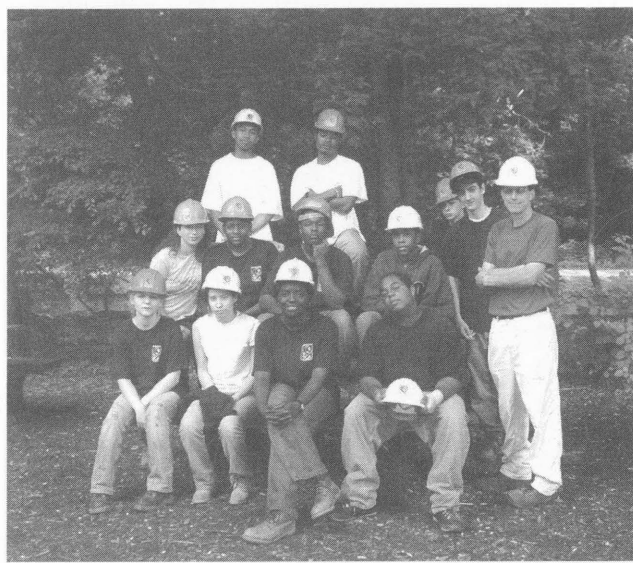


SCA volunteers hard at work under the leadership of their crew leader, James Shanahan (in front)

Cesar Chavez Public Charter School (PCS), Maya Angelou PCS, Thurgood Marshall PCS, Woodrow Wilson High School, Winston Churchill High School, Bethesda-Chevy Chase High School, Washington Math, Science, Technology PCS, and the Kamit Institute for Magnificent Achievers.

Two groups of six students were led by SCA crew leaders Darryl Sherman and James Shanahan. Sherman earned her bachelors degree in anthropology from Indiana University and her masters degree in social work from Hunter College in New York City. Shanahan earned his bachelors in computer science from Bloomsburg University in Pennsylvania. Both leaders were chosen for their leadership skills and their love of the outdoors, and they serve as mentors to the students on their teams. Both spent a strenuous week in Catoctin Mountain Park learning trail maintenance before being assigned to their team members.

This summer, the two SCA crew leaders consulted with trail overseers from the Potomac Appalachian Trail Club, who provided guidance on what and where trail work was most needed. The SCA installed stepping stones in the Ford Goldmine Trail; leveled a badly sloped section of the Billy Goat Trail, section C; repaired, replaced, and added water bars to



2003 SCA crews in their work gear

curb erosion on the Anglers Spur Trail; installed check dams on the Woodland Trail; removed a deteriorated bridge on the Goldmine Trail; repaired, replaced, and added water bars and check dams to an eroded section of the Lock 16 Spur Trail; and repaired water bars on the Billy Goat Trail, section A, damaged by the heavy rains this year.

The SCA completed invaluable work on trails in one of the most popular areas of this park, while at the same time strengthening the bond between the SCA, the National Park Service, and the Potomac Appalachian Trail Club. The end result, a fruitful partnership, benefits not only the general public but also the students who participated. These students leave with a greater awareness of the environment and an overall work experience that will influence them in whatever they do.

Dave Tune,
Assistant Volunteer Coordinator



Chesapeake & Ohio Canal National Historical Park

Our History:

The Chesapeake & Ohio Canal began as a dream of passage to western wealth. It operated as a conduit of eastern coal, competed against the Baltimore & Ohio Railroad, suffered extensive flooding, and then resisted being paved as a parkway.

This resource is a link to a time when America's prosperity depended upon its waterways. Construction lasted from 1828 to 1850 and the canal operated until 1924 as a transportation route. In 1938, the canal was placed under the auspices of the National Park Service and became a national historical park in 1971.

Today it endures as a pathway into history, nature, and recreation that stretches 184.5 miles from Georgetown to Cumberland, Md.

Our Mission:

The mission of the Chesapeake & Ohio Canal National Historical Park is to safely protect and preserve the park's cultural and natural resources, to educate the public about those resources, and to provide for public recreation and enjoyment.

Our Publication:

The Canaller is the official newsletter of the Chesapeake & Ohio Canal National Historical Park. It is published quarterly by:

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1850 Dual Highway, Suite 100
Hagerstown, Md. 21740
301-739-4200

K. Sholl, N. Zimmerli, Editors



Experience Your America™
The National Park Service cares for special places saved by the American people so that all may experience our heritage.

Superintendent's Corner

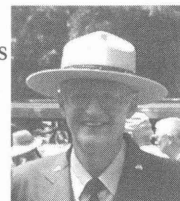
Welcome to the Chesapeake & Ohio Canal National Historical Park. We are glad you are joining the more than four million people who enjoy the C&O Canal each year.

These are exciting times on the canal. With this newsletter, we switched from a monthly to a quarterly publication that will be distributed more widely. I hope you enjoy the new look and layout.

We are also in the midst of a major project that will preserve the Monocacy Aqueduct, the largest aqueduct on the canal. This seven-arch structure is a monument to civil engineering in America. In 1972, however, it was severely damaged by the flood that accompanied Hurricane Agnes. The National Park Service put steel girder braces on the aqueduct in order to keep it standing. Now with funding from the National Park Service and support from the C&O Canal Association, we are well on the way to restoring the beauty and structural integrity of one of the canal's most impressive structures.

The C&O Canal is a special place. Along its 184.5 miles you will find feats of engineering and the beauty of nature.

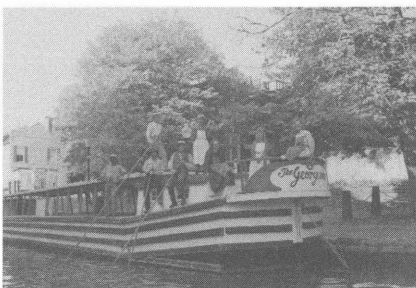
Your experience may be in a busy area such as Great Falls, or you may find solitude in a place such as the Paw Paw Tunnel. Everywhere you will find remnants of a diverse historic past interwoven with natural beauty.



Superintendent
Douglas D. Faris

Be sure to see our listed programs beginning on page four to see all the canal has to offer. Hancock Apple Days and Sharpsburg Heritage Days, both on the third weekend of September, are two great events to attend. "Life and Death on the Canal" at the Great Falls Tavern Visitor Center on Oct. 25 is an enjoyable experience as well.

Whether you hike, bike, canoe, or attend one of our programs, we at the C&O Canal hope you enjoy your visit. As you do, remember to enjoy the park safely.



Mule-Drawn Canal Boat Rides

Enjoy a one-hour mule-drawn ride on a reproduction 19th century canal boat at Georgetown. Experience locking through a historic lock while rangers in period clothing describe the history and the lives of the families that worked on the canal during the 1870s.

Fall Schedule: (Sept. 1 through Nov. 9)

Wed., Thurs., & Fri. - 11 a.m. & 3 p.m.
Sat. & Sun. - 11 a.m., 1:30, 3, & 5 p.m.

The Georgetown boat will run on Labor Day (Sept 1), & Columbus Day (Oct 13) at 11 a.m., 1:30, 3, & 5 p.m..

Fares:

\$8 adults
\$6 seniors (62+)
\$5 children (4-14)

Reservations are taken only for groups of 10 or more. Schedules are subject to change; therefore, please call the visitor center at 202-653-5190 to confirm dates and times. On-street meter parking is available in Georgetown. A parking garage is located in the Foundry Building on 30th Street, between M and K Streets, next to the C&O Canal.

Fall 2003 Canaller

Mapping the Historic Canal in a Modern Way

Mapping or cartography is an ancient art and science performed by men, armies, surveyors, cartographers, and astronomers to display locations and information about places, people, and objects.

To this day, park rangers use maps frequently to get around, to find things, and to show where places are. The canal, towpath, roads, rivers and creeks, campgrounds, aqueducts, and other park resources are some of the elements used in park maps.

Cartography, propelled into the 21st century, is now fully integrated into the computer age with satellite technology, remote sensing, high end computerized graphics, sophisticated mathematical algorithms, and data management. The Chesapeake & Ohio Canal National Historical Park uses a technology called Geographic Information Systems (GIS) to map information about the park and manage associated information.

The very name of the technology implies a system to use spatial information about things of interest. Have you used an internet website to get driving directions and a map? Then you have used GIS!

GIS simply is a computerized method of mapping or documenting spatial information; that is, locations and associated data in an organized way, using tables. GIS data thus may be developed and managed with specialized computer software programs designed to display and analyze spatial data.

The software allows the user to view the spatial data in map format, to overlay, and to analyze the data based on its location. For example, the GIS specialist will overlay the rare plant locations with the street/road location information and determine if a proposed road widening project would impact rare plants in the area.

Another application of GIS is to determine where future gypsy moth infestations may occur based on the locations of populations of oak tree species.

The GIS specialist can even calculate the acreage of potential impacts and prepare a treatment prescription with map products and statistical tables and graphics.

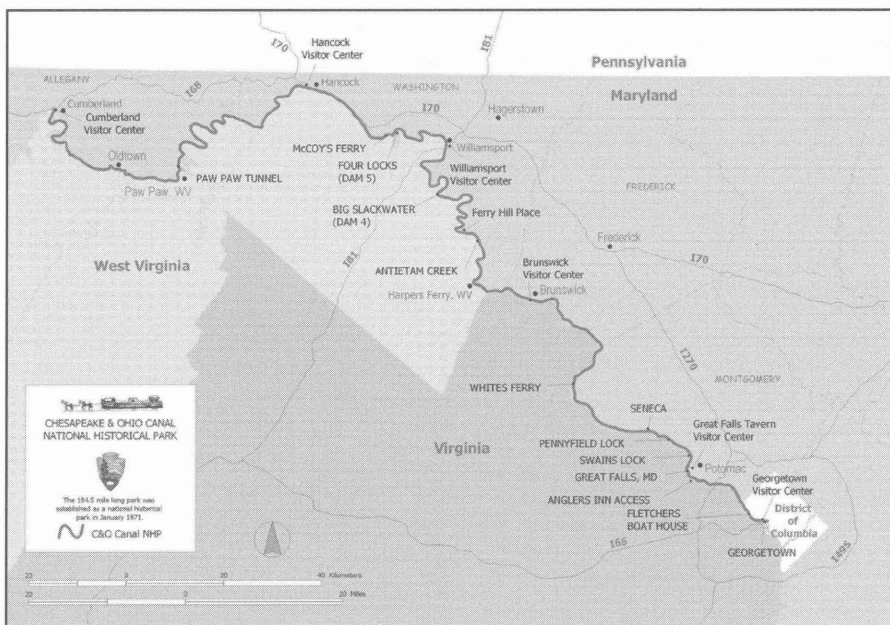
Data for the park is acquired in a number of ways, including electronic digitizing and scanning processes which assign spatial coordinates to features as depicted on paper maps or aerial photographs. This results in images, in the form of electronic pictures, used in the GIS as data layers for display and analysis. Data is also created with Global Positioning Systems equipment (GPS) using the same satellite technology as a GPS unit purchased at a sport shop by hunters and hikers alike. However, the GPS equipment used to map park features has a much higher rate of accuracy and is used to accurately locate park resources.

The C&O Canal National Historical Park has effectively used GIS to map many park features such as rare plants and plant habitat, soil types, archeological sites, historic structures, and local geology. With such valuable information, park managers protect resources and park visitors alike.

GIS has been used in the park for over 10 years and will continue to be used to manage park resources. The next time you are in the Great Falls area, pick up the brochure and map "Hiking Trails of Great Falls, Maryland" for a sample of GIS at work for you. Below is an example of GIS mapping used for this summer's park visitor survey. If you have filled out the survey, you used a map created by GIS to answer some of the questions. The map used stream data from the U.S. Geological Survey GIS mapping division, town data from the Geographic Names Information System program, and towpath data, which was acquired by driving the length of the park.

For more information, visit <http://www.nps.gov/gis/>.

Marie Sauter
GIS Coordinator



This is a C&O Canal map that was designed with the help of the GIS System.

Fall 2003 Programs

All programs are free and handicapped accessible unless otherwise indicated.

Cumberland Visitor Center

Western Maryland Station · 13 Canal Street · Cumberland, MD 21502 · (301) 772-8226
Open daily 9 a.m. to 5 p.m.

Paw Paw Tunnel Tour

Join a park ranger for a guided tour of the largest structure along the length of the C&O Canal—the Paw Paw Tunnel. Bring a flashlight and wear comfortable shoes to hike through the 3,118 foot long tunnel. Meet the park ranger at the tunnel entrance, one-half mile from the visitor parking area for a one hour walk and talk.

Sat., Sept. 6, 13, 20, 27 2 to 3 p.m.

Lockhouse 75

Stop by during visiting hours to tour the log structure, pick up canal information, and learn more about the lives of locktenders on the C&O Canal.

Mon., Sept. 1 (Labor Day) 10 a.m. to 4 p.m.
Last day open for the season

Cumberland Terminus Basin Walk

Meet at the Cumberland Visitor Center in the Western Maryland Railway Station for a brief walking tour of the historic terminus basin area of the C&O Canal. Follow the new Trestle Walk Trail to the Potomac River overlook adjacent to the former site of canal Dam 8.

Sat., Sept. 6, 13 10 to 10:30 a.m.
Sat., Oct. 4, 11, 18, 25
Sun., Oct. 5, 12, 19, 26 3:15 to 3:45 p.m.

Hancock Visitor Center

326 E. Main Street · Hancock, MD 21750 · (301) 678-5463
Open Friday through Tuesday from 9 a.m. to 4:30 p.m.

27th Canal Apple Days Festival

The town of Hancock is surrounded by an area that was ideal for growing apples. The C&O Canal made it easy to transport the apples to the commercial markets, and each year folks came from all around to celebrate the apple harvest. Come this year and celebrate again! A parade is scheduled for Saturday; as always, food will be plentiful, and park rangers will be on site to explain the opportunities the canal offers.

Sat., Sept. 13 10 a.m. to 4 p.m.
Sun., Sept. 14

Williamsport Visitor Center

205 W. Potomac Street · Williamsport, MD 21795 · (301) 582-0813
Open Wednesday through Sunday from 9 a.m. to 4:30 p.m.

Ferry Hill Place

Built about 1810, this historic mansion once belonged to Henry Kyd Douglas, the youngest staff officer of Stonewall Jackson. Enjoy a tour of the mansion and learn about the lives of the families that called Ferry Hill their home. For more information, contact the Williamsport Visitor Center.

Sat., Sept. 6, 13, 20, 27 9 a.m. to 4:30 p.m.
Sun., Sept. 7, 14, 21, 28

Civil War Encampment at Ferry Hill

In conjunction with Sharpsburg Heritage Days, a Civil War encampment will be held at Ferry Hill Place, the boyhood home of Henry Kyd Douglas, the youngest officer on Stonewall Jackson's staff. After the Battle of Antietam in September 1862, a minor battle was fought at Shepherdstown Ford as the Confederate Army crossed the Potomac River. The Union Army established a military post at Ferry Hill. At the encampment, camp life, drills, general headquarters, Civil War photography and cooking will be depicted. Come and take a step back in history.

Sat., Sept. 13 10 a.m. to 5 p.m.
Sun., Sept. 14

Fall 2003 Programs

All programs are free and handicapped accessible unless otherwise indicated.

Williamsport Visitor Center Cont.

Lander Lockhouse

Visit this restored lockhouse to get a glimpse of what life may have been like on the canal a hundred years ago. Lander Lockhouse is located off Md. Route 15. Take the Jefferson/Lander exit in Frederick, Md. Turn onto Lander Road and continue. Cross over the railroad tracks. Turn left and the house will be a few feet on the right. Call the Williamsport Visitor Center for more information.

Sat. in Sept. and Oct.

11 a.m. to
2 p.m.

Brunswick Visitor Center

40 W. Potomac Street · Brunswick, MD 21716 · (301) 582-0813

Open Thurs., Fri. from 10 a.m. to 2 p.m., Sat. from 10 a.m. to 4 p.m., and Sun. from 1 to 4 p.m.

Brunswick Railroad Days

Join the Brunswick Museum, the City of Brunswick and the National Park Service as we celebrate Brunswick Railroad Days. The event includes ranger programs, children's activities, crafts, vendors, music, model trains, and so much more. For more information contact the City of Brunswick at (301) 834-7500 or the Williamsport Visitor Center.

Sat., Oct. 4

Sun., Oct. 5

10 a.m. to
5 p.m.

Great Falls Tavern Visitor Center

11710 MacArthur Boulevard · Potomac, MD 20854 · (301) 767-3714

Open daily from 9 a.m. to 4:45 p.m., except for Thursday, November 27 (Thanksgiving Day)

Entrance Fees: \$5 for private motor vehicles; \$3 for hikers and bicyclists; \$20 for a yearly pass

Commercial vehicles: \$30 for 6 seats, \$45 for 7-25 seats, \$100 for 26 seats and more

Entrance Fee is good for Great Falls Park, Va. as well. Educational groups may apply for a fee waiver.

Geology and Our Changing Landscape

Join geologist Margo Kingston (September 27) or E-an Zen (October 25) to explore the constantly changing landscape at Great Falls and Mather Gorge. Be prepared to scramble for one or two miles up and down a very rocky landscape. Wear sturdy shoes, dress for the weather, and bring water. This excursion is limited to 25 people and requires a reservation. Call the Great Falls Tavern Visitor Center by 4 p.m. on the Friday before the program to register. **Not Handicapped Accessible.**

Sat., Sept. 27

Sat., Oct. 25

1:30 to
3:30 p.m.

Life and Death on the C&O Canal

Numerous workers lost their lives during the construction of the C&O Canal. Throughout its construction and since, the canal has also witnessed human conflict and tragic accidents. Join a lantern-lit tour of living history scenes depicting the saga of life and death along the route of this "Great National Project." Call the visitor center for more information and to make a reservation. Reservations and advance payments are required. Some years have sold out, so make plans early. \$5 for adults, \$3 for seniors and children. **Not Handicapped Accessible.**

Sat., Oct. 25

Hour-long
reserved
tours depart
every 15
minutes from
6:30 to
9 p.m.

Meet the Mule or Lock Demonstration

Get a close look at the driving force behind the boats that navigated the C&O Canal for nearly 100 years. Find out why the mule was the best-suited engine for the job, or observe the workings of historic Lock 20 and find out about the significance of the C&O Canal in the vision to develop a nation. Program offering will be determined on the day of the program, so call ahead or stop by to find out which program will be offered.

Wed. through Fri.
Sept. through Nov. 7

Sat. and Sun.
Sept. through Nov. 9

3 to 3:30 p.m.

Fall 2003 Programs

All programs are free and handicapped accessible unless otherwise indicated.

Great Falls Tavern Visitor Center Cont.

Lock Demonstrations

Observe the workings of historic Lock 20 and find out about the significance of the C&O Canal in the vision to develop a nation.

Sat. and Sun.
Sept. through Nov. 9
1:30 to 2 p.m.

Ranger's Choice

Join a park ranger for a demonstration, talk, or walk to learn more about the park's resources. Call or stop by the visitor center on the day of the program to find out the ranger's choice for the day. Programs will begin at the Great Falls Tavern Visitor Center. Program lengths will vary.
Some Programs Not Handicapped Accessible.

Sat. and Sun.
Sept. through Nov. 9
11 a.m.

Sat., Nov. 15, 22, 29
Sun., Nov. 16, 23, 30
1:30 p.m.

Sights and Sounds of the Season

Join volunteer naturalist Betty Bushell and friends to explore the ever-changing seasons near Great Falls, Maryland. Dress for the weather and wear sturdy shoes for this two-hour nature walk.
Not Handicapped Accessible.

Wed., Sept. 3, 24
Sat., Sept. 6, 27
Wed., Oct. 1, 29
Sat., Oct. 4, 25
Sat., Nov. 1, 29
Wed., Nov. 5, 26
10 a.m.
to noon

Rileys Lockhouse Tours

Girl Scouts, dressed in period clothing, will give tours of Rileys Lockhouse and demonstrate tasks as they tell the story of a typical lockkeeper's family. Call the Great Falls Tavern Visitor Center for more information. The lockhouse is located at the end of Rileys Lock Road (about 9 miles west of Great Falls Tavern Visitor Center), off Rte. 190 in Seneca, MD.
Not Handicapped Accessible.

Sat. and Sun.,
Sept. 14 through Dec. 7
1 to 4 p.m.

Georgetown Visitor Center

1057 Thomas Jefferson Street NW · Washington, DC 20854 · (202) 653-5190
Open Wednesday through Sunday from 9:30 a.m. to 5 p.m.

Mule-Drawn Canal Boat Rides

Please see page 2 for information on the mule-drawn canal boat rides in Georgetown.

Tools of the Trade

A park ranger will talk about the various roles of workers on the canal by showing the tools used by construction workers, laborers, engineers, lock tenders, and boat captains through the years.

Mon., Sept. 1
Noon to
12:30 p.m.

Port of Georgetown Walk

Enjoy a walk and talk on the history of Georgetown's once hustling, bustling port led by a park ranger. Hear how the neighborhood's waterfront has changed through the years.

Sat., Sept. 6
Sun., Oct. 12
12:15 to
1:15 p.m.

Georgetown in the Civil War

Stroll through Georgetown with a park ranger. Hear stories of how the approach of our nation's bloodiest war tested the loyalties and changed the fortunes of the residents of this town on the border between the north and south.

Sun., Sept. 7
Sat., Sept. 20
Sun., Oct. 5
Sun., Nov. 2
12:15 to
1:45 p.m.

Canal Bike Ride

A park ranger will lead a guided bike trip from Georgetown to Little Falls along the C&O Canal. The six mile one-way trip will include stops to look at historic and scenic features along the way.

Sat., Sept. 13
Sun., Oct. 11
Sun., Nov. 2
10:30 to
11:30 a.m.



Fall 2003 Programs

All programs are free and handicapped accessible unless otherwise indicated.

Georgetown Visitor Center Cont.

Potomac River: Past & Present

Come for a leisurely stroll down to the Potomac River. Hear how successive local peoples have viewed and used the "nation's river" from the Stone Age to the present.

Sun., Sept. 14

12:15 to
1:15 p.m.

Canal Music

Drop by the canal a half-hour before the boat ride and hear traditional folk music played on the concertina, guitar, and dulcimer. Participants will be encouraged to sing along with popular songs from 1800 to the present.

Sun., Sept. 14
Sat., Oct. 4
Mon., Oct. 13
Sun., Nov. 9

1 to 1:30 p.m.

The National Anthem

Learn the story behind "The Star-Spangled Banner" and Francis Scott Key, the Georgetown lawyer who wrote the lyrics.

Sat., Sept. 20

1 to 1:30 p.m.

Sat., Nov. 8

Noon to
12:30 p.m.

Canal Kids

Kids 5 to 10 years old can experience how children lived, learned, and played on this 19th century waterway. We'll do some old time chores, meet the mules, and sing some silly boat songs.

Sun., Sept. 21
Sat., Oct. 4
Sun., Oct. 12*
Sat., Nov. 1

Noon to
1 p.m.

*Noon to
1:30 p.m.

Once Upon a Time on Georgetown's Herring Hill

Take a walk with a park ranger through a section of Georgetown to explore its middle class African-American past.

Sun., Sept. 21
Sat., Oct. 11
Sun., Nov. 9

12:15 to
1:45 p.m.

Scandals, Scoundrels, and Scallywags: The Seamier Side of Georgetown

Join a reenactment of 1890 era police officer Ernest W. Brown as he walks his beat and recounts some of the more obscure stories of nightlife, crime, and social disorder in lower Georgetown.

Sat., Oct. 4
Sun., Oct. 19
Sat., Nov. 8

12:15 to
1:15 p.m.

Kennedy's Footsteps

View the exterior of several Georgetown homes in which John F. Kennedy and his family lived. Hear stories and see sights associated with his time in Washington.

Sat., Sept. 13
Sat., Sept. 27

12:15 to
1:30 p.m.

Georgetown Alley Crawl

Join a park ranger for a two-mile stroll down some of Georgetown's back streets. Hear about the people who lived there and consider their contributions to Georgetown.

Sun., Sept. 28
Sat., Oct. 18

12:15 to
1:45 p.m.

Meet Louisa May Alcott

Visit with a park ranger portraying Louisa May Alcott, one of the most prolific authors of the 19th century. Learn about her experiences in a Georgetown Civil War hospital as documented in her book, "Hospital Sketches."

Sun., Oct. 5

2:30 to
3 p.m.

Black History Walk

Explore the role of African-Americans in Georgetown's rich history. This hour long guided walk visits the site of one of the first integrated schools in D.C. as well as sites associated with members of Georgetown's African-American community.

Sat., Oct. 25

12:15 to
1:15 p.m.

Death on the Canal

Join a park ranger to hear about various tragedies that befell those who lived and worked along the canal.

Sun., Oct. 26
Sat., Nov. 1

12:15 to
1:30 p.m.



Fall 2003 Canaller

The C&O Canal Association Wants You

The C&O Canal Association is seeking new members. The Association is a group of citizens concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin. The association supports the National Park Service (NPS) in its efforts to preserve and promote the 184.5-mile towpath and the open spaces within the C&O Canal National Historical Park. Membership is open to all.

Association activities include hikes, bike rides, canoe trips, a Level Walkers program, and special projects to support park activities. The active Level Walkers program is made up of volunteers, who, on a regular basis, walk assigned sections of the towpath to publicize the canal and the association, collect trash, and provide written reports to the NPS on the physical condition of the towpath.

The Towpath Tags program was initiated in 2002. Tags are available to all visitors at park visitor centers and at association events for a donation.

All Towpath Tag donations go directly into the park's restoration and repair fund.

The association is partnering with the NPS in an effort to bridge over the rocky ruin of the towpath at Wide-water, mile 12.2 to mile 13.4. The Foundation of the Carolinas of the Kimbrough family has issued a \$100,000 challenge grant to the C&O Canal Association to show public support of this important project. The cost for the footbridge, railings, concrete footings, and stabilization of the retaining wall is presently projected to be \$1,113,970.

For more information about the C&O Canal Association, please call 301-983-0825. Join today!



C&O Canal Association Membership

Name: _____

Address: _____

E-Mail: _____

Membership Rates: Individual \$15
(circle one) Family \$20 Patron \$25

My C&O Canal badge should bear this name: _____

Second badge name should be: _____

(Patron or Family Membership)

Mail to:
C&O Canal Association
P.O. Box 366
Glen Echo, MD 20812-0366
301-983-0825

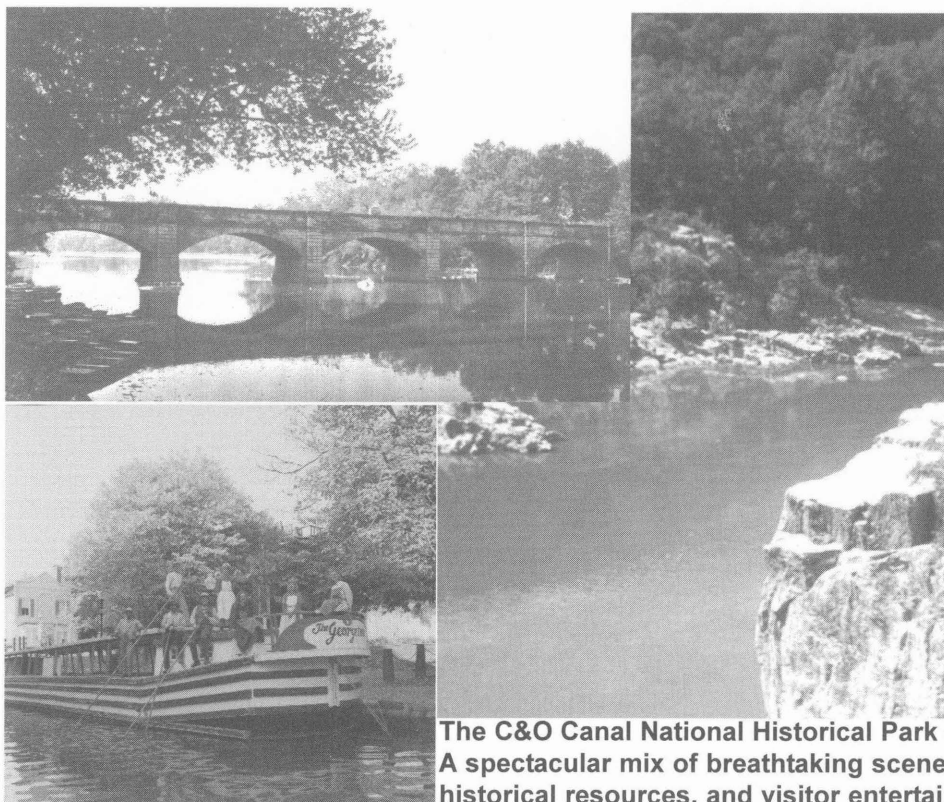
Visit our website:
www.nps.gov/choh



All visitor centers
will be closed on
Thanksgiving Day,
November 27

The Chesapeake & Ohio Canal
National Historical Park
gratefully thanks the
C&O Canal Association
for the printing
of this issue of
The Canaller.

Printed on Recycled Paper



The C&O Canal National Historical Park —
A spectacular mix of breathtaking scenery,
historical resources, and visitor entertainment.



FROM THE ASSOCIATION

From the President

Douglas Faris has been a big asset to the C&O Canal Historical Park. He came to our park as the new superintendent just before 1996. I am sure that most of you remember the year of the two major floods. He met those challenges and many others with dedication and proficiency. Superintendent Faris has worked with our Association and many other organizations along the canal from DC to Cumberland and now that he is retiring we will miss him. Thank you, to Doug Faris for his great job and his friendly manner that inspired so many of us to work even harder for the canal.

We are excited about our upcoming Through Hike. In the spring of 2004 we will celebrate the 50th anniversary of the hike that began the making of our park. If you are unable to join us for the full 2 weeks, come out on a day trip and walk with us. We have a great time and love the company.

Chris Cerniglia



From the Editor

I have been privileged as editor, board member, and friend of the C&O Canal National Historical Park to have had the opportunity to witness all that Doug Faris, as Superintendent of the C&O Canal NHP, has given the park. I also have had the chance to contribute at least a small portion to the park working with Doug. It has been a memorable experience and I wish to say goodbye.

Doug's force of personality was immediate and his determination in the face of the two floods by drafting thousands of volunteers and coming up with a plan that said that the canal was worth saving was an effort I had never seen before. The message was that the C&O Canal NHP was a park worth fighting for and the fight would succeed.

Since then there have been many other events, including the rehabilitation of the Monocacy Aqueduct, in which the Association played a major role and was the first fund raising of its kind in the association's history. Doug's push from within the National Park Service, so vital to secure its success, made sure that the funding for the project was in hand and the construction goals would be met. It marked a start to raising the expectations in the park as to its future direction.

I have also witnessed some of the conflicts in expectations and contrary demands that Doug had to make for the park and it took a great deal of skill to resolve them. These conflicts could be resolved only by having a vision for the park, something that Doug brought with him. It was not easy and not everybody was happy at some time, but there was never any doubt as to what the intention was. If nothing else, Doug could charm you into believing so.

This could lead to some small problems for me, especially when acquaintances had a complaint about the park and why are they not doing a better job. They, of course, knew my connec-

tions to the park and I always had to answer as diplomatically as possible. At least I learned how to do so from a master. After all, I had the privilege of being introduced by Doug as the editor of the *Canaller*.

So I will end by expressing for Judie and myself our best for Doug and his family. Illness is never easy to deal with but it is part of life, just as growing older. Life's accomplishments provide the balance and hope for the future.

Fred Mopsik



Volunteer Acknowledgments

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

Oldtown Summer Fest

Pat White

Heritage Tour Days

Charlotte Loveless

Steve DeLanoy

Carl Linden

Karen Gray

Potomac River Awareness Day

Dward and Jeanine Moore

Karen Gray

Montgomery County Fair

Don and Judy Plumb

Emily Kilby

Maggie and Paul Davis

Richard Stoll

Sonny DeForge

Williamsport Canal Days (Lockhouse 44 and Cushwa Basin)

Paul and Maggie Davis

John and Marge Ziegler

Sue Ann Sullivan

Linda Perry

Hal and Jane Larsen

Al and Jan Shane

Karen Gray

Bill Hibbard

Tom Perry

Paul Kimble

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



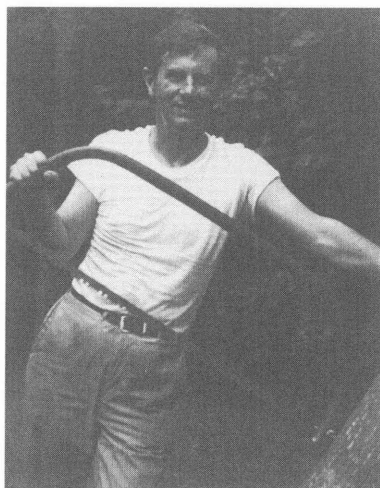
ACROSS THE BERM

John Chandler, a former president of the C&O Canal Association and a dear friend to so many of us, died last August 23d. John was our President in 1981 and 1982, then Treasurer for three more years. John served on the Association's audit committee. With Ken Rollins he conducted the annual audits of our finances until recently.

John proved to be a very fine President of our Association; calm, collected, thoughtful and insightful, always kind and considerate. He possessed an orderly mind and an eye for detail. His sense of humor was lively and full of wit.

During his tenure as President John introduced several memorable and beneficial changes. He was the initiator of our fall Heritage Hike. He saw the need for more than the one Douglas Reunion hike each year in April. He believed that we needed to walk the towpath together more often and thus getting to know each other better as we walked along. John also thought that we all needed to know the canal's heritage better and that the notion of heritage was most fitting for our fall walk in the C&O Canal National Historical Park. He also saw the hike as a fine opportunity for us all to enjoy fine and bracing fall weather and the glory of the fall colors along the canal. In the area of practicality John put business before pleasure. He separated our annual business meeting from the Douglas Hike and its typically celebratory and exuberant spirit. Previously, serious business and light-hearted revelry had tended to intrude upon one another. John, however, did not neglect the pleasures of our gatherings. For many years John served as our bartender at happy hour. John was a fine and popular host. He saw tending bar as an opportunity to greet everyone. Moreover, John was clearly of charitable disposition. Three of our older members recall a Douglas Hike that came on an unseasonably sweltering April day. After many miles the three were hot, foot sore, and parched longing to see the last mile post around the next bend. John suddenly appeared, an angel of mercy. He strode down the towpath bearing a six pack of cold beer to relieve the sufferers. "I was thirsty and you gave me drink!" To those who did not know him first hand this little episode hints at what John was like, a friend, tried and true. He will be missed, but not forgotten.

Carl Linden



Family photo

ANNOUNCEMENTS OF COMING EVENTS

Heritage Hike

November 1, 2003

This year's Heritage Hike will be in the Paw Paw area with several hike options. We will meet in the Paw Paw Tunnel parking area, which is accessible from MD Route 51, at 10:30 AM, Saturday.

A 6.2 mile hike will start up-stream at Town Creek Aqueduct. A bus will take us up to Town Creek and we will hike back to the parking lot. This hike parallels the abandoned Western Maryland Railway right-of-way.

A 4.2 mile hike will start from the parking area through the Paw Paw Tunnel to Lock 62 (Sorrel Ridge Camp Site).

A 3.4 mile hike will also start from the parking area and go down through the Paw Paw Tunnel and hike back over the Tunnel Hill Trail. The two mile Tunnel Hill Trail is somewhat strenuous. On the reservation form, please indicate if you will be taking the bus to Town Creek for the 6.2 mile hike.

The happy hour and dinner will be at the American Legion, located on West Virginia Route 9 in Paw Paw. The times are 4:30 for the happy hour and 5:30 for dinner. Reservations are \$11.00 per person and must be received by October 25. No reservations are needed for the hike unless you plan to use the bus to Town Hill.

Directions

From West Virginia Rt. 9 and Berkeley Springs, after going through Paw Paw and crossing the Potomac River, the road becomes Maryland route 51 and the parking area will be a short distance on right marked by a Park Service sign.

From Maryland route 51, the entrance is on the left before you cross the Potomac River.

The American Legion is reached by making a left from the parking area towards West Virginia. On West Virginia Route 9, the American Legion will be on the left, a short distance after you enter the town of Paw Paw.

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

Sonny DeForge



As Along the Towpath was being put together, I have learned that Sonny DeForge had a sudden coronary bypass operation. Let us wish Sonny a safe and rapid recovery. — ed.



ON THE LEVEL



Level Walker Chair Bill Burton

As of late August, 123 reports have been received on 47 levels, compared to 67 reports on 38 levels reported in the June newsletter. Weather damage continues to be the focus of many reports with fallen trees, erosion or muddy conditions on the towpath, all results of the numerous summer storms.

Autumn is always a great time for getting out on the level, especially if you have not had a chance to do that this year. With less than four months remaining, there are still 22 levels that have not yet been reported on this year. Just as a reminder, through the end of August, reports have not been received on the following levels: #13, Edwards Ferry; #15, Whites Ferry; #21, Brunswick; #31, Taylors Landing; #33, Dam 4; #36, Lower Falling Waters, #38, Williamsport; #39, Millers Bend; #49, Round Top Cement Mill; #50, Cacapon Junction; #52, Sideling Hill; #53, Little Orleans; #55' Town Hill; #56, Seven Mile Bottom; #61' Town Creek; #62, South Fork Junction; #63, Oldtown; #64, Kellys Road; #66, North Branch; #67, Mexico Farms; #68, Evitts Creek; and #69, Cumberland.

Jan and Jim Heins have suggested that it would be beneficial for Level Walkers to have some form of identification, such as a tee shirt, while walking the level. This seems like a good way to promote C&O Canal Association and gain recognition for the volunteer efforts of the Level Walkers. I will continue to look into the possibilities of obtaining either tee shirts or vests for a reasonable cost. In the meantime, any suggestions or comments will be appreciated and if there is sufficient interest we can move ahead to make something available for purchase by interested level walkers.

Welcome to the new Level Walkers, Charlie Brown, Larry Ritzmann, Jack and Karen Forster, and Bob and Barbara Hardy. We are glad to have you as volunteers in the Level Walker program and look forward to working together in support of the C&O Canal NHP. After years of service, Andrea and Richard Tibbets have resigned as Level Walkers. Many thanks for their support of the program and volunteer work on the towpath.

Highlights from new reports received from late May through late August:

Level #1: Tidelock to Incline Plane; 7/10, 6/5, 6/19, 7/24, 8/7, 8/23, John Barnett received unexpected help from a young man in cleaning up the trash at the Aqueduct.

Level #3: Lock 5 to Cabin John Creek; 7/4, Derek and Laura Byerlee found the 4th of July a busy day on the towpath and noted that the recent storms had caused erosion and fallen trees. 4/19, **John Artz** commented on a series of old chimneys located between the towpath and river upstream from mile 5.7. Also, noted that a squirrel was in a mulberry tree overhanging the canal and as he moved mulberries dropped to hungry turtles waiting in the water.

Level #4: Cabin John Creek to Lock 14; 7/15, Carolyn Reeder reported and photographed erosion in several places and a lifeless snake on the towpath. 6/12, 7/23, **Fred and Judie Mopsik** noted a new wayside display on floodplain forest has been erected near Lock #8 which is colorful, draws attention, and is well done.

Level #5: Lock 14 to Bridge at Cropley; 5/14, Bobbie Thorberg encountered over 80 hikers and bikers and noted a profusion of white violets along with bluets, wild geranium, mayapples, and yellow vetch. 7/11, **Jan and Jim Heins**

expressed concern about people cleaning up after dogs and leaving the plastic bags on the side of the towpath.

Level #6: Bridge at Cropley to Great Falls Tavern; 5/31, Chris Francke commented that when the slats are in the stop lock at Cropley there is no way around other than climbing over the rock wall when going upstream. 7/7, **Harry Bridges** reported very little trash and about 15 hikers on the towpath.

Level #8: Swains Lock (21) to Pennyfield Lock (22); 6/25, 7/21, Maggie and Paul Davis possibly spotted a Virginia Rail which would be a "first" in 12 years of walking this level and also reported some unidentified construction underway at Swains.

Level #9: Pennyfield Lock (22) to Seneca Aqueduct; 6/2, 7/10, 8/25, Mike Schuchat encountered a father and son on a bike for two traveling from Raleigh, NC, to Seattle, WA.

Level #10: Seneca Aqueduct to Milepost 25; 7/13, John and Val Wheeler commented that lots of people were hiking, biking, fishing and picnicking in the Park.

Level #11: Milepost 25 to Sycamore Landing; 6/22, Sandy and Marv Kahn reported a large fallen tree blocking two-thirds of the towpath at mile 25.5.

Level #12: Sycamore Landing to Edwards Ferry; 6/11, Don Plumb reported several

fallen trees and that the facilities at Chisel Branch Hiker-Biker were clean.

Level #14: Harrison Island to Whites Ferry; 7/4, Bob and Brenda Hagan commented that Whites Ferry was very busy including a group of Hell's Angels crossing the river. 6/23, **Martha Shannon** commented that a large fallen oak had been cut up to clear the towpath and that the water level in the Potomac was very high but Whites Ferry was still operating.

Level #16: Woods Lock (26) to Monocacy Aqueduct; 7/27, Michael Ciansiosi reported there was a large amount of trash, mostly beer cans, in the Monocacy parking lot and provided the current status of the restoration work on the aqueduct.

Level #17: Monocacy Aqueduct to Nolands Ferry; 8/22, Eric Wentworth reported damage to the grill and toilet at the Indian Flats Hiker-Biker.

Level #18: Nolands Ferry to Point of Rocks; 6/5, 7/15, Jed and Gaye Tucker commented that the access road from MD28 to Nolands Ferry was heavily pot-holed.

Level #19: Point of Rocks to Catoctin Aqueduct; 7/13, Allan Jelacic reported encountering 70 people on the towpath in 38 separate parties. The statistics were 76% bikers, 24% hikers, 13% with dogs, of these 58% were going in the southerly direction. 6/21, **Marlow Madeoy** en-

countered a co-worker (small world) and reported no new progress on the Point of Rocks bridge.

Level #22: Lock 31 to Lock 33; 6/15, **Lisa Angstadt** crossed paths with a black snake headed towards the river and spotted both great blue herons and green herons.

Level #23: Lock 33 to Dam #3; 5/30, **George Wyeth** reported seeing a great deal of wildlife and water in the canal for the entire length of the level. 8/1, **Michael** and **Julie Landrigan** removed a large amount of trash in the "tourist" area around Harpers Ferry.

Level #24: Dam #3 to Dargan Bend; 6/24, 8/15, **Howard McGowan** with **Charlie Brown** reported the level was very clean but found a dead doe beside the towpath.

Level #25: Dargan Bend to Lock 37; 8/24, **Carol** and **Don Juran** reported the towpath was in excellent shape with much activity at the Dargan Bend Recreational Area. 7/15, **Charlie Brown** with **Howard McGowan** encountered 30 bikers and several groups thanked them for removing trash from the park.

Level #27: Antietam Aqueduct to Shepherdstown Lock (38); 6/30, **Roy Shilling** and **Marce Tissue** reported the level is bustling with activity at both ends, with construction of a path for a canoe and kayak drop-off at Antietam and the new bridge construction at Shepherdstown.

Level #28: Shepherdstown Lock (38) to Lock 39; 8/14, **John Lindt** with **Sonny**

DeForge commented that construction has started on the new Potomac River bridge and parking area at Shepherdstown.

Level #29: Lock 39 to Snyders Landing; 6/23, **Jack Magarrell** encountered 23 bikers pedaling downstream from Cumberland, also reported a large fallen tree blocking the boat ramp at Snyders Landing.

Level #32: Marsh Run Culvert to Dam 4; 6/29, **Dave** and **Kathy Peterson** removed three large bags of trash and encountered three bathing beauties sunning at Dam 4.

Level #35: Opequon Jct. Hiker-Biker to Lock 43; 6/2, 7/17, **Dave Engstrom** noted in the first report that the towpath was in bad condition due to the recent rains and flooding between miles 88 and 89, but in the second report commented that the damage to the towpath was being repaired.

Level #37: Falling Waters to Lock 44; 6/16, 8/21, **Russ Meinke** reported a fallen tree partially blocking the towpath between miles 96 and 97.

Level #40: Nettle RR Bridge Piers to Dam 5; 7/30, **Bill Hibbard** encountered a motor bike on the towpath, which was also observed and reported by a Bike Patrol member.

Level #42: Four Locks to McCoy's Ferry; 8/16, **Diane Summerhill** reported that on a sunny Sunday afternoon the parking lot at Four Locks was full and every picnic table was in use.

Level #45: Ernestville to Licking Creek Aqueduct; 8/14, **Joe Kochenderfer** and

grandson **Zachary** reported the vegetation had been recently mowed and the level was in very good shape.

Level #47: Little Pool to Hancock; 7/12, **Carroll** and **Phyllis Yingling** noted that NPS had cleared several large trees from the towpath and also sighted a very large carp in the canal at Hancock.

Level #48: Hancock to Round Top Cement Mill; 5/30, **Bill Hibbard** reported the level was unusually clean and assorted wildflowers were in bloom.

Level #51: Dam 6 to Sideling Hill Aqueduct; 7/3, **John Popenoe** reported seeing a groundhog at Polly Pond and fresh beaver signs above mile 135.

Level #54: Lock 59 to Lock 60; 7/25, **Dennis Kubicki** reported that both sides of the towpath had been recently bush hogged.

Level #57: Lock 61 to Lock 63 1/3; 6/27, **Barbara Sheridan** observed a muskrat feeding on grass at the waste weir near mile 154.29.

Level #58 Lock 63 1/3 to Tunnel Parking Area; 6/27, **Barbara Sheridan** reported the Paw Paw Campsite payment pedestal had been damaged and encountered a group of 27 scouts just outside the North portal of the tunnel that were nearing completion of a bike trip from Georgetown to Cumberland.

Level #65: Spring Gap Rec Area to Lock 74; 6/21, **Bill** and **Marsha Romano** reported three people with two pick-ups in the parking lot at Spring Gap making auto repairs. ❀

❀ NATURE NOTES ❀

Fred Mopsik

Last week I had the chance to see the movie *Winged Migration*. The coming attraction and the reviews, made me anxious to see it. It was clear from what I had previewed that it was a film well worth seeing, especially since one of my interests is the study of flora and fauna. Living along the C&O Canal, which happens to be an important stop in the Eastern Flyway for migrating birds, only heightened the interest.

The film was quite well done, the number of contrived sequences being few. The magnitude of the efforts made by birds on their annual migrations was very well presented and the sequences in the air were memorable. They were enhanced by their being taken by ULM aircraft so that they were from a perspective that put the viewer in the middle of the flock. Watching a goose flying in formation over long distances helped put back in focus mankind's fascination with the birds for their gift of flight and the attempts to imitate them, culminating in the

very aircraft that were used to make the movie.

The birds shown were quite photogenic. There were gannets, geese of all types, loons, cranes, terns, albatross, puffins, pelicans, herons and even penguins. Some of the sequences used made me, as an amateur photographer, jealous. One of the most beautifully done, from an artistic viewpoint, was with a trio of white cranes, two facing each other and the third behind, in the center, with wings outspread, as if it were giving a blessing.

The film was one that was uplifting and calming, like much of nature photography. While the migrations were placed in context with the struggle for survival, for the most part it was merely a phrase. It was only at the end that some of the harsher aspects of reality intruded. There was a returning flock of geese suddenly being shot down from a blind. There was a European goose being trapped in industrial waste, clearly somewhere in eastern Europe. There was a bird with a broken wing, in the sands of Africa, being

attacked by land crabs. There was even a sequence of a baby penguin being attacked by a baby albatross. Yet the intent determination on the faces of the birds remained, and the spirit of hope remained. It was a film for those times when one did not want to focus on grimmer portions of reality. It fit well with the feelings we have towards most birds.

If there were minor problems, one would be in that the smaller birds were not well represented, some of whom do migrate also over long distances, such as the warblers. There were a few clouds of starlings moving through the air, but this is not the same. The smaller ones are harder to capture and the birds chosen travel in large flocks or are large enough to photograph well. A film maker is entitled some artistic license.

A more interesting problem is in the eye of the viewer. One cannot escape readily from an anthropomorphic viewpoint, where the bird becomes personalized. The sequence with the bird with a broken wing trying to escape the evil crabs intent on eating it becomes a horror show, even if the actual kill is not shown. To some degree, this is balanced by a heron spearing a large fish, and then tossing it in the air so that the fish is swallowed headfirst so that the heron does not get killed by the spines along the fish as it passes down the gullet. The feeling is quite different, however.

As I was discussing the film with a friend afterwards, I mentioned that there is a tendency to read emotions into the faces of birds. Birds do have a look to them that elicits great sympathy. They certainly do for myself. Birds are very sympathetic animals. Yet, a further consideration would reveal that this look is frozen in time; birds cannot change their facial expression very well since it is dominated by feather patterns and their beaks, which cannot change. They cannot pull back their lips, stick out their tongues just so, show just enough tooth and pant in the manner of a dog that we think is very happy, as mine does. He can even wag his tail to prove it.

When we are outdoors, as in the park, we get from it many emotional contexts. The beauty of the setting, the wildflowers, the birds, are all part of it. Waking up to birdsong on the through hike is part of the hike. One is entitled to whatever one receives from the park, that is a main reason for its existence.

There are many undercurrents that were hinted at in the film that we often do not consider. If the geese that have settled along the canal keep producing five to six goslings each year, what happens to the quality of the towpath? If any animal or plant keeps multiplying without check, what does happen? What is the role of all those bacteria and fungi that cause wood rot and other forms of decay, including that of the dead birds that naturally occur? What would it be like without them? The water from the Potomac is now so clean that phosphate will be added in small quantities to prevent leaks in our copper pipes.

Birds are both predators and prey. Their quest for food helps keep insect populations down, not to mention rodents and other animals. They also help spread plant seeds, not always in ways that we appreciate. That piece of poison ivy that was found in your garden bed might have originated from seeds from the many poison ivy vines found in the park. For the bird, the berry was food and it was not affected by the resin, which to us causes such allergic reactions.

Birds are part of the environment along the canal. They have helped raise many questions on that environment. The questions are part of the field of ecology, the study of interrelationships, good or bad. A small change can affect many things, often unexpectedly. The WSSC having to add phosphate to the water is one example. We obtain simple answers to those questions on the environment only if we do not look hard enough to see how complex they are. Unfortunately, those simple answers are not answers at all. ❀

Chesapeake & Ohio Canal Association - Membership Form

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

NAME: _____	(Select One)	
ADDRESS: _____	<input type="checkbox"/> Individual	\$15
CITY/STATE/ZIP: _____	<input type="checkbox"/> Family	\$20
EMAIL: _____	<input type="checkbox"/> Patron	\$25
PHONE: _____		Total \$ _____
Name to appear on badge: _____		
Name on 2nd badge (family or patron): _____		
Gift from: _____		

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

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
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 in this issue.
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.

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 15 August will be acknowledged in the next issue of the newsletter.

Linda BRODSKY
Philip and Cynthia CHRISTIE

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Heritage Hike

November 1, 2003

This year's Heritage Hike will be in the Paw Paw area with several hike options. We will meet in the Paw Paw Tunnel parking area, which is accessible from MD Route 51, at 10:30 AM, Saturday.

A 6.2 mile hike will start up-stream at Town Creek Aqueduct. A bus will take us up to Town Creek and we will hike back to the parking lot. This hike parallels the abandoned Western Maryland Railway right-of-way.

A 4.2 mile hike will start from the parking area through the Paw Paw Tunnel to Lock 62 (Sorrel Ridge Camp Site).

A 3.4 mile hike will also start from the parking area and go down through the Paw Paw Tunnel and hike back over the Tunnel Hill Trail. The two mile Tunnel Hill Trail is somewhat strenuous. On the reservation form, please indicate if you will be taking the bus to Town Creek for the 6.2 mile hike.

The happy hour and dinner will be at the American Legion, located on West Virginia Route 9 in Paw Paw. The times are 4:30 for the happy hour and 5:30 for dinner. Reservations are \$11.00 per person and must be received by October 25. No reservations are needed for the hike unless you plan to use the bus to Town Hill.

Directions

From West Virginia Rt. 9 and Berkeley Springs, after going through Paw Paw and crossing the Potomac River, the road becomes Maryland route 51 and the parking area will be a short distance on right marked by a Park Service sign.

From Maryland route 51, the entrance is on the left before you cross the Potomac River.

The American Legion is reached by making a left from the parking area towards West Virginia. On West Virginia Route 9, the American Legion will be on the left, a short distance after you enter the town of Paw Paw.

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

Sonny DeForge

The Chesapeake & Ohio Canal Association

P.O. Box 366

Glen Echo, MD 20812-03966

Reply by October 25, 2003



Names: _____

Number of people for dinner @ \$11.00: _____

Total: \$

Number of people for 6.2 mile walk: _____



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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

2002 Association Officers

President: chriscerniglia@mrisc.com

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

First Vice President: kmgrayphd@cs.com

Karen M. Gray 1747 Edgewood Hill Cir., #102
 (301)-739-3073 Hagerstown, MD 21740-3373

Second VP & Level Walker Chairperson: levelwalker@earthlink.net

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

Secretary: patricia.white48@verizon.net

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 (301)977-5628 Gaithersburg, MD 20878-1048

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 (301)530-7473 Bethesda, MD 20817

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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
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Palisades District

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

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

Great Falls Tavern Visitor 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 Colyer
Ferry Hill Subdistrict	(301)714-2206	Alex Negron, David Carter

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

Hancock Visitor Center	(301)678-5463
326 East Main Street Hancock, Maryland 21750	
Park Ranger - Interpretation (part time)	Susan Burke

Cumberland Visitor 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:

Supt. Doug Faris Retires

Heritage Hike Nov. 1, 2003
Form Page 17

Canal Hurt by Isabel but Not as Bad as
1996

Towpath Dog Tag Here

Latest Issue of *The Canaller Inside* -
Contributed by COCA

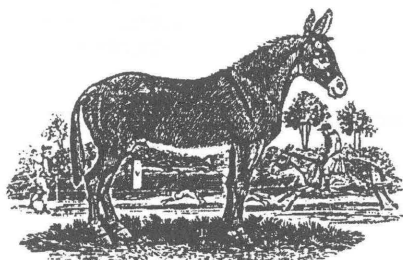
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