



ALONG THE TOWPATH

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CHESAPEAKE & OHIO CANAL ASSOCIATION

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

THE 50TH ANNIVERSARY JUSTICE WILLIAM O. DOUGLAS THROUGH HIKE NEXT YEAR

Carol Popper Galaty

Reenacting and Remembering the Hike That Saved the C&O Canal or Fortunate Misunderstandings

March 2004 will be the 50th anniversary of Supreme Court Justice William O. Douglas' challenge to the Washington Post that saved the C&O Canal. This is, without a doubt, an event for which not only Washingtonians, but thousands of people around the world are grateful. Thanks to Justice Douglas, the C&O Canal is not a paved parkway. Instead it is now a national park where men, women, and children living in and visiting Washington, Maryland, Virginia, and West Virginia can get away from the stress and strain of everyday life.

Work on the canal began in 1828, and it was declared completed in 1850 at Cumberland, 180 miles short of its Ohio goal, because the railroad had reached Cumberland and gone on across the US eight years earlier. In 1924, destroyed for a second time by a major flood, and unable to compete with the railroad, the canal

fell into disuse. The first 22 miles of the canal, as far as Seneca, were restored and "watered" between 1939 and 1942 as part of President Roosevelt's Works Projects Administration (WPA).

But the Douglas 1954 hike started the real process of bringing the canal back to life. After many years of unsuccessful legislation, Douglas' hike resulted, in January 8, 1972, in the establishment of the Chesapeake and Ohio Canal National Historic Park. Today thousands can, and do, play, walk, hike, run, bike, boat and camp on the canal, enjoying the calming, slow pace and beauty of nature, far from cars and city noises. Residents and visitors enjoy



ANNUAL MEETING March 6, 2004 Williamsport, MD

Fred Mopsik

The Annual Meeting of the C&O Canal Association will take place at the firehouse in Williamsport, MD on March 6, 2004. This year's meeting will feature, the election of officers for next year. As usual there will be a meet-the-candidates hour and a morning hike led by Pat White starting at Dam 5 to inspect Big Slackwater and its bypass. The details, directions, form and schedules are to be found on page 10 and page 17.

RENEW YOUR MEMBERSHIP NOW!

Memberships expire in December. The renewal form is inside.



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



Canal Place, start of hike

Mary Anne Moen

the many lovely towns along the canal from the well known, historic Harpers Ferry to the small town of Paw Paw with the fascinating over half mile long tunnel.

Although Congress took 17 years after Justice Douglas' 185 mile hike to enact legislation creating the Park, we celebrate the 1954 hike as the true beginning of the C&O Canal National Historical Park. For the 50th anniversary celebration in April 2004, the C&O Canal Association is, once again, sponsoring what is now referred to as "The Through Hike."

Over 100 people will gather at Cumberland, Maryland, for the hike. There will be an opening banquet the night before the hikers, usually headed by a reigning Supreme Court Justice, start the 185 mile hike to the other end of the canal in Georgetown. Due to limited space for camping, only 70 people will be able to camp on the canal each night. But, as with the first through hike, day hikers are more than welcome to join the crowd.

Thirty five people went on the first hike with Justice Douglas. But of these people only nine, known as the "Immortal 9," completed the entire walk on foot with Douglas; the others, often day hikers, took periodic lifts in the truck to rest their weary feet, or returned briefly to work.

Eight days after, the group left Cumberland, they arrived at Lock 5 (just above Chain Bridge), boarded the Canal Clipper, an open boat a bit smaller than a barge, and were delivered triumphantly to the landing in Georgetown. One of the "Immortal 9," Colin Ritter, and two of the 35 hikers, Bob Estabrook and Paul Hauck, as well as Ken Rollins who followed the hike, still hike and plan to be at some of the 2004 hike events.

And, what WAS that first through hike that we celebrate really like? Well, Ritter, Estabrook, Hauck, and Rollins have provided us with what they call a colorful, possibly a bit apocryphal, account of that first walk.

It began, Irston Barnes of the Department of Interior (DOI) declared long ago, as a series of fortunate misunderstandings. An editorial published in the Washington Post, written by Merlo Pusey and edited by Bob Estabrook, supported making the canal into a scenic parkway. The Post pictured it as a National Park like the Blue Ridge Parkway, with turnouts and a 35-mile-an-hour speed limit, but Barnes envisaged it something like the crowded, busy Merrick Parkway in Connecticut and protested to his friend, Justice Douglas. Horrified, Douglas sent a letter to the Post:

"I wish the man who wrote your editorial of January 3, 1954, approving the parkway would take time off and come with me. We would go with packs on our backs and walk the 185 miles to Cumberland. I feel that if your editor did, he would return a new man and use the power of your great editorial page to keep this sanctuary untouched."

Pusey and Estabrook accepted. Justice Douglas scheduled the walk for the March break between Supreme Court sessions. He envisioned the three of them alone on the trail, but others begged to join them. Recognizing the publicity potential, Douglas assented. He agreed that Jack Durham in the DOI Bureau of Indian Affairs, could organize the hike if he would ensure that the hikers included press people and heads of national hiking associations, as well as world class experts in hiking and nature.

Durham picked the participants carefully. He added individuals working at the Park Service, including a retired mailman who was used to walking and Corporal Sam Hower, to assist the walkers and carry provisions. Corporal Hower had a bright red van outfitted like a plumber's truck with drawers, kitchen equipment and space for equipment as well as people with tired feet.



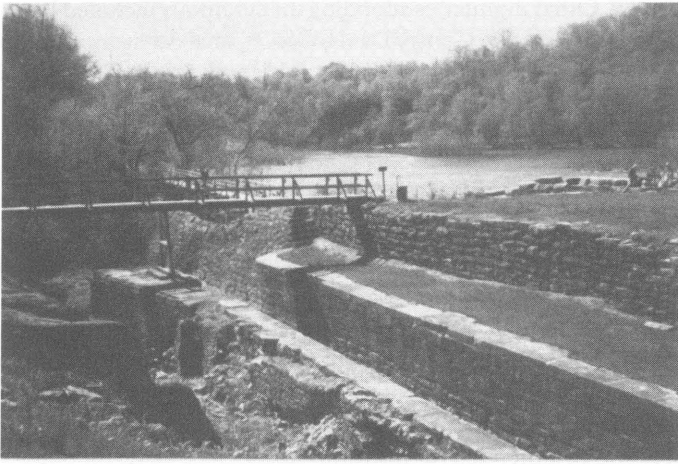
Paw Paw Bends

Fred Mopsik

To fit into the short time he had available, Douglas walked at a brisk pace, covering an average of 23 miles a day. No one could keep up with Douglas. Everyone suffered from Douglas' 4 mile an hour pace! Estabrook, who managed to walk 140 miles at, like most others, a 3 mile an hour pace, claimed that Douglas walked his Achilles tendon off. Ritter found his feet so swollen at the end of the first day that he never took his boots off on the entire 8 day hike fearing he would never get them on again!

However, Douglas stopped frequently to talk to fishermen and others along the trail, and the other hikers had a chance to catch up to him. He would walk and talk with them before striding off again.

On one of these interludes Douglas explained to Estabrook that he had had polio as a child and walking fast was his way of getting in shape. He illustrated this with a childhood adventure, describing a hiking and camping trip in the Cascade Mountains. He had left his sleeping bag out during the day and when he came back at night dead tired, he just climbed into it. He felt something slimy at the bottom, but, being exhausted, he just pulled back his



Upstream from Little Slackwater

Fred Mopsik

feet and spent a wary night until he was able to inch his way out of the bag in the morning, followed shortly after by a rattlesnake.

Hours hiking along the canal were filled with discussions on a wide range of topics including politics, law, philosophy, dreams and adventures. When striding along at the 1954 hike, or an early reunion hike, Estabrook remembers asking Douglas about the ramifications of pleading the Fifth Amendment, and whether pleading the Fifth could legitimately ruin a person's reputation and employability. Douglas explained that the Fifth Amendment was written to save a person's neck not his reputation.

Nature lectures were not infrequent. Jack Parmain, from Boston, an expert with plants, herbs and homeopathic medicine, captured audiences pointing out the various indigenous plants along the towpath and describing their uses. And, Irston Barnes, an ornithologist, stopped hikers regularly for lectures on the habits and habitats of birds that he spotted along the canal.

Hikers all had ways of keeping themselves happy. Aubrey Graves, the outdoor editor of the Washington post, who wrote daily dispatches on the expedition, wore an old Army pistol belt. The belt contained a virtual udder of libations: one canteen containing scotch, another bourbon, another coffee, one with water etc. While Benton MacKaye, the founder of the Appalachian Trail, by then 70 years old, spent his walking hours puffing on a pipe.

Another favorite pastime each day was writing and singing new verses about the hike to the tune of "The Erie Canal." Hikers also created verses to a song from Showboat, "Just My Bill". Rollins remembers it beginning with: "He's just our Bill. He's not a judge at all, for on Potomac Hill, there is no justice..."

The songs were sung on the hike, and at hike reunions and Christmas gatherings for a number of years with Connie Southworth, from the hike, playing the piano. However, after a while Douglas took a disliking to the words to "Just our Bill" and said he never wanted to hear it again; it really wasn't appropriate given that he WAS a Supreme Court Justice.

Evenings and mornings camping along the canal were a time for fun and were often a bit earthy. After making sleeping and eating arrangements, there was more talking, jokes and singing. Each night Parmain tried to get everyone to chew seafood tablets. They tasted terrible, like old seaweed, but, he promised, it would

help them keep up their stamina.

One night Lewis Shollenberger, of CBS, offered Douglas a drink and handed him a jigger of Bourbon in a tumbler. But Douglas returned it to him saying, "I'll tell you when to stop." When the tumbler was full, Douglas took it, drank it down and snored like a chain saw all night!

Another dark night, a joke was played on Olaus Murie, a world renowned biologist from Jackson, Wyoming. He had the reputation of being able to identify any animal track that existed, and had been pointing out animals and tracks along the walk. It was arranged to have a Mexican Burro owned by local farmer, walked through the campsite when all were sleeping.

The next morning, everyone feigned surprised and asked Murie what kind of animal had invaded the tents during the night. He looked at the tracks and said, "I must admit you have me stumped. They look like the tracks of a Mexican Burro, but I know there aren't any of those for about 2,000 miles."

One early morning, when a sleepy hiker was squatting in the bushes relieving himself, Douglas, spotting him, yelled out for all to hear "Man Down!"




Georgetown, end of hike

Fred Mopsik

Yes, the Douglas hike had the desired effect, although not exactly as he has envisioned it. He had written his challenge to the Post saying:

"One who walked the canal its full length could plead [the] cause [of keeping this sanctuary untouched] with the eloquence of a John Muir. He would get to know the muskrats, badgers, and fox; he would hear the roar of the wind in the thicket...Certain it is that he could never acquire that understanding going 60, or even 25, miles an hour."

Editor Bob Estabrook admitted that he hadn't been aware of how sylvan and wild it would feel walking the towpath, nor how much was needed in the way of repairs to make it a road or a park. He had become convinced that it would be a bad thing to bring in cars. However, Merlo Pusey did not change his mind.

At the end of the hike Bob Estabrook decided to override Pusey's response. The Post supported creating a C&O Canal National Historical Park, and the rest is, indeed, the history we will reenact and celebrate in April 2004. 



NEWS FROM THE PARK SERVICE

C&O Canal Repairs at Little Falls

Hagerstown, MD -- Chesapeake & Ohio Canal National Historical Park will start repairs to the canal in the Little Falls area near Chain Bridge beginning immediately. The canal was drained through Saturday, November 22, to initialize the repair process to the historic canal prism and stream bank in the vicinity of the Little Falls Branch.

Repairs will last for approximately four months. Visitors may 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 at reversing 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. ❀

C&O Canal Superintendent Receives Award

Hagerstown, MD -- Chesapeake & Ohio Canal National Historical Park Superintendent Douglas D. Faris recently received the 2003 National Capital Region Superintendent of the Year award. National Capital Regional Director Terry R. Carlstrom presented the award to Faris during a ceremony at Ferry Hill in Sharpsburg, Md., the former headquarters for the C&O

Canal. Other dignitaries attending the ceremony included Deputy Regional Director Gentry Davis, C&O Canal Advisory Commission Chairperson Sheila Weidenfeld, and C&O Canal Acting Superintendent Kevin Brandt.

The distinguished award recognized Faris' accomplishments during the nine years he was Superintendent of the C&O Canal. The award further acknowledged Faris for developing partnerships, establishing the volunteer bike patrol which has grown to include over 200 volunteers, and obtaining an agreement with the Federal Prisons in Cumberland to provide regular assistance from prisoners to help maintain park resources. Faris was also praised for his initiation of fundraising programs that focused on community foundations in each of the counties along the canal to attract the attention of potential donors for local projects along the park. He was commended for his commitment in looking for opportunities to improve the Chesapeake & Ohio Canal National Historical Park.

Faris will retire effective December 2003, after serving 30 years for the National Park Service. ❀

C&O Canal Offers Reward for Arson

Hagerstown, MD -- Chesapeake & Ohio Canal National Historical Park is offering a \$500 reward for information leading to the arrest and conviction of persons responsible for setting a fire and destroying two portable toilets at Little Tonoloway in Hancock, Md. The incident occurred sometime between the evening of Monday, September 15 and the morning of Tuesday, September 16, 2003. Anyone having information is urged to call Law Enforcement Ranger Colyer at 301-678-5463 or District Ranger Dixon at 301-714-2236. Any information received will be kept anonymous. ❀



LETTER TO THE EDITOR

To all my Canal and Park Service Friends,

I want to send my heartfelt thanks for your thoughtful phone calls, cards and visits. They greatly lifted my spirits., especially whenn I was feeling ""Why me?"".

Your concern has meant a great deal and has helped me get through the healing process. I look forward to seeing all of you again.

With much appreciation and best regards,
Sonny DeForge ❀



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 November will be acknowledged in the next issue of the newsletter.

Henry W. BATTLE
C&O Canal Assn. Bicycle Group
Michael & Linda MARMER
Fred MOPSIK
William & Nancy POWELL

Donald & Jone BOWMAN
Norman LIEBOW
Robert J. McMANUS
THE H. O. PEET FOUNDATION ❀

World Canal Conference Edinburgh, Scotland

Ken Rollins

Most of my friends know of my long interest in the C&O Canal, which parallels the Potomac River from Washington, D.C. to Cumberland, Md. Canal fans around the world have met for several years in an annual World Canals Conference, held in alternate years in Europe and North America. The 2003 conference in September was held in Edinburgh, which provided me the ideal opportunity to make a personal pilgrimage to the land of much of my heritage, particularly Douglas, Stewart, and McQueen.

Plans to spend a couple of days in London on the way had to be adjusted because of Hurricane Isabel, but it ended up that I had an extra day in Scotland before the meetings, one after the sessions, and two in London on the way home. Trains between London, Edinburgh, and Manchester gave me a good tour of the countryside. I was delighted by the convenience and efficiency of the rail system.

My first day was spent on a tour of the country between Edinburgh and Glasgow including a cruise on Loch Lomond. Other highlights included visits to McGregor (Rob Roy) country, Stirling Castle, the "Falkirk Wheel," and remnants of several canals in the Glasgow area.

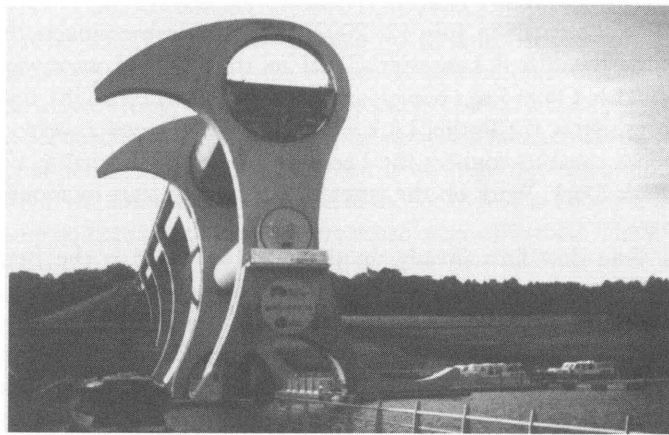
The Falkirk Wheel is a remarkable structure built like two huge figure eights on the ends of an axle, and the whole thing rotates much like the cylinder of a revolver.

Suspended on rollers within the loops are two "gondola" tanks with locks at each end. They can contain canal boats to raise or lower them between the approximately 100 foot difference in elevation of the canals meeting in Falkirk. Its connection with history is that it replaces the original long horseshoe bend of 11 locks which had been obliterated over time by development. It is said that the single movement can now be done in about 15 minutes in place of the original "locking through" which could take all day. The wheel is the necessary link in restoring the canal waterway connecting the Firth of Forth at Edinburgh with the Firth of Clyde at Glasgow. Its use is essentially for pleasure craft.

The Falkirk Wheel visitor center not only serves a considerable visitation, but doubles as a banquet hall. It was there that we had one of our evening meals, and it was on that occasion that I met William Wallace. We arrived by boat at dusk and as I stepped out, there was a strapping fellow (about six-five) with shaggy hair, a sort of a kilt, and leaning on his two-handed claymore. I was unable to squelch my urge and fell into a recitation of Robert Burns' "Scots wha hae wi' Wallace bled, Scots whom Bruce hae aften led ...". It brought the anticipated response and we fell into conversation, soon joined by a lady enactor also in period costume who said, "If he's William Wallace, then who am I?" I immediately said, "You're Mary Queen of Scots, of course!"

Another highlight was our reception in Edinburgh Castle, hosted by the Minister for Transport. We were driven by tour bus into the courtyard which is often seen in the pictures of the pipe band military tattoos. We were then driven by much smaller

shuttles into the castle. Although it seems much larger once you are inside, it is still crowded with little winding alley-ways at various levels so one wonders why the shuttle drivers don't sometimes get lost. We had been told that there would a 20-minute delay because the Minister had not arrived. As we entered the Great Hall we were each personally greeted with a big hand shake by the Minister himself who had insisted on doing so! The great hall is certainly that - the ceiling is at least sixty feet high! It is completely decorated with various arms and armor. After a delightful reception, we were escorted through various winding corridors and stairways to see the crown jewels and the famous stone of Scone where Scottish monarchs historically were crowned. ❀



The Falkirk Wheel. 35 meter boat lift connecting the Union Cannal with the Forth and Clyde Canal.
David Johnson

Canal Symposium to Feature Paper on C&O Canal Restoration

The 23rd annual Canal History and Technology Symposium will be held on 20 March, 2004 at the William E. Simon Center for Economics and Business Administration on the campus of Lafayette College, Easton, PA. Among the subjects to be presented will be a paper on restoration efforts on the Chesapeake & Ohio Canal. Other topics will include the Baltimore & Ohio Railroad's main line cultural resources, the early history of Pennsylvania canals, a Japanese prince visits Bethlehem Steel in the early 20th century, an exploration of the Sandy and Beaver Canal, the railroad career of James Archbald, and the evolution and operation of canal dredges. The complete text of these papers will be published in the Proceedings which is included in the registration package. To receive a registration form, call the National Canal Museum at 610-559-6616 or e-mail membership@canals.org.

David Johnson ❀

THE NEWS FROM ENGLAND

Hal Larson

With all the canal restoration now in progress all over England, one wonders what the enthusiasts will do when all the waterways have been restored. Not that this eventuality is imminent; indeed, it will take many years before all the rehabilitation now in progress is finished. Yet there is more to be done, as is evident in a growing enthusiasm for building links among existing canals. Such connections, which never existed before, would improve traffic immensely with additional channels, shortcuts, and scenic routes to the already extensive network.

Already, support is growing for such links throughout the country. The first established was the Ribble Link that connected the Lancaster Canal to the navigable Ribble River and thence via the already existing Rufford Branch to the Leeds and Liverpool Canal. Opened on July 12, 2002, this new link connects the formerly isolated Lancaster Canal to the national waterways network. Other links being considered, are the Leam Link near Leamington, the Rother Link in Yorkshire, and a new Liverpool Docks canal to connect the Leeds and Liverpool Canal to the Albert Dock. Work on the latter is expected to start in about a year.

One new link already on the drawing board is the Bedford-Milton-Keynes Waterway north of London. An early-19th-century plan to connect the Ouse River at Bedford with the Grand Union Canal was never carried out. But local enthusiasts revived this idea in the 1990s and formed the Bedford & Milton Keynes Waterways Trust in an effort to build the first new canal in England in more than 100 years.

An August 2001 feasibility study for this project now has the support of British Waterways. This work set forth nine possible routes at the Milton-Keynes end, including two that would have the canal passing through Woburn Sands. But when a public hearing was held at this village on February 21, 2002, citizens were almost unanimous in opposition. They objected because they assumed that houses would be demolished to make way for the canal, that this project would encourage new housing developments along the waterway that would lead to traffic congestion in their community.

Those who favored the link thought the new waterway would be an asset to the area in providing local leisure facilities and attracting more tourists and other visitors to the area. Everyone understood that brick works and landfill sites would have to be spruced up to provide suitable environs for the waterway. Proponents argue that the canal will bring more local jobs, a chance for affordable housing, and Woburn Sands's emergence as a "wind in the willows" scenic village.

Trust members seem to favor a route that passes through Woburn Sands but recognize that much discussion and negotiation will be required before there is local agreement. Any channel

is bound to drastically alter the village character as a sleepy, contented little community. The trust expects consultations to continue well into 2004 before the villagers can be won over.

All over England there is sentiment for linking canals that are not now connected. However, some wonder whether there is actually enough space in which to build. The answer is yes. One has but to look at Venice, a two-square-mile island that has a 23-mile canal network. Since this city's south end has no waterways, this means that all the canals are squeezed into about a three-mile space. So there is room enough in England, even in canal-rich Birmingham where the extensive network is not as large as the one in Venice. Taking England as a whole, then, the possibilities for canal building are limitless as far as space is concerned.

Other considerations remain, among them, how will all this canal building be financed? Some talk about usage fees as well as boat licenses. If boaters are willing to pay more for the boating privilege, enough money can be collected to finance the new links. This, proponents say, will benefit the boaters since it gives them more waterways. Then there is the question of how wide these new canals should be. Private-boat owners have all kinds of vessels: narrowboats, barges, wide-beam short boats, and other types. Thus, links might vary in width – canals made to order, if you will – to accord with the majority of wishes of boaters in any given area. Eventually there may be so many canals of varying widths that everyone can have a personal canal. If there isn't one around that suits an individual boater, all he has to do is build a new canal for his own use. Some old-fashioned people may prefer the variety of the old network and buy boats to fit in anywhere.

Because these new links would not have the historical importance of the 18th- and early-19th-century canals that are now being restored, these new canals don't necessarily have to conform to something of the past. Why not incorporate modern engineering such as new types of boat lifts, the Falkirk Wheel in Scotland being a notable example? These and other kinds of new lifts would take the place of the flights of locks that now take so much time to pass through. Alternatively, planners might create new links in the image of the historic waterways with all their locks and narrow passageways.

This takes us back to Woburn Sands. Here a decision will ultimately be made by locals whether to leave village life as it is or accept the notion of a new canal with all its modern features and invitation to visitors to their town. They must decide whether they will benefit from the commercialism of such a development. Will they welcome the revenue that would help to enhance their village or opt for their familiar quiet life? If this development flies in Woburn Sands, it may become a model for new canal digging elsewhere.





Accompanied by the Past

by Karen Gray

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

The Mysterious Grave at Lock 69

Walkers on the towpath in the Oldtown area are not likely to miss the gravestone beside the towpath at Lock 69. But it has not always been there in recent history, having appeared suddenly a few years ago. Its inscription reads:

ASHMON SORRELLS

CO. B

2nd MD. PHB INF.

Curiosity about this stone was shared by several people who helped uncover the information provided here. The story of how the information was found is worth telling for itself, but in addition, I hope that recounting it here will encourage others, possibly with more or different information, to come forward and complete or clarify the Ashmon Sorrells story.

First, it is known that the Second Regiment of the Potomac Home Brigade (P.H.B.) was organized by Francis Thomas Jr., August 27, 1861 to October 31, 1861 in Cumberland, Maryland. It was created primarily to protect the B&O railroad, C&O Canal, and "loyal Union citizens," and it was mustered out of service May 29, 1865.

Thomas, who had served as president of the C&O Canal Company from June 1839 to April 1841, was governor of Maryland from 1841 to 1844, and a member of Congress from 1861 to 1869. Volunteers for his P.H.B. came from both Maryland and Virginia.

The Second Regiment had an active role during General "Stonewall" Jackson's raid through Berkeley Springs to Hancock in January 1862 (the attack that followed Jackson's December attacks on Dam 5). Also it was this regiment that had the "iron-clad" railroad cars based at Cumberland. These were gondola cars that were roofed over or covered with iron rails, their sides pierced by portholes, and their interior designed to carry small brass guns – probably three- or four-pounders. These armored cars were moved up and down the B&O rail line to points threatened by Confederate activities. Eventually, during one skirmish, a Confederate shell from light artillery entered a porthole in one of the cars and damaged it beyond repair. These cars were operated by Company K under a Captain Petrie throughout most of the Civil War.

Official records on the Second Regiment, P.H.B., indicate that its death casualties during the Civil War included one commissioned officer and nine enlisted men who were killed in battle. In addition eighty-four enlisted men died as a result of disease, wounds, and other causes.

An effort to find Ashmon Sorrell's name (looking for all possible variations in the spelling) on the roster for Company B, Second Regiment, P.H.B. on the Maryland online archives, met

with no success. Nor could John Frye in the Western Maryland Room of the Washington County Free Library verify Sorrell's membership in Company B.

Eventually I was referred to Harold L. Scott, an historian in the Allegany County area who quickly joined in the search for information on the stone and the man named on it. His quest led him to Joseph Smith, a Park Service maintenance worker on the Canal who said the stone in question had been found several years back underneath a bookcase in the lockhouse at Lock 70. According to Mr. Smith, Henry King, another maintenance worker at the time that the stone was found (now retired), knew from where the stone had been taken when it was moved to the lockhouse.

Mr. Scott then contacted Henry King who acknowledged that he was the one who showed his foreman, Marty Johnson (now deceased), where the marker should be placed along the Canal. Mr. King, who worked for thirty years as a canal maintenance employee, explained that the stone had fallen over and was lying beside a sunken grave when it was removed about 1956. When the stone was discovered in the lockhouse at Lock 70, Mr. King pointed out the spot where it had originally stood. The spot was marked with a stake, and the stone later was placed at the marked location. When asked if there are other unmarked graves in that area, Mr. King replied that, to the best of his knowledge, there were no others.

At the Genealogical Society in Cumberland, Mr. Scott spoke with Sandra Stansberry who showed him a book containing the marriage records of Allegany County. This book revealed that Ashman (note variation in the spelling) Sorrells married Martha Crabtree on Oct. 4, 1841. The Crabtree family is one of the historic families in this area and the name of Crabtree is associated with both Locks 68 and 69.

Jilla Smith, whose family owns the Michael Cresap house in Oldtown, also got involved with our search for Sorrells information. She contacted Oldtown resident Becci Haines, who found Ashmon Sorrells listed in the 1860 census. Those records indicate that he was 49 years of age and Virginia born (most likely in some place now in West Virginia). If this data is correct, he was born ca. 1811. The census also indicates that Sorrells was a farmer and that his wife, Martha (also 49 years of age), had been born in Maryland. The Sorrells had a daughter, Rebecca, age 11, and son Gregg, age 9. Both children were born in Maryland.

Ms. Smith notes that while the 1870 census is available, Oldtown was listed in with the Flintstone district that year and she could not verify that Sorrells was still living. She notes, however, that there is a Sorrells Road near Paw Paw.

Thinking that Sorrells might, at some later time, have been a locktender in the Oldtown area, I contacted C&O Canal Park Historian, James Perry. Mr. Perry made an effort to find a record of such a lockkeeper, but without success. However, at the National Archives Mr. Perry learned from NARA Microfilm M384, Roll104, that Ashman Sorrells (note spelling variants) enlisted as a private in Captain Roberts Company (Co. B) of the Second Potomac Home Brigade Volunteers on August 12, 1861,

at Oldtown for a three-year term. He was mustered in August 27, 1861 at Cumberland. Sorrells apparently was about 50 years of age when he volunteered for the Union cause!

The only documents Mr. Perry found in the Sorrells' compiled service records were extracts from monthly muster rolls. They indicate that Sorrells was never marked absent during his enlistment, but they fail to provide us with a physical description of Sorrells or information about his occupation. Sorrells was mustered out at age 53 at Cumberland on September 28, 1864. The record notes he was last paid June 30, 1864, and was due \$15.95 pay plus a bounty of \$100.00. Mr. Sorrells never applied for a pension.

Mr. Perry also checked the Card Records of Headstones Procured for Deceased Union Civil War Veterans (NARA Microfilm M1845, Roll 19). These records indicated that Sorrells' headstone was sent to Oldtown from the Gross Brothers firm of Lee, Massachusetts, under the contract of July 11, 1893. This may represent the year of his death and makes it likely that he lived

into his eighties.

Although enough pieces of the puzzle have been gathered to provide us with a glimpse into this man's life-now inextricably linked to the canal-we are clearly left with many questions about Sorrells, not the least of which are: Why was he buried beside the towpath? And what was his connection, if any, with the canal?

But as important as are the discoveries and the remaining mysteries, the process by which the story of the towpath-side gravestone was put together is just as significant. It demonstrates clearly that the recovery of lost history is often achieved by a number of people taking time to explore resources familiar and available to them. Any little piece might prove to be particularly revealing or to lead to much larger pieces of the whole picture. I encourage all canal lovers to explore the things that interest them. You never know when you may uncover something for which others have been searching and that will contribute significantly to our knowledge of the canal, the area to which it belongs, and the people associated with it. ❀

THE ASSOCIATION WELCOMES NEW MEMBERS

Lee & Sue AUSTIN	Arlington, VA
Cathi BECK	Berkeley Springs, WV
Jesse BRINKLEY	Washington, DC
Leslie CARTER	Shepherdstown, WV
Robert CLUCK	Reston, VA
Jodi CRIMMEL	Tuckhannock, PA
Chris CUCUZELLA	Baltimore, MD

Ed CUMMINGS
Darlind DAVIS and
Chuck TAUBERSMITH
Marcella Lacy GRICE
Cliff HANSEN
Elizabeth JAMES
M/M Christopher KNOPE
Greg KOPE
E. LEFEBURE-O'NEILL
Merritt G. MAGEE
Joyce MARTIN
Jim & Donna MCCUNE

Silver Spring, MD

Columbia, MD
Cumberland, MD
Vallejo, CA
Bethesda, MD
Chevy Chase, MD
Leesburg, VA
Hagerstown, MD
Bowie, MD
Hagerstown, MD
Keyser, WV

Helen MONTFORT
Susan S. MORRISON
Ruth PAPAPANU
Jerry PERONE
Lizann PEYTON
Judith K. PHILIPPIDES
R.W. ROETH
Merle & Ellen RUSS
Luette & Harry SEMMES
David SHUMAKER
Charles WEBSTER

Bethesda, MD
Stephens City, VA
Sarver, PA
Rockville, MD
Norwich, VT
Columbia, MD
Baltimore, MD
Oakton, VA
Adamstown, MD
Bethesda, MD
Arlington, VA



Why We Do This

Ken Rollins

The story of the 1954 hike has been well told in other places and does not need to be repeated here, but it might be useful to recall how we came from there to our present through-hike series.

The first reunion was probably conceived before the '54 hike was through, but it came to fruition early in 1955 through the efforts of Paul Hauck and Grant Conway with the enthusiastic approval of Justice Douglas who suggested that it be in the Paw Paw tunnel area.

The reunion took place at a private sportsmen's club off Oldtown Road overlooking the downstream end of the tunnel cut. Just as the English, without regard to the actual date, always celebrate the Queen's birthday in June "because the weather is nicer" someone remembered the snow encountered in '54 and the date became April instead of March. Thus the annual event was established. Old timers will remember those twelve to eighteen milers.

In the later '50's and early '60's, participants began to talk of

another "all the way." Justice Douglas always said "We'll do it again when we get a successful Park bill or on the tenth anniversary, whichever comes first."

The legislative process has been well documented in the BBC/University of London film study, but the bottom line is that we lost several bills, and the tenth anniversary came and went unnoticed. The Park finally became a reality in January 1971, and it was time to recall Justice Douglas' words. Everyone was enthusiastic; we would do it, but when? Some lead time would be needed to set up the venture, and since 1974 would be the 20th anniversary, it seemed a logical choice.

The '74 hike was a great success. It had about fifty participants, ranging in age from 4 to 74, of whom 32 completed the whole distance. It achieved much favorable publicity, and participants treasure their scrapbooks of clippings and other memorabilia.

The popularity of the '74 hike raised an immediate clamor to do more through-hikes, some even suggesting every year. Every year would obviously provide an opportunity to many more people but would involve too much logistical and other support. Ten years is too long, so we settled on the five-year interval which we have followed since 1974. ❀

FROM THE ASSOCIATION

The President

Many of us are getting excited about the Through Hike this spring that will commemorate the 50th Anniversary of "The Hike That Created a Park". As a girl growing up along the canal I remember the original. My family and I watched as those hikers lead by Justice Douglas came by our house near Lock 8. We were very much interested in the canal not becoming a roadway.

Many helpers are working hard to see that this hike will be fun, informative, well publicized and well attended. If you are not going to join us on the whole hike, plan to come out and join with us as we celebrate our park.

Chris Cerniglia



The Editor

Next year will mark one of the major events in the history of the C&O Canal Association. Not only will be another quinquennial through hike, but it will also be the fiftieth anniversary of the famous Douglas hike in 1954, which played such a prominent role in the formation of the C&O Canal National Historical Park.

The park is planning major events throughout the year to mark the historical walk and I hope to be able to participate in it, my third such effort. Each of the two previous walks taught me something new about the park. Each time I carry with me a different perspective and the park itself keeps changing. I have lived next to the canal for 18 years; the river and towpath still remain as fresh as they did when I started.

In that time I have learned what a major effort it takes to maintain the park so that it can be even better than in the past. There will be many challenges in the future, both natural and man-made, but the park as both a monument to American history and the environmental movement make that continuing effort worth doing.

Fred Mopsik



2004 Membership Renewal

It's time to remind everyone to renew their membership in the C&O Canal Association. A separate renewal form is enclosed in this issue for your convenience. Some of you have already renewed your membership for 2004 so please check the expiration date on your current membership card prior to submission.

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

It is important to receive renewals early in the year to assure that funds are available for our various programs and projects. As I stated above, we are continuing our practice of including your

first renewal notice in this, the December issue, of *Along the Towpath*. You can save the Association a considerable expense and many volunteer hours by using this form and responding promptly to renew your membership for 2004. Members who have not responded by the end of January will receive a second notice in the mail.

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

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

Barbara Sheridan



ACROSS THE BERM

Ralph Donnelly was a giant of a man in more ways than one.

Whenever I was looking for one of our gatherings, he was one of my assurances that I was in the right place by standing a head taller than everyone else.

He was a skilled diplomat and leader. When he was president, he was probably unaware that he taught me a number of valuable lessons. One of these was that when someone proposes something, he is automatically to be appointed chairman thereof. If he is serious and the idea is valid he will accept; otherwise the proposal will be withdrawn.

Ralph was modest about his support for the original hike, but as I recall, his name is on the sign-in sheet for the Cardinal Club. With Ralph, we certainly got "two for the price of one" for Adele was always by his side. In fact, it was on my first reunion venture (1959) that I met Adele, galloping up the towpath bareback on a mule, but that's a good story on its own. Adele was in charge of the arrangements at Hancock, and she had an urgent message for the hikers. That evening at the banquet we sang a song of tribute to Adele composed by Constance Southworth. I think it's safe to say that the Donnellys never missed a reunion.

I had known Ralph for a great many years before (recently in fact) I found out that he was a Brooklyn boy. It seems that early in his career, his engineering firm sent him down to a job in Western Maryland. He liked everything he saw, particularly in the Cohill Station area. After his return, he bided his time for another opportunity, and volunteered to return to the area - this time he didn't go back.

Ralph was interested in everything. He was a good historian and could regale at length about some of the political connivery involved in the development of the railroads in the area, much like some of the "bigtime" railroad schemes of the early days.

Ralph always cheerfully served on various committee assignments and together with Adele served as our trouble shooter for Western Maryland.

He will be solely missed and our deepest sympathies go out to Adele.

Ken Rollins



ANNOUNCEMENTS

Annual Meeting

March 6, 2004

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

This is your organization. This is your chance to learn more about what has happened and where it is going. Perhaps there will be enough presented that you even want to help with the association.

Directions

Williamsport Fire Hall (Exit 1 off of I-881 take Route 68 into town. Fire Hall is off Brandy Drive opposite water tower and American Legion, a right turn)

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

In the morning you may want to visit the Cushwa Basin Visitor Center and Lock 44. There is a hike starting at Dam 5 led by Pat White. There are several places to eat in Williamsport, at the "Square corner" and on Route 11.

Cost for banquet: \$19.00



Volunteer Acknowledgments

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

Paw Paw Tunnel

William Bauman

Hancock Canal Apple Festival

John and Jerri Popenoe

Ralph and Adele Donnelly

Ferry Hill

Charlotte Loveless

Judy Lilga

Lander Lockhouse

Bill Hibbard

Dward Moore

We wouldn't have booths at the various festivals without these good people donating their time. Thanks to all of the members who donated their time during the 2003 Festival Season. Hope to see you again in 2004.

William Bauman



We Fund - You Build

The Hancock Chamber of Commerce will hold its second annual Barge Blast on Saturday, June 19, 2004. The association will pay the \$100.00 entry fee if you will build and man the C&O Canal Association's racing barge. Means of propulsion will be limited to walkers, runners, bicyclists, dogs, horses or mules. It must be launched into the canal manually and must be capable of carrying at least one human passenger.

Trophies will be awarded to: Fastest Barge, People's Choice, Cutest, the Ugly Barge, etc.

For additional information, contact Rita Bauman, 540-888 1425 or wdbauman@visuallink.com.



50th Anniversary Tee Shirts

Coming Soon 50th Anniversary Douglas Hike T-Shirts.

Supreme Court Decides Potomac River Usage Controversy

In a decision handed down on December 9, 2003, the Supreme Court in a 7 to 2 vote ruled that Virginia is entitled to withdraw water from the Potomac River without having to following any rules set by the state of Maryland. In particular, Virginia is entitled to extend into the river to withdraw water, even though Maryland has sovereignty over the entire riverbed. The story was a featured headline in the Washington Post of December 10, 2003.

The decision was a victory for Virginia. The majority opinion,

written by Justice Rehnquist, stated that, "We conclude that the [1877 decision] gives Virginia sovereign authority, free from regulation by Maryland, to build improvements appurtenant to her shore, and to withdraw water from the river, subject to the constraints of federal common law."

The battle goes back to Fairfax County's decision to build a water intake in the middle of the river and Maryland's attempts to restrict such a use. Prior to the decision, Maryland had acquiesced to the intake, but tried to limit the intake to 150 million gallons per day. Fairfax stated that while it can withdraw as much as 300 million gallons per day, it has no immediate plan to do so.

Fred Mopsik



NOMINATIONS

In accordance with the Bylaws of the Chesapeake & Ohio Canal Association, Inc., a year 2004 slate of nominations for the Board of Directors has been prepared by the duly elected Nominating Committee. The election will occur at the annual meeting on March 6, 2004 in Williamsport, Maryland.

CANDIDATE BIOGRAPHIES

PRESIDENT

Christine Cerniglia

Rockville, MD

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

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

FIRST VICE PRESIDENT

Robert C. Perry

Woodbridge, VA

Nearly fifty years have passed since, as leader of the "Immortal Nine" Justice Douglas walked the towpath and led the fight to save the C&O Canal from becoming a highway. In the same spirit, the Association continues to confront challenges and meet opportunities. A member since the late 1980s, I have served as a director, as editor of *Along the Towpath*, and have participated in Association projects and activities. I support our involvement in restoration and support of the Park and endorse a close relationship with the National Park Service as advocate and watchdog. Further, I believe that we have an obligation to this and to future generations to ensure that the C&O Canal National Historical Park, created by the people, remains a refuge, a place of retreat, a long stretch of quiet and peace at the Capitol's back door – a wilderness area where we can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns (Justice William O. Douglas).

SECOND VICE PRESIDENT AND LEVEL WALKER CHAIR

Bill Burton

Warrenton, VA

I joined the C&O Canal Association in 1998 for the fellowship with others who enjoy many of the same activities that I do (hiking, canoeing and camping) and who also share the same appreciation of the C&O Canal NHP. During most of this time I have been a level walker and have been a Board member since June 2001. For the past two years I have supported the Level Walker Program as the Level Walker Chair.

During this time I have learned to truly appreciate both the historical and recreational benefits of the C&O Canal National Historical Park. If elected, I will accept the responsibility for, and do my best to continue the association's efforts in the preservation and protection of this great resource. The value of the C&O Canal NHP can not be over emphasized. It is essential to ensure that this historical canal, with all its recreational opportunities, will be available for future generations.

SECRETARY

Patricia White

Gaithersburg, MD

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

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

TREASURER

Linda Willarrd

Bethesda, MD

My husband and I joined the C&O Canal Association in spring 2002, when we retired from the federal civil service. We think the canal is a wonderful resource, and want to help to keep it available. To date we have participated in only two hikes, the 2002 Douglas Hike and a trip through the Pawpaw Tunnel. If I can keep my arthritis at bay, we hope to participate in the 2004 through hike, and I am a member of the budget committee for that hike. Before my retirement, I was an auditor with the Defense Contract Audit Agency. For the last seven years of my career, I served as Chief, Auditing Standards Division. I am currently active in AARP's Tax Assistance for the Elderly program. a prudent and business-like manner.

INFORMATION OFFICER

Mickey Reed

Bethesda, MD

MEMBERS OF THE BOARD

James Guilford

Frederick, MD

Donald R. Juran

Rockville, MD

I joined the Association in 1993 to do the 1994 through-hike and thereby test my plan to hike the Appalachian Trail. The hike reduced my AT ambitions in tatters, but gave me 50 new friends and a sense of commitment to the Canal.

Since then I have served the Association as Director (1 year) and Secretary (3 years). I have also chaired the Nominating Committee and 1999 through-hike Registration, and I have contributed copy editing, through-hike journals and lengthy but trite versifying to "Along the Towpath."

Carol and I are Level Walkers for the level from Dargan Bend to Mountain Lock.

Again I look forward to doing my part for the Association and this beautiful, fascinating ribbon of real estate we all love.

Tom Perry

Williamsport, MD

I live in Williamsport, a member of the Association since 1986, have served as Board member and am a past president and a participant in the level walker program. My special interest is biking and camping on the towpath and I am active in organizing groups to take advantage of the recreational opportunities afforded. My vision is that we should reach out to all persons and groups which have an interest in the Potomac River and its

environs.

Barbara Sheridan

La Plata, MD

A native of D.C., I find it hard to believe that I have lived and worked in this area my entire life without discovering the C&O Canal. While I knew it existed, only in recent years have I learned to appreciate and enjoy the many benefits of this great resource. My favorite activities are hiking, canoeing and learning more about the historical significance of the Canal while enjoying the fellowship of other association members. Completing the 1999 Douglas Through-Hike (my first camping experience) will always be one of my fondest memories.

I have been a member of the Association since 1997 and have been a Level Walker (2 levels) for most of that time. I was on the Registration Committee for the 1999 Through-Hike and am currently the Co-Chair of the 2004 Through-Hike as well as the Registration Committee Chair. I have also been serving as the Membership Coordinator since 2000.

While many people use the C&O Canal for various recreational activities, I believe that growing and maintaining an active membership in the Association is vital to the preservation and protection of this valuable asset for future generations. If elected, I will work toward that goal and serve the C&O Canal Association to the best of my ability.

Richard D. Stoll

Kensington MD

Meet Judy and Bernie

While visiting Shepherdstown, WV, one Saturday afternoon in the middle of October, my husband and I could not help but notice a pair of hikers strolling among the tourists along German Street. They looked like they were in their sixties. The husband was a rather tall and stocky man, wearing a sort of Texas hat. The petite wife looked energetic. Both wore hiking boots. Also, both used sturdy hand-carved walking sticks, an uncommon sight on the gentrified sidewalks of Shepherdstown.

The mystery was soon revealed. When we arrived at the church for service, there were the two hikers, so we asked them where they came from. It turned out their hometown was Youngstown, Ohio, and they had decided to walk the canal the full length. They had left from Cumberland ten days ago, and this would be one of the few nights they would indulge in a hotel. Most other nights, including the previous chilly, rainy one, they had camped out. They had found several hiker-biker over-nighters in poor condition, missing the portajohn or water pump. With foresight, they carried water and a filter, as well as a board to serve as a table when such facility was lacking. They averaged ten miles a day, but one night, they unexpectedly had to tack on an extra six miles when they arrived at an unusable overnighiter. When we expressed our disbelief that they had hiked 10 miles a day carrying all their camping gear, they explained that, no, they actually did not carry their baggage. They just pushed the 150 pounds (mostly medicines for their ailments, they claimed) in a jogger stroller! This may sound easy but it definitely was not,

because hurricane Isabel had left many stretches of the towpath in poor condition. Also, some detours easily manageable on foot or by bike posed insurmountable obstacles to a pushcart.

After service, the four of us went out for dinner, and learned more about this remarkable couple. Bernie had a reading disability that the schools had ignored. After High School, he served in the Navy for a few years, then joined GM as a welder. When he was forty, and a father of six children, GM sent him to Kent State to learn to read and to start work towards a degree. For the next fifteen years, he studied evenings and weekends, and ended up with an associate degree in mechanical engineering. After retiring from the Navy, he started his own business. Judy had worked as a nurse, but now too is retired.

The next morning, the two hikers continued their through-hike. A few weeks later, we received a note from them that they had completed their trek. The main obstacle had been the stretch downstream from Great Falls, where the towpath is too rocky for bikes and pushcarts, while the detour crosses a bridge reached by a long flight of stairs. A Park ranger appeared, as if on call, to drive them and their cart around to Angler's Inn.

While putting in our ten miles during this past November's Heritage hike, carrying our lunch and water, we often thought of Judy and Bernie, camping at the hiker-biker before pushing their cart through the Paw Paw tunnel, starting another one of the many ten-mile stretches this intrepid pair of seniors chalked up this fall. Hats off to Judy and Bernie from Youngstown, Ohio!

Anneke Sengers





ON THE LEVEL



Level Walker Chair Bill Burton

As of late November, a total of 177 reports have been received on 56 levels. In the most recent quarter, from late August to late November, 54 new reports were received covering 35 levels. There are 13 levels remaining that have not yet been covered this year.

Many of the reports focused on the damage from hurricane Isabel. Based on the information received in the reports, there were an unbelievable number of fallen trees across the towpath and in the prism. Luckily, there were no reports of major damage to the canal, although there were many reports of erosion and major debris on the towpath. Everyone was impressed by the quick response by Park Service and their contractors in removing the fallen trees and clearing the large debris. Of course the Level Walkers still had plenty to do in removing the smaller sticks and branches from the towpath. Many thanks to all who helped in this cleanup.

We are glad to have the following new volunteers in the Level Walker program: Ann and Eddie Bilezikian on levels #49, #50 and #53, Mary-Fran and Todd Stotler on levels #31 and #52, and Steve DeLanoy on level #8. Thank you for volunteering as we work together in support of the C&O Canal NHP. Regrettably, after years of service, Maggie and Paul Davis have moved from the area and resigned as Level Walkers on Level #8. Many thanks for their support of the program and volunteer work on the towpath.

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

Level #1: *Tidelock to Incline Plane*; 9/5, 9/17, 9/26, 10/3, 10/11, 10/23, 11/7, 11/21, **John Barnett** commented the canal boat had been put up for the winter and the canal drained.

Level #3: *Lock 5 to Cabin John Creek*; 11/23, **Derek** and **Laura Byerlee** noted that boaters could not get through fallen trees that were blocking the canal above Lock 6 and above Lock 7.

Level #4: *Cabin John Creek to Lock 14*; 9/1, 10/7, 10/8, 10/26, **Fred** and **Judie Mopsik** noted a large hole in the side of the prism just upstream from Lock 8.

Level #5: *Lock 14 to Bridge at Cropley*; 8/23, **Bobbie Thorberg** reported that no trash was in sight of the canal but numerous visitors were enjoying the park.

Level #7: *Great Falls Tavern to Swains Lock*; 9/7, **John Belz** reported the condition of the toilets at Swains was appalling, otherwise everything was OK on a pretty Sunday afternoon. 10/2, **Alan** and **Becky Hedin** spotted a heron stalking prey, 4 mallards and a kingfisher.

Level #8: *Swains Lock to Pennyfield Lock*; 8/26, 9/16, **Paul** and **Maggie Davis** reported that between Pennyfield and Milepost 19 a hillside had been literally "clear cut" up to a large house perched above.

Level #10: *Seneca Aqueduct to Milepost 25*; 8/26, **Carol Purcell** reported observing Jerusalem artichokes, orange and yellow jewel weed, White Mallow, lavender phlox, Virginia Day Flower, red trumpet vine, purple oxalis, lady's thumb, pye weed and viburnum. 10/16, **Bill Herr-**

mann reported a big log jam behind one of the Seneca aqueduct arches.

Level #11: *Milepost 25 to Sycamore Landing*; 9/29, **Sandy** and **Marv Kahn** reported that the Park Service had cleared the major storm debris from Isabel with machinery and chain saws.

Level #12: *Sycamore Landing to Edwards Ferry*; 10/24, **Bill Tammaro** reported the towpath was partially washed out at mile 28.3 and trash bag dispensers were empty at Edwards Ferry.

Level #16: *Woods Lock (26) to Monocacy Aqueduct*; 11/1, **Michael Cianciosi** reported that restoration of the Monocacy Aqueduct continues with the large stones on the walkway being numbered and pulled up.

Level #18: *Nolands Ferry to Point of Rocks*; 9/5, 9/21, **Jed** and **Grace Tucker** reported the access road from MD28 to Nolands Ferry had been graded and regraded. 9/11, **John** and **Patty Hawley** removed two bags of trash from the parking areas, but reported the towpath clear of trash.

Level #19: *Point of Rocks to Catoctin Aqueduct*; 10/6, **Nancy** and **Marlow Madeoy** invited two ladies who were curious about what the level walkers were doing to check out the Association's Web page and join.

Level #21: *Lock 30 to Lock 31*; 11/22, **Mike Darzi** with help from **Stephanie Seipp** removed 8 large bags of trash, including a kiddie pool. Most of the trash was located around mile 55.5.

Level #23: *Lock 33 to Dam #3*; 10/28, **Mike** and **Julie Landrigan** reported this level had received severe damage from

Isabel, including well over 40 fallen trees, a washout of the towpath around Lock 33, and fallen tree damage to the footbridge at Maryland Heights. They noted there was a lot of hard work done by NPS cleaning up the damage and keeping the towpath open.

Level #25: *Dargan Bend to Lock 37*; 10/7, **Charlie Brown** with **Howard McGowen** observed that the towpath had recently been cleared of fallen trees and branches.

Level #26: *Lock 37 to Antietam Aqueduct*; 9/6, 9/28, **Jack** and **Karen Forster** noted a sign stating that on September 3rd, 30 million gallons of waste water bypassed the disinfection system, and therefore, water in Antietam creek should be avoided.

Level #29: *Lock 39 to Snyders Landing*; 11/3, **Jack Magarrell** noted that the vegetation had been recently mowed and had a black-capped chickadee join him for lunch.

Level #31: *Lock 40 to Marsh Run Culvert*; 9/27, **Mary-Fran** and **Todd Stotler** noted the Horseshoe Bend Hiker-Biker was totally encased in mud one week after Hurricane Isabel. 11/2, **Brenda** and **Mark Klueber** reported the debris from the river was immense above mile marker 80, including the remains of a trailer, a bench and refrigerator.

Level #34: *McMahon's Mill to Opequon Jct. Hiker-Biker*; 10/15, **Tom Perry** with **Gary Naugle** removed a great quantity of small to medium sized debris caused by recent storms.

Level #35: *Opequon Jct. Hiker-Biker to Lock 43*; 10/22, **Dave Engstrom** reported the Lock 43 sign was missing.

Level #37: *Falling Waters to Lock 44*; 9/26, **Russ Meinke** commented that the Park Service employees had done a nice job cleaning up the towpath after Isabel.

Level #40: *Nessle RR Bridge Piers to Dam 5*; 9/25, **Bill Hibbard** commented there were only a few muddy spots and lots of small branches on the towpath as a result of Isabel.

Level #43: *McCoy's Ferry to Fort Frederick*; 9/7, **Karen Gray** noted and photographed a hole in the prism above Culvert #147. (NPS stated funding has been obtained for repairs.)

Level #44: *Fort Frederick to Ernestville*; 9/11, **John Bowman** reported the towpath in good shape and commented on the nice wooden bench at mile 114.15 and the three helpful signs at mile 114.52 giving directions and distances. 9/28, **James Biasco** reported that several fallen trees had been removed and that Ft. Frederick was having a history day with reenactments.

Level #45: *Ernestville to Licking Creek*

Aqueduct; 10/20, **Joe Kochenderfer** removed lots of sticks and branches from the towpath and reported increasing sink-hole damage at culvert #151.

Level #48: *Hancock to Round Top Cement Mill*; 10/2, **Bill Hibbard** reported that the level was very clean.

Level #49: *Round Top Cement Mill to Lock 53*; 9/25, **Ann** and **Eddie Bilezikian** removed quite a bit of debris from the towpath and noted very rugged trail conditions on this level.

Level #52: *Sideling Hill Aqueduct to 15 Mile Creek Aqueduct*; 10/17, **Mary-Fran** and **Todd Stotler** found a fallen tree across the towpath and reported it to a ranger at Fifteen Mile Creek Aqueduct.

Level #53: *15 Mile Creek Aqueduct to Lock 59*; 10/8, 11/4, **Ann** and **Eddie Bilezikian** encountered a guy on a bike streaking westward without a stitch of clothes on. (Could it be the same person spotted a couple of years ago at Sorrel Ridge?)

Level #54: *Lock 59 to Lock 60*; 10/24, **Dennis Kubicki** noted there was a signif-

icant amount of an invasive plant species and many trees had beaver damage.

Level #55: *Lock 60 to Culvert #208*; 8/30, **Karen Gray** with **Todd** and **Mary Fran Stotler** sighted two flocks of turkeys, several deer, a flock of ducks and a large hawk. 10/11, **Pat White** encountered a large bird, possibly a wild turkey, crossing the towpath.

Level #56: *Culvert #208 to Lock 61*; 10/11, **Pat White** found little trash and a deflated "Happy Birthday" balloon.

Level #60: *Opposite Little Cacapon to Town Creek Aqueduct*; 11/10, **John** and **Judith Lilga** encountered a man, who was on his way to Pittsburgh, and stopped after seeing a sign about the C&O Canal. He was very interested in talking to them about the history of the canal.

Level #61: *Town Creek Aqueduct to Lock 68*; 11/1, **Hilary Walsh** observed a kayaker fishing, apparently arriving in a truck with Texas license plates. ❀



Bikers Contribute Towards Widewater Restoration

Unfortunately, the lingering effects of Storm Isabel caused the cancellation of this year's October Bike Ride from Cumberland to Georgetown. It was a big disappointment but seemed to be the only prudent course to take in view of conditions: no water, no toilets, no camping, and deep mud in numerous places. Nevertheless, the group decided to go ahead with its contribution toward matching the \$100,000 grant which the Association has received for repairing the long-standing damage in the Widewater area, and our treasurer has been presented with a check for \$750, for which we say "thank you".

I would like to explain how these monies are collected. Each year, as we register to participate in the Through ride each of us contributes \$20 to a fund, and this is augmented by gifts of those who would like to do more toward a good cause somewhere along the length of the Park. (Although the fee is nonrefundable, this year we offered it back, since the cancellation was not the choice of individual participants.) In the past we have given gifts to the Monocacy Aqueduct Fund, the boat replica in Cumber-

land, the Railtrail in Hancock, and the Lander lockhouse. At the presentations we enjoyed the hospitality of the recipients. This year of course there could be no ceremony, but most of our bikers wanted to feel good about donating to a visible need and we want to acknowledge these persons

For their contribution toward the restoration of the Widewater area:

Agnes Castleman
Heidi Gardner
Jim Heins
Carl Linden
Paul Leatherman
Ron Miller
Clare O'Meara
Tom Perry
Julie Robicheaux
Barbara Trippel
Jon Wilson

Sonny DeForge
Deb Grandner
John Krantz
Pam Lantz
Norman Liebow
Judy Miller
Jim O'Meara
Paul Petersen
Fred Slick
Bill Trippel
Richard Zorn

and the non-riding but generous family of Dan and Donna Rishell.

Tom Perry, biking coordinator ❀

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Dec 31	Wed	New Year's Eve Hike. Meet at Carderock at 2:00 PM. Contact Pat White at 301-977-5628.
Jan 1	Thurs	New Year's Day Hike. Meet at Carderock at 10:30 AM. Contact Pat White at 301-977-5628.
Monthly	Wed, Sat	Sights and Sounds of the Seasons Nature walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in the great Falls Tavern at 10 AM. to begin with a brief slide show. Hikes are lead by Park Service volunteers.
Jan 25	Sun	Continuing Hike Series. Meet at White's Ferry at 10:30 AM. Contact Pat White at 301-977-5628
Feb 1	Sun	Board Meeting. Williamsport Memorial Library, 1 PM
Feb 28	Sat	Continuing Hike Series. Meet at Dargan Bend and go downstream. Contact Pat White at 301-977-5628.
Mar 6	Sat	Morning of the Annual Meeting. Meet at Dam #5 at 10:30 AM for hiking in the area. Contact Pat White at 301-977-5628
Mar 6	Sat	C&O Canal Association Annual Meeting, at Williamsport Fire Hall. Meet the candidates at 1:30 PM. Meeting 2:00 to 4:00 PM. Happy Hour 4:00 PM. Banquet at 5:00 PM. Reservation form enclosed.
Mar 28	Sun	Continuing Hike Series. Meet at Little Orleans at 10:30 AM. Park and come to 15 mile Creek Aqueduct. Contact Pat White at 301-977-5628.
Apr 4	Sun	Board Meeting, Glen Echo Town Hall, 4:00 PM.
Apr 17 - May 1	Sat - Sun	Justice Douglas Through Hike from Cumberland to Georgetown. Registration required; open to limited number of hikers.
May 1	Sat	Last day of Douglas Hike. Open, to all. Meet at Great Falls Tavern at 9:30 AM.
May 15	Sat	Second salute to the Presidents at Bill's Place in Little Orleans, 9:00 AM. Camping adjacent to the canal is available on Friday night for those interested. Contact Jim Preston at 301-334-9760.
May 22,23	Sat, Sun	Canoe day trips on the Monocacy River. For information and reservations contact Sonny DeForge at 301-530-8820 or Carl Linden at 301-229-2398.
Jun-Aug	Sat, Sun	Lockhouse at Lock 75, North Branch. Volunteers are needed to staff the lockhouse each weekend and provide visitors with park and association information. Contact William Bauman at 540-888-1425.
Jun 2-4	Tues-Thurs	World Canals Conference in Ontario, Canada. Write PO Box 23016, Midtown Post Office, St Catharines, Ontario, L2R 7P6, or phone 905688-5601, X1722 for information and registration.
Jun 6	Sun	Board Meeting. Williamsport Memorial Library, 1:00 PM.
Jun 12	Sat	Canoe trip from Violettes Lock to Great Falls. Ideal introduction to canoeing, also great for old-timers. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934.
Jun 27	Sun	Joint Potluck Dinner with Friends of the Tavern at Carderock, 6:00 PM.
Jul 10, 11	Sat, Sun	Canalfest in Cumberland. Contact Mary Anne Moen, 301-759-3197.
Jul 17	Sat	Canoe trip at Brunswick. Contact Sonny DeForge, 301-530-8830 or Carl Linden, 301-229-2398.

Jul 24, 25	Sat, Sun	Introduction to Bike camping, in the western section. Contact Tom Perry at 301-223-7010.
Aug 1	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM.
Aug 21,22	Sat, Sun	C&O Canal Days in Williamsport.
Sept 11,12	Sat, Sun	Paw Paw Bends Canoe trip. Contact Sonny DeForge, 301-530-8830 or Carl Linden, 301-229-2398.
Sept 11,12	Sat, Sun	Hancock Apple Days. Contact John Popenoe, 301-678-6379.
Sept 11,12	Sat, Sun	Sharpsburg Heritage Festival. Contact Bob or Joan Fisher, 301416-2817.
Sept 19	Sun	Continuing Hike Series. Meet at Ferry Hill parking area, 10:30 AM. Contact Pat White at 301-977-5628.
Oct 3	Sun	Board Meeting, Williamsport Memorial Library, 1:00 PM.
Oct 6-11	Wed-Mon	Annual Through Bike Trip, Cumberland to Georgetown. Campers and Motel People. No sag wagon. Limited registration. Contact Tom Perry, 301-223-7010.
Oct 30	Sat	Continuing Hike Series. Meet at Great Falls Tavern, 12:00 Noon Contact Pat White, 301:977-5628. (Section A, Billy Goat Trail)
Oct 30	Sat	Potluck Cookout at Carderock, 4:00 PM. Contact Pat White, 501-977-5628.
Oct 30	Sat	Life and Death on the C&O Canal, Great Falls Tavern. Time TBA. Witness dark but actual events which took place, portrayed by park Service staff, volunteers, and reenactors.
Nov 6	Sat	Heritage Hike at Little Orleans. More information in later issues.
Nov 21	Sun	Continuing Hike Series. Meet at Balls Bluffs in Loudon County, 10:30 AM. Contact Bill Burton, 703-306-6303 (work number).
Dec 4	Sat	Frostbite Hike. Meet at Fletcher's Boat House, mile 3, 10:30 AM.
Dec 5	Sun	Board Meeting, Glen Echo Town Hall, 1:00
Dec 12	Sun	Carol Sing at Great Falls Tavern, 1:00 PM.
Dec 31	Fri	New Year's Eve Hike at Monocacy Aqueduct, 2:00 PM. Contact Pat White, 301-977-5628.



Chesapeake & Ohio Canal Association

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

Annual Meeting Reservation - March 6, 2004

Names: _____
Address: _____
City/State/Zip: _____
Email: _____
Phone: _____

Number @\$19: _____
Amount Enclosed: \$ _____

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

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



Holiday Gift Idea

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

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

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

Barbara Sheridan, Membership Coordinator

Chesapeake & Ohio Canal Association - New Member Form

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

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

EMAIL: _____

PHONE: _____

Name to appear on badge: _____

Name on 2nd badge (family or patron): _____

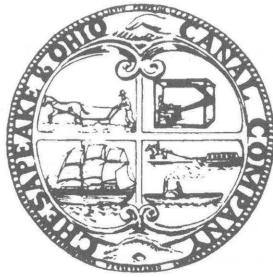
Gift from: _____

(Select One)

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

Total \$ _____

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



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

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

Membership in COCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, are assessed on a calendar-year basis and include a subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible to the extent possible. A copy of our current financial statement is available upon request by contacting C&O Canal Association at P.O. Box 366, Glen Echo, MD 20812-0366 (telephone 301-983-0825). Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

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

C&O CANAL ASSOCIATION

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

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

Editorial Staff

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

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

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Telephone Numbers and Personnel

C&O CANAL NHP HQTRS	(301)739-4200	
1850 Dual Highway, Suite 100, Hagerstown, MD	21740	
Acting Superintendent	(301)714-2201	Kevin Brandt
Acting Asst. Superintendent	(301)714-2201	Bob Hartman
Chief Ranger	(301)714-2222	Rob Danno
Admin Officer	(301)714-2204	Jeannie Bolden
Chief, Natural and Cultural Resource Mgt Branch	(301)714-2231	Tina Orcutt
Chief, Interpretation	(301)714-2214	Bill Justice
Public Affairs Assistant	(301)745-5804	Kathy Sholl
Special Permits	(301)714-5817	Donna Swauger
Chief of Maintenance	(301)714-2216	Bob Hartman
Partnerships Coordinator	(301)714-2233	Vacant
Volunteer Coordinator	(301)714-2238	John Noel
Engineer	(301)745-5818	Dan Copenhagen

Palisades District

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

Georgetown Visitors Center (202)653-5190

1057 Thomas Jefferson St., NW Washington, DC 20007	
Sup. Ranger - Interpretation	Kathy Kupper

Great Falls Tavern 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	
Supervisory Park Ranger	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 CHOH_Hazards@nps.gov

CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

Annual Meeting
March 6, 2004, Williamsport, MD

50th Anniversary Douglas Through Hike
April 18 - May 1, 2004

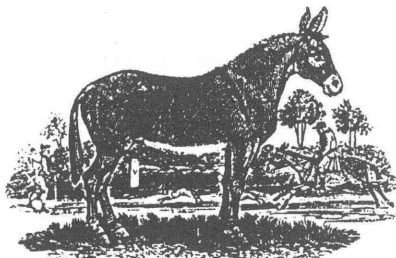
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