



# ALONG THE TOWPATH

## A quarterly publication of the Chesapeake & Ohio Canal Association

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

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### Heritage Hike Is Set for the Cumberland Area

By Tom Perry



*Cumberland and the Narrows.*

*Photo by Karen Gray*

The Association's annual Heritage Hike is scheduled for Saturday, November 5, on the far western section of the towpath. This is one of the most enjoyable sections of the canal park. On page 16 of this issue, Karen Gray's informative article explains the history of this area and points out many of the fascinating features that the hike participants will encounter.

As has become customary, we will offer hikes of various lengths to suit the preferences of as many people as possible. Hikers will be taken by bus to their starting points and walk back into Cumberland, with the following options (distances are approximate): 11 miles from Spring Gap recreation area; 9 miles from North Branch; 6 miles from Mexico Farms; and 2 miles from Candoc Lane. Please park in the Howard street parking area, adjacent to Canal Place and under the viaduct. You can reach this by taking Exit 43B from I-68 westbound. The buses will load up and leave from the fountain area at Canal Place at

10:00 a.m. Each rider is asked to pay \$4.00 in cash to defray the transportation cost. Please note that one bus will be designated for the two longer hikes, one for the shorter. Hikers should bring lunch and a drink.

Following the hikes, we return to our cars and drive to the Ali Ghan Shrine, where happy hour begins at 5:00 p.m., with supper to follow at 6:00 p.m. (To reach the Shrine, drive east on I-68 to Exit 46, turn left at the stop sign, and proceed ¼ mile on Ali Ghan Road to the Shrine's entrance.) Our after-dinner speaker will be Roy Sewall, author of *Our Potomac, From Great Falls Through Washington, D.C.* He will have copies of this beautifully illustrated book to sell at a reduced price.

A registration form for supper is inserted in this issue of the newsletter (no registration is necessary for the hike itself). The supper reservation forms should be received no later than Friday, October 28.



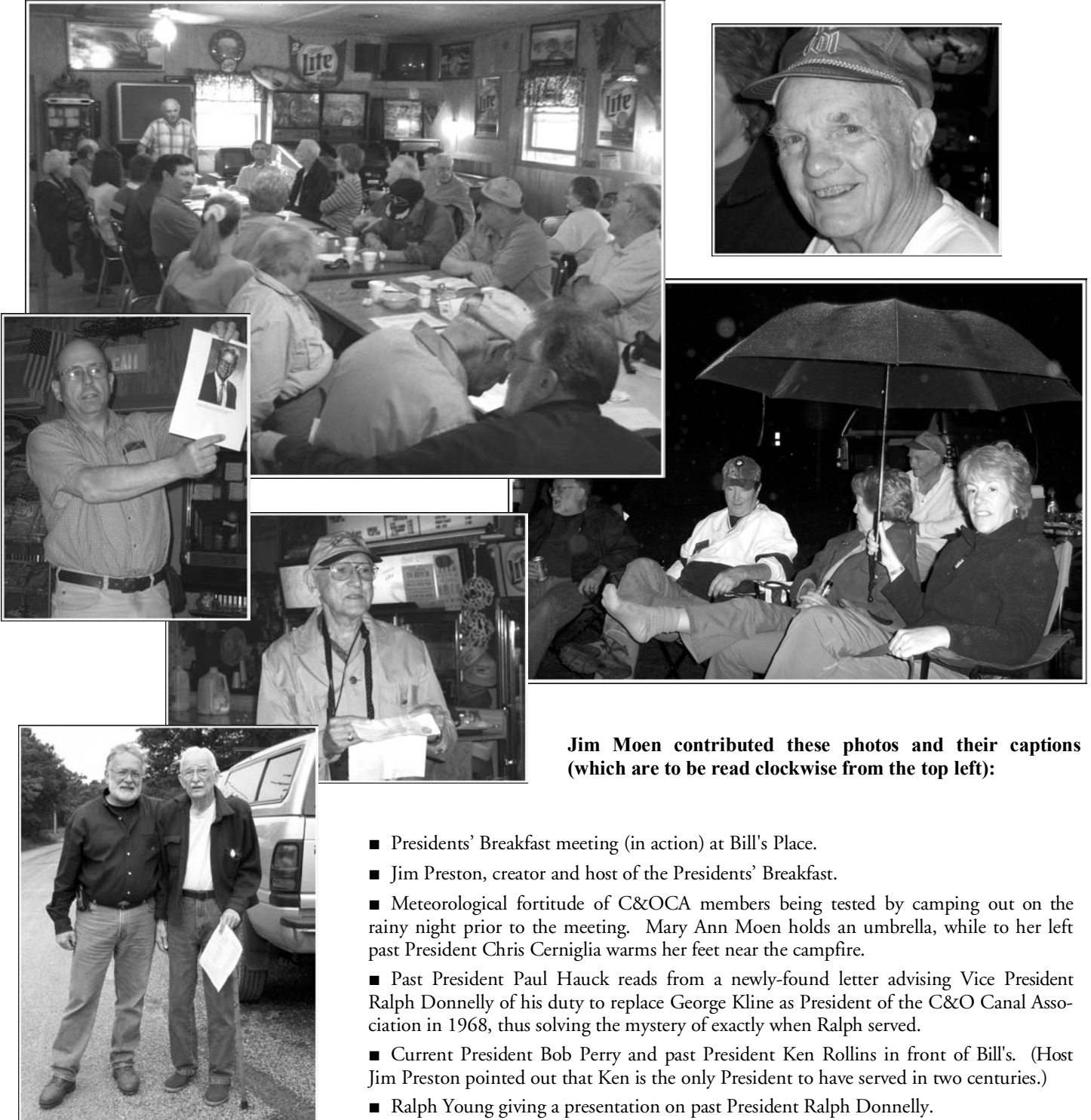
### "Treasures" Grant Aiding Lockhouse Preservation

Lockhouse 7, shown at left with scaffolding on its front elevation, is among the sites where federal grant money is supporting repairs that are essential to protect former dwellings of lock keepers and their families. The article on page 6 gives details on this work, and on many other Park Service projects for preserving historic structures along the canal. Other stories in this issue report this summer's developments in the efforts of the C&O Canal Association and kindred volunteer groups to improve the canal park, including a new campaign to restore the Catoctin Aqueduct (page 8).

## NEWS AND REPORTS

### Scenes from the Presidents' Breakfast . . .

The latest Presidents' Breakfast was held on June 4 at Bill's Place in Little Orleans. The breakfast series is held in honor of the C&O Canal Association's past Presidents, of whom an updated and corrected list appears at the bottom of the opposite page.



**Jim Moen contributed these photos and their captions (which are to be read clockwise from the top left):**

- Presidents' Breakfast meeting (in action) at Bill's Place.
- Jim Preston, creator and host of the Presidents' Breakfast.
- Meteorological fortitude of C&OCA members being tested by camping out on the rainy night prior to the meeting. Mary Ann Moen holds an umbrella, while to her left past President Chris Cerniglia warms her feet near the campfire.
- Past President Paul Hauck reads from a newly-found letter advising Vice President Ralph Donnelly of his duty to replace George Kline as President of the C&O Canal Association in 1968, thus solving the mystery of exactly when Ralph served.
- Current President Bob Perry and past President Ken Rollins in front of Bill's. (Host Jim Preston pointed out that Ken is the only President to have served in two centuries.)
- Ralph Young giving a presentation on past President Ralph Donnelly.

## Flowers and Trees for Lockhouse 44

By Linda E. Perry

Another partnership project reached fruition this spring when The Potomac Garden Club of Williamsport planted flowers and trees around Lockhouse 44 in Williamsport. This project was



*Shown at Lockhouse 44 are (from left to right) Ruth Ann Snook, Joann Miller, Lou Harsh, and Nancy Cowden. Photo by Linda Perry.*

spearheaded by President Nancy Cowden at the suggestion of Lou Harsh.

C&O Canal Association member Lou lived in the lock house from 1915 to 1937. Her father, Harvey Brant, was the lock tender from 1915 to 1961, and Lou remembers the pretty flowers and shrubs that adorned the lockhouse then. John Noel, Partnership Coordinator, was the contact person from the C&O National Historical Park.

Two red maples, as well as flowers consisting of black-eyed Susans, marigolds, coral-bells, sedum, and hosta were planted in front and on the side of the lockhouse. Herb beds of parsley, chives, and sage were planted next to the kitchen door. The club members have invested around \$400 in this project — as well as their sweat by improving the ground with bags of rich garden soil, watering weekly with ten-gallon buckets, and mulching the area.

Other club members involved in the project were Joann Miller, and past presidents Linda Harsh and Ruth Ann Snook. Judy Grimm's husband Richard drew up the landscape plan, and he and Ruth Ann's husband Gregory Snook assisted in the hard labor of digging holes for the maples, and removing and transporting dirt for the project.

Thanks to the Potomac Garden Club of Williamsport for beautifying and maintaining the grounds of this historic 1844 lockhouse.

## Canal Exhibit in Rockville

An exhibit on the C&O Canal's history recently opened at the Montgomery County Historical Society's Beall-Dawson House, located at 103 West Montgomery Ave. in downtown Rockville.

On view are many carefully documented photographs, mostly from the Society's collection, as well as other documents and objects related to canal operations within the county. Examples include scrip issued by the Canal Company and an 1867 logbook used to record shipments received from canal boats at a warehouse in Whites Ferry. Additional items will be periodically added to the exhibit, which will remain on display through February.

Further information is available at 301-762-1492 or the Society's web site, [www.montgomeryhistory.org](http://www.montgomeryhistory.org).



Mickey Reed (left) and curator Joanna Church discussing the exhibit at Beall-Dawson House.

### Presidents of the C & O Canal Association

Lewis W. Schollenberger, 1957  
Grant Conway, 1958-60  
William E. Davies, 1962  
Walter Sanderlin, 1963  
Gordon Keating, 1964  
Ellery Fosdick, 1965  
Paul E. Hauck, 1966  
Michael Nadel, 1967  
George Kline, 1968  
Ralph Donnelly, 1968

Anthony W. Smith, 1969  
Colin Ritter, 1970  
Ken Rollins, 1970  
Smith Brookhart, 1971  
Carl Linden, 1972-74  
Bonnie Troxell, 1975-77  
Nancy Long, 1978-79  
Barbara Yeaman, 1980  
John Chandler, 1981-82  
Bruce Wood, 1983-85

Hal Larsen, 1986-90  
Dave Johnson, 1991-93  
Carl Linden, 1994-95  
Gary Petrichick, 1996-97  
Tom Perry, 1998-99  
Ken Rollins, 2000-02  
Christine Cerniglia, 2003-04  
Robert C. Perry, 2005

## An Introductory Weekend Bike Trip

By Linda E. Perry

Venturing forth by bike on the hot Saturday of June 25 were association members Bill Burton, Debbie Poole, Linda Perry, and Tom Perry. We headed from Williamsport to Hancock to observe the Barge Bash at the C&O Canal National Historical Park, where we were joined by Barbara Sheridan and Ken Johnson. Tom kept us on a fast pace, since the event began at 1:00 p.m.; we arrived at 12:55 p.m.

The various barge entries included themes involving a tractor, Huckleberry Finn, a Mississippi riverboat, a Greek drama, and an artist's easel. Violinists played a Swedish wedding march on shore. The fastest barge was a replica of a C&O Canal boat pulled by the C&O Canal Bike Patrol; it was, of course, the winner. Lifesaver Ken Johnson then delivered our gear; he had become our unsuspecting sag wagon person at 9 a.m. Debbie Poole illustrated the use of a "camel" backwater pouch during the almost unbearable heat.

Camping in the hiker-biker area west of Hancock in 95+ degree weather presented special considerations (no ice), but the hardy group survived the night, joined by canoeists from the Philadelphia area. Bill Burton displayed a talent for setting up his tent with a practiced skill (learned on the Justice Douglas Hike). Barbara Sheridan introduced the canoeists to the C&O Canal Association, and I think that they were impressed with the involvement of our members in caring for the towpath. Early on Sunday morning, Al Shane arrived in camp with hot coffee. What a treat to awaken to homemade coffee on the trail! Wife Linda surprised her husband by muttering, "I might just do this again sometime."

The trip ended on Sunday afternoon with participants in fine spirits but with tired bottoms and legs; however, the group endured, persevered, and survived this introductory bike trip on the C&O Canal. There is nothing like sleeping in the outdoors and enjoying the gorgeous scenery on the towpath.

## Of River, History and Wine

By Alvin Cohen

If you think the Potomac is primarily a geographic entity with statistics about flow rates, water intake, estuaries, distances, fishing holes, etc., think again. The Potomac is like Thomas' English muffins, full of interesting nooks and crannies, but it takes an adventurous spirit to ferret them out. So it was that a canoeing/kayaking group from the C&O Canal Association set off on July 16 for a 12-mile paddle from Brunswick to the mouth of the Monocacy River.

This section of the river is generally placid, but there was a fairly good current flowing, which meant that, in theory, participants who tired occasionally could simply drift with the current for a bit. However, nobody likes to fall too far behind the leaders lest the river monster rise up out of the depths and consume them whole. So all participants, including three novice kayakers, kept up a good paddling pace from start to finish. The water level was good; the sun shone most of the time; the herons, eagles and other wildlife were all around us, and all seemed right with world.

The trip organizers had arranged for periodic stretch and

lunch stops, but a surprise stop was Lander's lockhouse (Canal lock 29 on the towpath), just a hop, skip and a jump from a take-out ramp at river's edge. This lockhouse has been lovingly restored by the Lander Community Association, one of whose most active members is George Lewis. A veterinarian and retired Army officer, George spends countless hours, not only on the restoration, but also describing for visitors what life was like for the lock tender and his family. The hour-long visit was a history-in-the-making event that not only gave paddlers a much needed rest, but contributed to a deeper understanding of life on the canal.

So back to the river for the second half of the trip and another surprise visit, this time to Tarara Winery and Vineyards.



*Paddlers shown commandeering a farmer's picnic table are, from left to right: Al Cohen, Neil Gilliam, Laura Gilliam (no relation), Pat White, Chris Fry, Barbara Sheridan, Marion Robertson, Bill Burton, Sandy McManaway, and Betsy Williamson. Photo by Sonny De Forge.*

A cement slab on the right bank of the river announces the winery's presence but it doesn't say that one must slog one's way up a very muddy bank, across a hayfield, and finally through a parking lot to get to the winery's reception area. But it's worth it! The reception area is air conditioned, with a romantic aura and an opportunity to taste eight or nine wines that are locally produced, but quite distinctive, at a very moderate charge. Crackers are offered to clear the palate between tastings, and even to help the visitor try some of the vineyard's wine jellies. There is also an attractive banquet area. During this day's visit, that area was occupied by a group holding a baby shower; it is also used for weddings, anniversaries, birthdays, etc. An outdoor patio usually beckons, but not to our paddlers on that hot July day. Tarara has festival days throughout the spring, summer and fall (details are on their website, [www.tarara.com](http://www.tarara.com)).

Fortunately, our take-out point at the mouth of the Monocacy was only about a mile from the winery. Our moderate (but still substantial) consumption, and the previous eleven miles of paddling, left participants more than ready for the shuttle back to Brunswick to pick up the cars, load the canoes and kayaks, and return home. There would be no trouble sleeping that night.

I hope more members of the Association will take advantage of trips like this one. Those who do not have their own canoe or kayak can usually share a craft or borrow one from fellow members, and rentals are also available. For information on future trips, check out the calendar of events in *Along the Towpath* and on [www.candocanal.com](http://www.candocanal.com). PADDLES UP!

## Canal Week at Monocacy Elementary School by Jim Heins

Six years ago, Debra Summers, a very energetic teacher at Monocacy Elementary School, who obviously loves our canal, instituted Canal Week at her school with the full support of her principal, William Poole. The target groups are the 4<sup>th</sup> and 5<sup>th</sup> graders. During that week, there are a variety of activities that focus on understanding and appreciating the C&O Canal, its history and its current importance and value. The school is located near the Monocacy Aqueduct, which is a tremendous plus.

During Canal Week, held in April each year, Debra has included guest speakers, field trips, a parent/student bike ride, plus other experiences. This past year, the field trip took these students to Canal Place at Cumberland, where they

visited the museum, the replica canal boat, and walked the area to get an idea of the basin and its surroundings. They then went to Paw Paw Tunnel for even more exposure to canal history by walking through the tunnel with an expert story-teller, Ranger Rita Knox.

After returning to school, the students were asked to write about their experiences that day. At the 5<sup>th</sup> grade "graduation," several writings were selected to be read by their authors. Below is one of those memoirs, written by Christa Gardner.

The future of our National Parks will be in the hands of our children and grandchildren. There is hope!

### Dear Old Canal

Dear Old C&O Canal,

How I miss you. The beautiful brown wood. The nice quiet waters. The life of a boat person.

I remember the museum dedicated just for you. How much I learned. I learned so much about you. The hard life of a boat person. How hard it was. All those chores I learned about on the replica boat. In the replica boat there was lots of chipped paint. So much a queen might faint. There was also lots of hay and straw. You would be ashamed. Don't worry, it was only a replica and never floated on you. I remember it was breezy. Only vaguely though, because I felt so warm and happy. Being with my friend Tedi and others, I can't even recall their names.

The Paw Paw Tunnel was cold as winter, but warm as the summer. Drip, drip, plop, ploop. The water falls from the ceiling. The dark, dark ceiling. In the dark, dark tunnel. So dark we had to use flashlights. So wet we had to wear ponchos. It was a long tunnel an eighth of a mile long one way. Also a little scary being on a narrow path against a big dark tunnel. Finally I see some light. Oh, your beautiful murky green waters they glisten in the sun. What? We have to go back through. I'm glad because of you. I feel like I'm in the 1800s on a big boat, walking with the mules. Back through we go. People are yelling and screaming. Trying to scare others. Finally we are back through to the other side. The sweet smell of onion grass and you.

How I miss you. I wish they would still use you. It's sad. I don't think I'll ever forget you. My dear Old Canal.

From,

Christa Gardner



## AROUND THE PARK

### Park Projects Update From NPS Sources

The National Park Service is currently correcting structural problems at selected lockhouses along a hundred-mile stretch of the canal. The first phase of the project is funded by the Save America's Treasures Grant Program, which is administered by the National Park Service in partnership with other federal entities. The \$150,000 grant, which was one of three awarded to national parks last year, is being matched from the NPS' own funds.

Lockhouses included in the initial phase are: No. 7 (mile 7); No. 11 (mile 8.79); No. 22 (mile 19.6); No. 37 (mile 66.9); and No. 46 (mile 107.2). Work at all of these sites is either ongoing or completed. At Lockhouse 7, for example, measures include re-roofing, rebuilding of the lean-to porch on the upstream side of the structure, and removal of silt deposited in the basement by the 1996 flood. A second phase of the project, to be funded from the park's cyclical repair budget, will bring similar improvements to an additional seven lockhouses.

New wayside exhibits are currently being installed, adding to the inventory of approximately 80 such illustrated signs that help visitors appreciate the park's nature and history. In many cases, the work is being done by the C&O Canal Association's VIP volunteers. Four new exhibits have been put in place during this summer: two at Lock 28, one at Point of Rocks, and one at the Catoclin Aqueduct. On Sep. 10, volunteers will assist in installing several exhibits in Georgetown, while park staff will install two at Lock 75. (See pages 8 and 12 for other stories related to wayside exhibits.)

Increased emphasis is also being placed upon another type

of park signage: warnings designed to reduce accidental drowning. About 75 new signs of this type are being installed on both sides of the Potomac, particularly between Great Falls and the vicinity of Angler's Inn, with text in both Spanish and Vietnamese included.

In that same area, work continues on rehabilitation of the Widewater section of the towpath. Completion of this major step toward restoring towpath continuity is expected during this winter.

Improving the Great Falls Visitor Center, a project that had been dropped from the 2005 park service budget, is thus far included in the budget for 2006. The planned work will include improvements to historic Great Falls tavern, which houses the Center. Among these measures is installation of new heating and ventilation systems, as well as other steps help preserve the building and make it a better place to work and to visit. The parking lot nearest the tavern will be replaced by more attractive and historically accurate landscaping, and a new comfort station will be built in the area of that parking lot's upper level. Recent research has yielded information, such as new details about the tavern's early fencing, that will help in restoring the area to an appearance more in tune with its past. The path from the main parking area toward Great Falls will now lead more directly to the tavern's door, encouraging more visitors to make use of the Center.

A separate project at Great Falls involves improvements to the entrance road, main parking lot, and trails. This work, which is to be accomplished by the Federal Highway Administration, has been awaiting approval of the federal transportation bill. The recent enactment of this legislation clears the project to proceed.

Sempra Energy Resources is proposing to establish a gas-



*In the NPS photo at left, craftsmen re-shingle Lockhouse 11, shown below with its completed roof and new gutters.*



fired electric generation plant south of Frederick. If built, this facility would draw water from the Potomac River via an underground pipe that would cross the canal park at one of several possible locations. Evaluation of this proposal will likely include an Environmental Assessment.

At Shepherdstown, the new Rumsey Bridge spanning the Potomac has been completed. NPS is cooperating with the Friends of the Shepherdstown Riverfront, whose objectives include stabilization of an 18<sup>th</sup> Century warehouse on the West Virginia side of the river. Plans for revitalization of the riverfront include areas for pedestrian viewing from both sides of the new bridge.

A construction project on the Bollman Bridge in Williamsport will begin in late September, with completion by about April 30, depending on the weather. The third oldest bridge in the park, the structure was installed in 1879 by the Wendell Bollman Bridge Company of Baltimore. (Its design employs a pony Pratt truss configuration, however, rather than the Bollman truss later developed by the company.) Major work will include installing new steel beams to relieve the historic bridge from bearing the load of traffic. The bridge will also be cleaned and painted, and the pedestrian viaduct will be replaced. During construction, vehicular traffic will be routed to a temporary bridge.

The National Park Service has received engineers' structural recommendations on restoration of the Williamsport Lift Bridge. Through the office of Maryland State Senator Donald Munson, NPS has also received original fabrication drawings of this bridge that were donated by Maryland Metals.

At Cumberland, the first phase of construction aimed at re-watering a section of the canal has been substantially accomplished, with a second phase scheduled for completion by year's end. In the spring, the canal prism will be lined, using a man-made material rather than the usual clay. The quarter-mile section will then be ready for watering. Meanwhile, the Cumberland Visitor Center is now open seven days a week as the result of an agreement with Alleghany County tourism authorities.

## Structures Inventory Needs Volunteers

As reported briefly in the last issue of this newsletter, the National Park Service is conducting a survey to update the historic structures inventory for the Chesapeake & Ohio Canal National Historical Park. The inventory, called the List of Classified Structures or LCS, contains information about all historic structures that have historical, architectural, and/or engineering significance within parks of the National Park System. The LCS is evaluated or "classified" by applying the National Register of Historic Places criteria. The three-year survey began earlier in 2005.

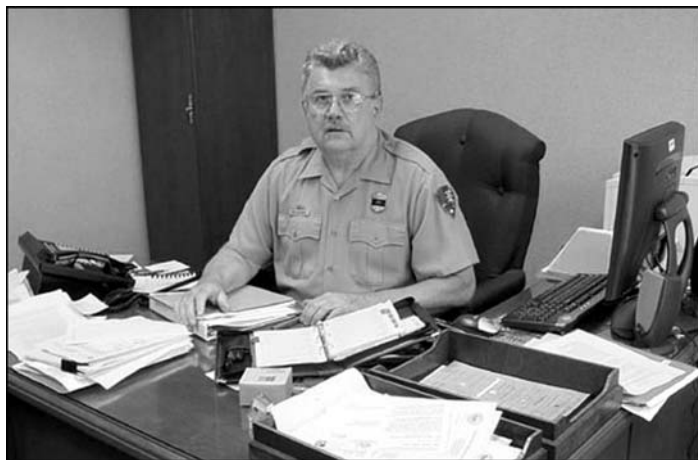
The C&O Canal has a complex history and is important for its engineering, association with transportation, agricultural, mining, and recreational activities, as well as with the Civil War. The team surveys the constructed works remaining from the canal's history including buildings, monuments, outdoor sculptures, dams, millraces, bridges, tunnels, roads, walls, defensive works, and ruins of all types that still have integrity as structures. Field survey work will be conducted in the spring, fall, and warm winter months in all the C&O Canal NHP's five maintenance districts. Inventory work involves historical research and physical

documentation of structures located in the park.

During this spring, the C&O Canal Association's level walkers provided useful assistance. Corri Jimenez, the leader for the C&O Canal project, invites local historians who have information about buildings and structures in the park to share their knowledge with the team. A few volunteer positions remain available for Canal Association members to work directly with the inventory team. Those interested may contact Corri at corri\_jimenez@contractor.nps.gov or at 202-619-7086.

## New Deputy Superintendent Named

Robert H. Hartman, Jr., a 28-year veteran of the National Park Service has been named Deputy Superintendent of the C&O Canal National Historical Park. Hartman previously served as the park's Chief of Maintenance for the past 11 years. His pro-



*Robert H. Hartman, Jr.*

*NPS photo.*

jects in that position have included recovery from devastating floods, rehabilitation of numerous significant park historic structures, and development of three visitor centers. In 1997, he received the National Capital Region's award for outstanding stewardship of natural resources through maintenance operations. As Deputy Superintendent, he will assume responsibility for day-to-day operations of the park.

Hartman is a native of Frederick County, Maryland, and attended community colleges and the University of Maryland. He served with the U.S. Army from 1966-69, including 19 months in Vietnam with combat engineer units, then continued in the Army Reserve until retiring with the rank of First Sergeant. Hartman began his career in the federal civil service in 1975 with the Public Works Department of the U.S. Naval Academy before joining the National Park Service to train as a preservation specialist. He served in NPS positions in the District of Columbia and New York before coming to the C&O Canal.

In announcing the selection, canal park Superintendent Kevin Brandt commented, "Bob Hartman brings a wealth of knowledge and great depth of expertise to this assignment. He truly reflects the deep passion that our employees have for meeting the National Park Service's dual mission of serving visitors and protecting park resources. I have great confidence in Bob's ability to manage all phases of park operations."

## PROJECTS AND PARTNERS

### Canal Boat Campaign Update

By Don Harrison

Nearly every Saturday and Sunday during late April, May, and June, plus most Sundays in July, volunteers have been providing information about the canal and life on a canal boat aboard the old *Canal Clipper* at Great Falls. They frequently wore period attire and helped park visitors dress up in similar clothes and took their photos. Often, they just offered cool water and a shady place to sit and visit.

At the same time, the volunteers spread the word about our vision to have a new double-decker packet boat in the water by next summer. Brochures and a donation box were on board, as well as displays of press releases and photos telling the story of the fund raising effort. Thanks to a suggestion from Helen Shaw, a fiddler and a banjo/guitar/vocalist were there to provide Sunday afternoon music several times during June and July.

When the weather got too hot in August the program was put "on hold" until September. We will start scheduling canal boat volunteers for weekends in September and October. New volunteers are needed. It is desirable to have two to four people on board at a time, and we like to keep the volunteer hours to two or three hours at a time. Please call or email Jo Reynolds (joreynolds@mrisc.com or 301-983-1375). You may make your own schedule, and training is "on the job" with an experienced volunteer. It is fun and a worthy cause!

To date, the campaign being led by the Friends of Historic Great Falls Tavern has collected \$318,000 from mailed donations, donation boxes at the Tavern and on the Canal Boat, the C&O Canal Association's \$50,000 pledge, and the \$200,000



*A "Meet the Mules" living history presentation was a highlight of a June 30 canal boat benefit event at Great Falls Tavern.*

grant from the State of Maryland. We are a little over halfway towards our goal of \$600,000. Please share your fund raising ideas by contacting Don Harrison at donh811@sbcglobal.net or 301-424-0229. We need \$282,000 more to make it happen!

### Focus on the Catoctin Aqueduct

By George Lewis

On Saturday, August 13, 2005, an interpretive wayside was dedicated at the site of the surviving structures of the Catoctin Aqueduct at mile 51.5. These structures are substantial, but they are seldom seen because of a steel bridge spanning Catoctin Creek.



*In the image above, the south side of Catoctin Aqueduct's east arch is shown in the foreground at right. The adjacent intact stone railroad bridge is in the background center. The military steel frame "towpath" bridge is shown at top. Photo by George Lewis, August 15, 2005.*

Although quite functional, this military bridge from the Korean War era obscures the towpath users' view of the historic aqueduct's remains.

The Catoctin Aqueduct is the only stone structure of its type on the entirety of the C&O Canal that remains collapsed. Along with the more recent problem at Big Slackwater, this chronic breach denies any semblance of towpath integrity and continuity.

I hope the Catoctin Aqueduct Wayside will kindle a rebirth of interest in this too often forgotten and thus yet-to-be-repaired aqueduct. The new wayside should also serve as a rallying point for a partnership that will undertake informational and fund raising efforts to evaluate, stabilize, and reconstruct the aqueduct.

A fund has been established at the Community Foundation of Frederick County, Inc., in cooperation with the C&OCNHP, to facilitate this effort and spark the partnership. On the day of the wayside dedication, this fund received an initial gift of \$15,000 from the Carlson Family Foundation (facilitated by Jim Norton).

On the opposite page, George presents a quiz to help promote interest in the Catoctin Aqueduct. Choose the one or more correct answer(s) for each question, and see how you score!

*Along the Towpath*



## Catoctin Aqueduct Quiz

*Things about which you know, may have forgotten, or possibly never knew – or at least can't quite recall at this moment . . .*

1. The first concurrent (and adjacent) crossing of a major tributary of the Potomac River by the arch rival C&O Canal Company and the B&O Railroad occurred at:

(a.) Bill's Place; (b.) Seneca Creek; (c.) Catoctin Creek; (d.) Conococheague Creek.

2. Land much needed on either side of Catoctin Creek to build Aqueduct No. 3 was owned in 1832 on the west bank by Henry Claggett, and on the east bank by Clarissa and Serena Luckett. The C&O Canal Company acquired the needed land from Henry, Clarissa and Serena by a commonly employed methodology known at that time as:

(a.) Inquisition; (b.) Skulduggery; (c.) Public auction; (d.) Successful negotiations; (e.) Bribing a friend of a friend.

3. The Catoctin Aqueduct was known to many who approached her as the:

(a.) Most Beautiful Aqueduct; (b.) Short Aqueduct; (c.) Wide Aqueduct; (d.) Crooked Aqueduct.

4. The Catoctin Aqueduct, constructed 1832-34, was the third (No. 3) stone aqueduct to be built on the C&O Canal. The aqueduct is 92 ft. between abutments, and its entire span consisted of:

(a.) Four Roman arches; (b.) A central elliptical arch, and two semicircular arches; (c.) A single wooden trunk anchored in Seneca red sandstone; (d.) Two 40 ft. elliptical arches on either side of a 12' semicircular arch.

5. In the summer of 1832, a disastrous epidemic struck workers along the canal. The epidemic spread down the canal from Harpers Ferry to Point of Rocks, delaying work on Aqueduct No. 3 for many months. The epidemic was caused by, or known as:

(a.) Asiatic cholera; (b.) Bubonic plague; (c.) African sickness; (d.) The Irish disease; (e.) The French disease.

6. Weakened by age and repeated floods, the Catoctin Aqueduct partially collapsed \_\_\_\_ years after its completion in 1834.

(a.) 3; (b.) 13; (c.) 39; (d.) 139.

7. According to the March 1976 Chesapeake and Ohio Canal Historic Structure Report on the Catoctin Aqueduct, the surprising thing about the aqueduct is not that it collapsed, but that it:

(a.) Stood so long prior to collapsing; (b.) Did not align well with the canal prism; (c.) Was not built at a 45 degree angle to Catoctin Creek; (d.) Unlike all other aqueducts on the canal, contained two elliptical arches.

8. In fact, significant elements of the Catoctin Aqueduct did

not collapse and remain standing today. Although seen by few, these standing elements, include:

(a.) The east arch; (b.) All four wing walls; (c.) The west and center arches; (d.) The east and west abutments; (e.) A section of the wrought iron railing; (f.) A substantial portion of the stone towing path.

9. The granite ringstones and keystones used in the arches of the Catoctin Aqueduct were cut at:

(a.) Ellicott Mills near Baltimore; (b.) Anne Arunde Mills near Severn; (c.) Potomac Mills at Shepherdstown; (d.) Sugarloaf Mountain quarry near the Monocacy Aqueduct.

10. Ringstones and keystones for the Catoctin Aqueduct were transported to the Catoctin Creek site by:

(a.) Ox cart from Furnace Mountain Quarry; (b.) The B&O Railroad to Point of Rocks and by wagon to Catoctin Creek; (c.) Wagon and mule teams from Weverton's quarry near Lock No. 31; (d.) Narrow-gage wooden rail from Sugarloaf, then by canal boat.

11. The builders of the Catoctin Aqueduct were:

(a) Mercer & Mercer; (b.) Tracy & Douglas; (c.) Linden & Long; (d.) McFarland & Fisk.

12. Within a few years after the partial collapse of the Catoctin Aqueduct, a reinforced concrete T-shaped footbridge was built just upstream from the aqueduct and downstream from the nearby two-arch railroad bridge. The footbridge was adorned with 32 padlocks. Why?

(a.) To secure the bridge after hours; (b.) To prevent theft of the footbridge; (c.) To provide employment for the last Lockkeeper on the canal; (d.) To secure the collapsible handrails on either side of the footbridge.

13. Today, only the notched abutments and wing walls of the single span footbridge replacement for the Catoctin Aqueduct remain in place -- because within two years of completion, the entire span of the footbridge:

(a.) Was lifted by the rising waters of the Catoctin Creek; (b.) Was turned 90 degrees and deposited into Catoctin Creek; (c.) Was stolen, a section at a time, after the passing of the last Lockkeeper; (d.) Collapsed under the weight of the Douglas Commemorative Hike.

14. The Catoctin Aqueduct is located between Locks:

(a.) 13 & 14; (b.) 26 & 27; (c.) 29 & 30; (d.) 31 & 32; (e.) 35 & 36

**Answers:** (1) c; (2) a; (3) a & d; (4) b; (5) a; (6) d; (7) a; (8) a, b, d, e, & f; (9) a; (10) b; (11) b; (12) d; (13) a & b; (14) c

**Score:** Number of Correct Answers: 12-14: Canal Boat Captain; 9-11: Lockkeeper; 6-8: Mule Skinner; 3-5: Mud Boat Crewman; 0-2: Muskrat.

## FROM THE ASSOCIATION

### From the President

Volunteers Make It Happen . . .

I trust you are enduring the heat of this summer and have had time to visit one or more of the cool activities along the canal. Nature's air conditioning!

C&OCA is a volunteer organization. Our successes depend on the numerous volunteers who make it happen by chairing committees, organizing our presence at events, manning the "booth," staffing Lockhouse 75, joining VIP work parties, helping to staff visitor centers, serving as Level Walkers, editing and proofing the newsletter, planning annual programs, managing inventory, keeping the books and records, opposing the GU Boathouse, and supporting restoration of the Monocacy Aqueduct, to name a few.

Many thanks for contributing your time and talents to make the Chesapeake & Ohio Canal National Historical Park a better place and C&OCA a leader in service to the park.

— Bob

### From the Editor

Are you ever haunted by thoughts of what you wish you had said on some past occasion? Here's one example.

Years ago, I was riding a bus that was crawling along Canal Road during the morning rush hour. Sitting opposite me were two men who began discussing the Potomac River, glimpses of which were visible from the windows. One of them lamented the lack of development along the shoreline, which he described as "taking advantage of the river's benefits," a policy that he had observed in travels abroad. Then he said something like this: "It's too bad that, in this country, we have the idea that nature has to stay just the way it is."

Being a well-mannered citizen, I was too polite to butt into a private conversation, but I'm sorry that I didn't. One way to respond might have been to leap into the aisle and announce, "Hands off our national patrimony!" Perhaps, however, that would have been just a little too strong.

No, I should have gently explained that the wooded stretch along the Potomac is a precious treasure, bringing a soul-restoring area of greenery into the heart of our stressful metropolis. I should have retold the story of the immortal nine's 1954 walk, and of all the subsequent struggles to protect and improve the canal park. Our snail-like pace along Canal Road would have allowed time to develop these themes in all the rich detail that they deserve.

That man would have alighted from the bus a wiser, more enlightened person. Well, maybe I'll run into him again somewhere . . .

— Ned

## CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to its funds since the last report in *Along the Towpath*. Contributions received after July 31, 2005, will be acknowledged in a future issue of the newsletter. Donation options currently include the C&O Canal Fund (a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park) as well as the Davies Legal Defense Fund, Canal Boat Fund, Big Slackwater Fund, and Douglas D. Faris Memorial Fund.

Fran & Kathy ASBECK  
Rita BAUMAN  
Suzanne BECKWITH  
John & Carol BOOCHEVER  
Edward L. BURY  
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John & Eliane VINER  
Ira WAGNER  
Charles WILKINSON  
Ronald WILSON  
Victor & Leepo YU

## THE ASSOCIATION WELCOMES NEW MEMBERS

Marcel AILLERY  
Bill & Glee BUTTS  
Jackie COHAN  
Louis CRAIG  
Louise F. DE LA VERGNE  
Sandie DEIGHTON  
Douglass DONNELL  
Lawrence GRYLACK  
Dennis HUDSON  
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Erik & Ruth LUNDQUIST

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Mount Airy, MD  
Alexandria, VA  
Edmonds, WA  
Towson, MD  
Rockville, MD  
Reston, VA  
Bethesda, MD  
C&O Bicycle, Hancock, MD  
University Place, WA  
Hyndman, PA  
Spotsylvania, VA  
Washington, DC  
Annandale, VA

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Sandra McMANAWAY  
Ron & Bev McMURRAY  
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Hagerstown, MD  
Aurora, OH  
Potomac, MD  
Millville, NJ  
Washington, DC  
McLean, VA  
Martinsburg, WV  
Harpers Ferry, WV  
Kensington, MD

## ANNOUNCEMENTS

### October Through-Ride Now Full

Again this year, our Cumberland to Georgetown through bike ride scheduled for October 6-11 has a full roster of riders, many of whom are first-time participants. Accordingly, no more registrations are being accepted at this time. — Tom Perry

### Opportunity To Serve On Audit Committee

Additional volunteers are still needed to serve as members of the Audit Committee. Appointments will be made in the fall. If you are interested or have any questions please email [rper-ry5568@comcast.net](mailto:rper-ry5568@comcast.net) or call Robert Perry at 703-590-5568.

### Alert Concerning Calendar of Events for 2006

Early in November, the Programs Committee will be preparing our Calendar of Association events for next year. All officers and heads of committees are requested to have the relevant information ready by the end of October.

If you have questions to ask or suggestions to make, please call Tom Perry at 301-223-7010. We want the December issue of the newsletter to have as full and accurate a schedule as possible, and we need your help in order to do it.

### Library Projects Need Volunteers

Karen Gray is seeking volunteers to help with several projects for the park's library.

One of these projects concerns a task that volunteers can do in their homes: the transcription of printed documents into Word or WordPerfect files. If you have a computer with one of these word processing programs, a copy of a document will be mailed to you. Work at your own pace, and whenever you finish typing the text into Word or WordPerfect, you may return the file as an e-mail attachment, or by putting it on a CD and mailing it to the library.

The documents to be transcribed are historical studies that have been done over the years. The goal is to make as many of these studies as possible available to park staff and researchers in searchable electronic form.

The other two kinds of projects will need to be done at park headquarters at 1850 Dual Highway, Suite 100, Hagerstown, Md. Work on these projects may be done on either a regular or occasional basis, but should take place during Karen Gray's volunteer hours there, which are most Tuesdays and Thursdays, 9 a.m. to 4 p.m. These projects involve:

- Scanning and copying images and materials (Karen will provide training on the equipment).
- Writing labels for the sleeves holding historic images (photographs, etc.). This task requires an ability to print very clearly.

If you would like to help with any of these projects, please contact Karen at 301-714-2220 (leave a message stating clearly your name, number, and when Karen can return your call), or by e-mail at [Karen\\_Gray@partner.nps.gov](mailto:Karen_Gray@partner.nps.gov).

## COMMITTEE REPORTS

### Environmental Committee Report

By Fred Mopsik, Ron Howard, and Ned Preston

On June 4, several C&OCA members observed National Trails Day by participating in an informational campaign designed to educate users of the Capital Crescent Trail about Georgetown University's proposal to build a large boathouse on land currently within the C&O Canal National Historical Park. If allowed to proceed, the project would confine a section of the trail to a nar-



*A biker observes a banner displayed by C&OCA members as part of National Trails Day activities along the Capital Crescent Trail.*

row, congested space between the proposed building and the canal embankment.

The informational event was organized by Sally Strain of the Defenders of Potomac Parkland, an alliance of concerned organizations to which C&OCA belongs. Participants handed out literature, displayed signs, and discussed the issue with trail users in Georgetown and Bethesda.

On June 22, District of Columbia Councilmember Carol Schwartz held a public roundtable on issues involving the Potomac river, with a session specifically devoted to Georgetown University's proposal to build a large boathouse on land currently within the C&O Canal National Historical Park. Fred Mopsik testified as C&OCA's representative, and several other Association members also made presentations explaining many reasons why the University's plan is harmful to the canal park. (Some of this testimony, and that of other members of the Defenders coalition, is available at [www.savethecanal.org](http://www.savethecanal.org).)

At the roundtable, the public learned that the Environmental Assessment of the project will be completed no earlier than late this summer, instead of in July as previously expected. In her own remarks, Councilmember Schwartz stated that the D.C. Council has no authority to intervene in the boathouse issue; however, the roundtable offered an opportunity to increase public understanding of the controversy, which has received little media attention. In a welcome exception, WAMU outlined the controversy in a radio broadcast on August 12.

Another issue important to canal park supporters is the management of scenic easements that safeguard the park's viewshed. On June 1, U.S. Congressman Chris Van Hollen held

a public meeting in Potomac that was dominated by expressions of strong concern about tree cutting on the Dan Snyder property bordering the park near Swains Lock. The Congressman subsequently established a task force that will report to him on the park's needs concerning easements and forest protection.

Fred Mopsik and Ron Howard are representing C&OCA on this task force, which held its first meeting in July. At that meeting, participants decided that the first step would be to research and report on various governmental responsibilities concerning easements, and the C&OCA members agreed to report on the federal role. The next meeting is set for September 7.

### VIP Projects Range from Paths and Plants to Wayside Exhibits

By Jim Heins

The VIP (Volunteers in the Park) program continues to support the park in a variety of ways. Since the last newsletter in June, we have had work sessions dealing with invasive plant removal at Great Falls and major repairs to the towpath access path from MacArthur Blvd. towards the Marsden Tract near Angler's Inn. Under the supervision of Steve DeLanoy, we also sponsored an Eagle Scout project, with scout Brian Piche, which involved major painting, picnic table repairs, and vegetation work. Thanks and kudos to the following members, who gave generously of their time to VIP efforts in June and July: Bill Burton, Mike Cianciosi, Steve DeLanoy, Neil Gilliam, Jim Heins, Rod Mackler, Drew McLane, Barbara Sheridan, Rachel Stewart, and John Wheeler.



*At work near the Marsden Tract are (left to right): Mike Cianciosi, Neil Gilliam, Rachel Stewart, Dave Tune-NPS (hidden), and Barbara Sheridan. Photo by Jim Heins.*

Additional projects scheduled for the remainder of this year include the following (the first two of which will be completed by the time this newsletter is distributed). All of them take place on Saturdays from 9 a.m. to noon:

Aug. 20: Georgetown, mostly painting

Sep. 10: Installation of wayside exhibits in Georgetown

*Along the Towpath*

Sep. 24: Fletchers Boathouse, pruning, cleanup, and minor repairs

Oct. 15: Pennyfield Lock or Great Falls Tavern, minor repairs, pruning and cleanup

Nov. 12: Installation of wayside exhibits, tentatively, in Williamsport area

Dec. 10: Installation of wayside exhibits at various locations along the towpath.

If you are willing to join one or more of these work parties, please get in touch with Jim Heins (301-949-3518) or Steve



*The wayside exhibit at Lock 28 is one of the new interpretive signs being installed by NPS staff and VIP volunteers.*

DeLanoy (301-879-0013), or send an email message to [c&ocanalvip@toyhouse.org](mailto:c&ocanalvip@toyhouse.org). Since projects sometime come up unexpectedly, we would also like to hear from anyone who might be interested in helping on a standby basis. We will alert you when such a project is planned, and you can determine if it fits your schedule. In addition, please contact us if you wish to suggest a potential VIP project within the park, and we will pursue that issue with the Park Service.

Installation of wayside exhibits is among the most satisfying jobs that the VIP program is currently undertaking. These illustrated sign boards are a highly effective way to interpret the history and natural environment of the park. The number of people who encounter the waysides is greater than the combined total of those who participate in interpretive programs, contact rangers or volunteers, ride canal boats, and pick up park folders.

The park has about twenty waysides exhibits that need to be placed in the ground, and the VIP team will be installing a number of them. To accomplish this, we are looking for a few good people who are able and willing to do some fairly heavy work. The tasks include: digging post holes; carrying water and bags of cement; making wooden supports to temporarily hold the exhibits in place while the cement sets; and hauling the frames, signs, tools.

To keep abreast of VIP developments, you can always visit the C&OCA website, [www.candocanal.org](http://www.candocanal.org). We are excited about the potential of this program in helping with the needs of the C&O Canal NHP, and thank all of you who have been so supportive to date.

## Rail Trail Update

By Emmie Woodward

A word of explanation about the Rail Trail program may be helpful, especially for new members of the Association. The C&O Canal National Historical Park owns 34 miles of abandoned Western Maryland Railway line adjacent to the towpath between Pearre and Cumberland. This stretch of the old rail line goes through the beautiful Paw Paw Bends of the Potomac, an area of the C&O Canal Park that was designated to be left "primitive" in the management plan of the Park. The idea was to leave it unspoiled so that those who wish to experience hiking, biking and camping in a wilderness setting could do so.

For several years, there has been an increasing effort to help the C&OCNHP find a way to convert this right of way into a continuation of the already existing 22-mile hiking/biking trail that the State of Maryland has developed on the abandoned rail line from Fort Frederick west to Pearre. From that point west, the projected trail gets into the Paw Paw Bends, crosses over the Potomac River six times, and goes through three tunnels, all within 14 miles! It would be the most exciting rail trail on the Eastern Seaboard.

The Rail Trail Committee of the Canal Association, in conjunction with the Western Maryland Rail Trail Supporters group, has been steadily working toward this goal. Indigo Tunnel has been inspected, and the engineers involved from the Maryland Department of Natural Resources have agreed to pave it through to Orleans. We are waiting for the Federal Highway Administration to inspect the bridges, and then we will pursue funding to extend the trail across those bridges. Seven miles of trail would lie on the West Virginia side of the river, in three segments, in between the six bridges.

Keep watching the *Towpath* for our progress.

## ACROSS THE BERM

Harold J. Learned died on May 28, 2005, in Winchester, Virginia. Born in 1924 in Wakefield, Massachusetts, Harold served in the Navy during World War II aboard the U.S.S. *Anthony*. He married Alina Leocha in 1948, and the couple moved to Winchester in 1956.

In Virginia, Harold became well known for his multiple business enterprises, including pizza shops and a popular night club, The Back Room, which he opened with Alina. He also started companies dealing in security systems and in restaurant equipment. During the last twenty years, he teamed with his daughter Betty Friant in selling real estate.

Among Harold's achievements were his roles in initiating a local rescue squad, a retreat center, and several halfway houses. He was involved in many other community and church activities, and often used his skills as a photographer in this volunteer work. He was a long-time member of the C&O Canal Association and a former level walker.

Harold is survived by wife Alina and his sister, Barbara Ingraham. He also leaves six children, ten grandchildren, and three great-grandchildren.



## ON THE LEVEL by Level Walker Chair Bill Burton

With the frequent storms and rain during early summer, followed by the extreme heat and humidity, it has been a difficult period for Level Walkers to get out on the towpath. Many thanks for those who did brave the weather, and complete understanding for those that didn't make it out. Hopefully, by the time this is published there will have been a big improvement in the weather conditions. The upcoming fall season is always an excellent time to go out and enjoy the Park while walking the level.

Several of the Level Walkers commented in their reports how busy the National Park Service has been in improving the towpath by applying and compacting new gravel and clay. Many of the routinely "muddy spots" have been eliminated. The work done by NPS in maintaining the Park is always appreciated.

Please welcome **Gil Hill** and **Carol Galaty** as new Level Walkers volunteering their time in support of the Association and Park.

So far this year, 83 reports have been received covering 43 levels. Listed below are highlights from the 28 reports received between mid-May and mid-August:

*Level #1 Tidelock to Incline Plane: 5/27, 6/5, 6/12, 6/23, 6/30, 7/14, 7/24, 7/31, John Barnett* recruited help in picking up trash from one of the underpass inhabitants, and on another walk collected two large and three small bags of trash which included seven large wine bottles, some with pourers still attached.

*Level #2 Incline Plane to Lock 5: 6/18, Bill Quinn* reported the graffiti previously report on the B&O Trestle (Capital Crescent Trail) had been removed or painted over.

*Level #9 Pennyfield Lock (22) to Seneca Aqueduct: 7/3, Mike Schuchat* encountered a large number on hikers, joggers, bikers, and boaters enjoying the park, with the towpath in good condition except for some fallen tree branches from recent storms.

*Level #10 Seneca Aqueduct to Milepost 25: 6/20, Carol Purcell* reported seeing 9 buses in the parking lot at Seneca with campers scrambling all over the place.

*Level #11 Milepost 25 to Sycamore Landing: 6/1, Marv and Sandy Kahn* reported that, even after the recent rain, the towpath had only minimal muddy spots due to the "road work" done by NPS.

*Level #14 Harrison Island to Whites Ferry: 7/1, Sharon Freedman* reported the level was very clean and workers were trimming the sides of the towpath.

*Level #15 Whites Ferry to Woods Lock (26): 5/30, George Wyeth* found little trash but noted the parking lot at Whites Ferry was full of vehicles on Memorial Day.

*Level #16 Woods Lock (26) to Monocacy Aqueduct: 7/3, Mike Ciansiosi* commented that the bridge at mile 41.52 was back to normal after being strengthened to support construction vehicles during the recent maintenance work.

*Level #18 Nolands Ferry to Point of Rocks: 6/30, Jed and Gaye Tucker* reported that the Park Service was spreading gravel and sand, then compacting it with a roller in areas of the towpath upstream from Nolands Ferry.

*Level #19 Point of Rocks to Catoclin Aqueduct: 7/9, Marlow Madeoy* noted four new wayside exhibits with interesting stories installed along the level, and he encountered a physically handicapped biker with no legs on a special bike propelled by his hands.

*Level #25 Dargan Bend to Lock 37: 6/7, Charlie Brown with Howard McGowan* removed two bags of trash on a hot and humid summer day.

*Level #34 McMahon's Mill to Opequon Jct. Hiker-Biker: 6/7, Tom Perry* reported that a group of senior citizen fishermen had made a project of removing trash from the area, with the result that the towpath was very clean, and noted they should be commended for their efforts.

*Level #37 Falling Waters to Lock 44: 6/7, Russ Meinke* reported that the gate at Falling Waters had been left wide open.

*Level #41 Dam 5 to Four Locks: 7/16, B.K. Lunde* reported a new roof going up on the lockhouse at Two Locks.

*Level #44 Fort Frederick to Ernstville: 5/22, James Biasco* reported a lot of activity in the Park by hikers, bikers, and fisherman, and noted the towpath was in excellent shape.

*Level #45 Ernstville to Licking Creek Aqueduct: 6/22, Joe Kochenderfer* reported on the level while on a through bike trip with Boy Scout Troop 967 from Havre de Grace, which was his 20th through trip with the Scouts since 1976.

*Level #46 Licking Creek Aqueduct to Little Pool: 7/9, Margie Knott* spotted 21 turtles all in a row sunning on a log, and reported no trash found, but removed a few small tree branches.

*Level #47 Little Pool to Hancock: 6/7, John Betting* cleaned up a lot of fallen limbs and encountered a black snake making its way into the Little Pool Hiker-Biker area.

*Level #52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct: 5/30, Todd and Mary-Fran Stotler* reported that the towpath was relatively clean and trash free, with flowers gorgeous in their new bloom.

*Level #61 Town Creek Aqueduct to Lock 68: 7/3, Steven Johnson* noted that the porch at Lockhouse 68 was in need of repair due to termite damage and rot. The end column had been temporarily repaired, using a pressure-treated 4X4 to help support the roof.

*Level #69 Wiley Ford Bridge to Cumberland Terminus: 7/10, Gil Hill and Carol Galaty*, while walking the level, had a delightful conversation with a local resident at Wiley Ford who had seen Justice Douglas on the hike fifty plus years ago.



## ***Monocacy Aqueduct On the Chesapeake & Ohio Canal***

by Robert J. Kapsch, Ph.D. & Elizabeth Perry Kapsch (Medley Press in association with the Center for Historic Engineering & Architecture Research: Poolesville, Md., 2005)

Reviewed by Carl Linden

The Kapschs' new book was recently published to coincide with the rededication of the Monocacy Aqueduct on May 21<sup>st</sup> of this year. The rededication ceremony at the aqueduct marked the completion of the major overhaul of this grand architectural jewel of the C&O Canal. The aqueduct, battered by the Agnes flood in 1972, had suffered a steady and serious deterioration in recent decades. Its utter ruin was inevitable if nothing were done to rehabilitate the structure.

The book is fittingly dedicated to the late Doug Faris, Superintendent of the C&O Canal NHP (1994-2003), who took on the daunting challenge of saving the historic aqueduct and making it happen. The book also recounts the central role the C&O Canal Association played in partnership with Doug Faris in

assuring the success of the decade-long drive to preserve the structure.

This compact, well-researched volume gives the reader a comprehensive history of the aqueduct from its beginning in 1828 down to fine state-of-the-art design, engineering and reconstruction work that has fully rehabilitated and reinforced the structure. It is now ready to withstand the stress and strain of river and flood for a long time to come.

The book is beautifully done. A fine and informative collection of historic photos and drawings, contemporary color photographs and technical sketches accompanies the well-composed text. The authors have made a real contribution to our knowledge of the C&O Canal.

The members of our Association should give this book a place of honor on their book shelves! Get your copy now by ordering it through the mail.

*The price is \$10, plus \$2 for shipping (within the United States). Maryland residents must also add \$.50 sales tax. Please make your check payable to the C&O Canal Association and mail it to P.O. Box 366, Glen Echo, MD 20812-0366. Allow three weeks for delivery. For your convenience, an order form is included as the bottom half of the sheet of colored paper inserted in this newsletter.*

## ***The Great National Project: A History of the Chesapeake and Ohio Canal***

By Walter Sanderlin (The Johns Hopkins University Press, 1946, 331 pages)

Reviewed by Ken Rollins

In his preface to *The Great National Project*, Walter Sanderlin recognized that history has tended to treat our canals from a nostalgic or romantic viewpoint, to the neglect of social and political ramifications. In this book, he indeed overcame that lack, while weaving throughout a detailed history with just the right blend of the technical aspects. Sanderlin wrote in a style that is amazingly readable for a work of so much historical detail, so that the reader looks forward, as with a novel, to see what happens next.

Scanning the contents gives the reader a good sense of what's to follow. Although each of the sections necessarily touches on events in others, there is no laborious chronology and the sequences are easy to follow.

I think that it would be fair to say that this work constitutes an encyclopedia of the C&O Canal. It is thoroughly documented to its rather comprehensive sources, principally records of the Canal Company itself. The footnotes and bibliography are a wealth of information in themselves.

This reviewer was surprised how relatively little he knew about the Canal, and was delighted by the interesting little tidbits every page or so. These were either new, or expanded on generally known items. They were much too numerous to include here, but perhaps a few examples will suffice.

The cholera outbreaks are well known, but probably few are aware that they gave rise to a group insurance plan – for 25 cents a month, a worker would be eligible for treatment in a company hospital. When the panic subsided, workers objected to the high price, and the plan was abandoned. Labor was a constant problem, and the Company once considered the actual ownership of slaves – in a few instances, some enslaved persons were “rented,” but none were ever purchased. Problems with railroads were continuous, and involved much more than the well-known impasse at the Point of Rocks. It was remarkable how many times the whole Canal project was in serious financial distress, but it is a tribute to the directors that they would not sacrifice the actual work progress to the funding problems, resorting to the use of scrip at times.

Any serious C&O Canal fan would be fortunate to own this book (whose author's many qualifications included a term as president of the C&O Canal Association). Although long out of print, copies may sometimes be found on eBay or in used book stores, yard sales, or flea markets. Libraries with copies probably would permit photocopying. There are rumors that Eastern National, the new Park concessionaire, is trying to arrange another printing so that the work can be available at the visitor centers. Good luck! At the very least, the serious fan should find a library with a copy, and become familiar with its contents in order to use this great work as a reference.

*Editor's note: Since this review was written, we have learned that Eastern National definitely plans to reprint The Great National Project, and the book is expected to be available through the canal park visitor centers later this year.*



## 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*

### From Spring Gap to the Cumberland Terminus

*Note: Mileages are taken from Hahn's Towpath Guide.*

The Fall Heritage Hike takes place along a stretch of the park that is extremely rich in history and important canal structures. At the Spring Gap Recreational Area (mile 173.37), where the walk begins, one is a short distance downstream from the mouth of Patterson Creek, a major West Virginia tributary of the North Branch of the Potomac. Just above its mouth was Frankforts Ford, one of the most important of Potomac fords in this region. It was used by some of General Edward Braddock's troops on their way to the disastrous battle on the Monongahela at which Braddock sustained a mortal wound and his aide de camp, the young Colonial officer George Washington, distinguished himself as a courageous soldier and leader.

A quarter of a mile up the towpath, walkers pass the abutment of the Frankforts Bridge that carried the Frankforts Ford road over the canal and towpath. From the ford, this road went south up the Patterson Creek valley to Moorefield. The B&O Railroad running along the Virginia (later West Virginia) side of the Potomac's North Branch, crossed Patterson Creek on a bridge just above its mouth and then, a couple of miles up the North Branch, also crossed the North Branch into Maryland on another major bridge.

This area was the scene of Civil War action in January and February of 1864. On February 2, Confederate troops under the command of Brigadier General Thomas L. Rosser burned the road bridge over the canal, as well as the railroad bridges over Patterson Creek and the North Branch. Further action took place in the area on July 4, as Lieutenant General Jubal A. Early prepared to invade the North near Shepherdstown. While a temporary bridge was in place over the canal by March 1864, a permanent one would not be built until July 1865.

West of the bridge was a boat basin and, at mile 173.78, is culvert #231 that carries Collier Run under the canal. Brick was used in the interior of this culvert, built in 1846–48, although the face of the arch is sandstone from a quarry on Patterson Creek.

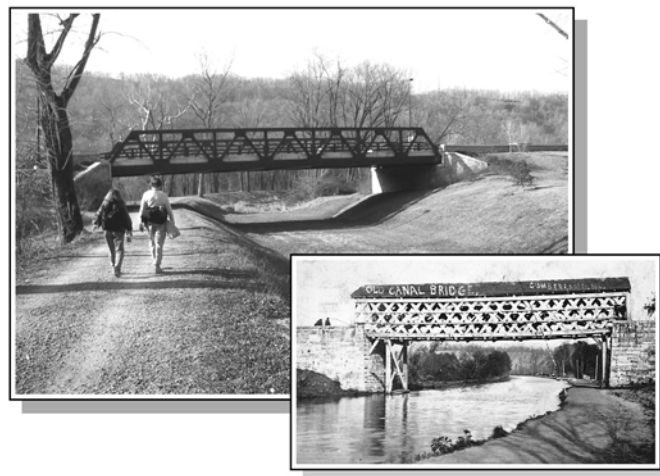
At mile 174.18 there are the remains of a feeder facility constructed in 1873 to 1874 to pump water from the North Branch to the canal during dry periods. The necessity for adding water with the help of a steam pump resulted from the decision not to build Dam 7 and to water the entire 50.44 miles above Dam 6 with water from the guard/inlet locks behind Cumberland's Dam 8. An earlier effort to provide supplemental water

employed a steam pump, which was constructed in 1855–1857 near Lock 68 (mile 164.82). That pump appears to have given the company considerable trouble, and was out of service for repairs for all or part of 1862. It was scrapped in 1867.

The concrete waste weir frame for three insert-board gates at mile 174.32 carries a date of 1911. As the C&O Canal Company went bankrupt in 1889, this date represents work done under the Chesapeake and Ohio Transportation Company. The B&O Railroad-controlled receivers had formed and contracted with that company on January 30, 1894 to keep the canal in navigable condition (although the contract did not take effect until January 1, 1896). Waste weirs are the primary structures to remove excess water from the canal, or to drain a stretch of the canal for winter or for necessary repairs during the operating season.

At mile 174.4, a path leads approximately 175 ft. south to a large spring known as Blue Hole or Blue Spring. Springs near the canal that provided good water were well known to the boatmen and their families, and this was one such spring.

Lock 72 (174.44) is the first dressed masonry lock after the 13 composite locks (59–71). It has a 9 ft. lift and was known as the Ten Mile Lock because it was that distance from the terminus



*Wiley Ford bridge, as seen in a contemporary photo by Karen Gray and in an often-reproduced image from roughly 1900.*

at Cumberland (at mile 184.5). The gates to this lock were damaged by the same Confederate troops that burned the Frankforts Bridge over the canal on February 2, 1864.

Above Lock 72, the canal is squeezed through The Narrows, along with the river, the Western Maryland Railroad, and Maryland Route 51. The south end of Iron Mountain and the north end of Nichols Ridge (the western ridge of the Patterson Creek valley) create this important topographical feature. Once through the narrows, the canal enters a broad valley across which the North Branch of the Potomac meanders in an inverted "S" with Cumberland at the top.



Locks 72 through 75 were completed in 1840–1841, prior to the troubled 1840s when construction was minimal, inconsistent, or stopped altogether, as it was from December 1842 to November 1847. Locks 58 through 71, however, were not completed until 1850. Note the prominent fossils in the limestone that was used for Locks 72–75.

The stone for Locks 73–75 came from the quarry 3 miles up Evitts Creek. Locks 72 and 73 each had a 9 ft. lift, while 74 and 75 had 10 ft. lifts. The frame lockhouse for Lock 72 is extant, but the lockhouse that served Locks 73 and 74 burned in 1974. About 1978, the Park Service, using traditional methods, essentially rebuilt the log lockhouse at Lock 75. On weekend days in the summer, Association volunteers serve as hosts at this lockhouse.

At mile 175.43 between Locks 73 and 74, the B&O (now CSX) crossed back into Maryland for the first time since it crossed the Potomac at Harpers Ferry. This was permitted under an agreement known as the Compromise of 1833 that had required the B&O to use the then-Virginia side until it reached the Cumberland flats. Note the large boat basin between Locks 74 and 75.

The canal maintained a level, requiring no more lift locks, for the final 9 miles to the Cumberland Terminus. Seventy-four lift locks operated between Lock 1 in Georgetown and Lock 75, since Lock 65 in Tunnel Hollow was not built. They raised the canal the necessary height, approximately 608 feet, to reach Cumberland. As the canal leaves the North Branch area of Locks 73–75, it enters the flat, “Mexico Farms” area.

Near mile 176.4 was “Van Metre’s Ferry” across the North Branch (an important 18th and 19th century crossing) and near mile 178.84 was Kirkendall’s Ferry, which operated in the early days of the canal. At mile 176.51 there is a small cemetery in sight of the towpath. It has been adopted by the Cumberland Historic Cemetery Organization, which in 2001 placed a monument there at the grave of Confederate soldier James D. Pollock (1841–1916). In addition to the upright monument stone, there is a flat stone over the grave, engraved with an account of his life. (The brief biography can also be found at [www.chco-online.org/Adopted/adopted.html](http://www.chco-online.org/Adopted/adopted.html))

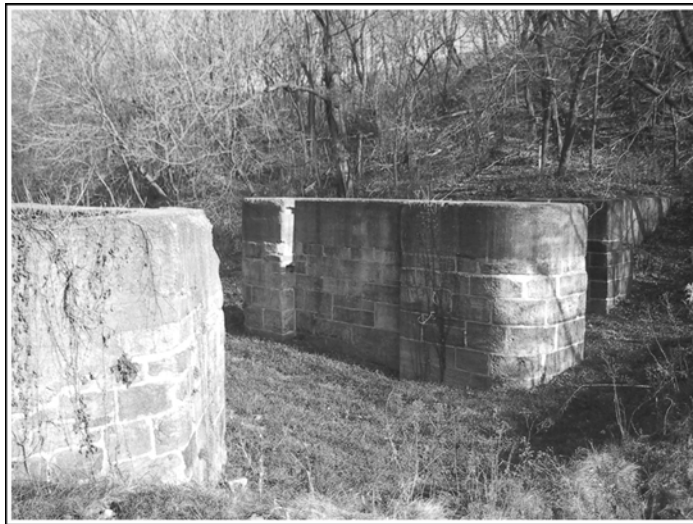
A number of historic culverts are crossed along the Mexico Farms area, including that at 179.31, particularly notable because the structure here includes both a culvert and a waste weir. At mile 180.66, walkers will cross the canal’s single 70 ft. span aqueduct over Evitts Creek. This is the last of the eleven aqueducts, and the smallest.

Just before the Wiley Ford bridge (182.62) over the canal and river, there was, around the turn of the 19th–20th centuries, an earlier lattice bridge over the canal, documented by an often-reproduced photograph. That bridge is interesting, not least because a nearly-identical lattice bridge that crossed the canal in the same era at Oldtown, raising the likelihood that that both were the work of the same builder.

At mile 183.39, walkers will pass the masonry piers of the last of the seven stop gates on the canal. This gate made it possible to hold the water in the Cumberland terminus basins while allowing it to drain below the gates, or the reverse. Given the importance of the terminus and the diverse problems that may have developed at times in the basins and channels of the terminus, this stop gate may have been particularly important. Incidentally, five of the stop gates are located in The Great Valley

(known as the Shenandoah Valley south of the Potomac and the Cumberland Valley north of the river). It is likely that one reason for this was the high incidence of damage from sinkholes and similar problems that result from the limestone terrain there.

The mile of “towpath” from the long concrete spillway at mile 183.55 to the guard/inlet locks just above the former location of Dam 8 has been significantly changed from the way it was



Cumberland stop gate.

Photo by Karen Gray.

in the operating days of the canal; however, this is one of the most scenic approaches to the city. Also there are increasing things to enjoy at the terminus—not the least of which is the best exhibit on the canal to be found along its entire length.

As you walk into the city, you might also want to contemplate the absence of the odors and noises that must have abounded during the days when the area was full of people, animals, and all the things that a busy port tends to have – from taverns, brothels, and stores to places for boats to be built and repaired, cargo to be loaded into the canal freighters, and humans and livestock to be cared for, fed, and sheltered.

## Resources:

- Bearss, Edwin C., *The Bridges: Chesapeake & Ohio Canal National Monument, Historic Structures Report—Part II, Historical Data Section* (1968)
- Davies, William E., *The Geology and Engineering Structures of the Chesapeake and Ohio Canal: An Engineering Geologist’s Descriptions and Drawings* (1999)
- Hahn, Thomas F., *Towpath Guide to the C&O Canal, Revised Combined Edition*. (1992)
- Sanderlin, Walter S., *The Great National Project: A History of the Chesapeake and Ohio Canal*. Baltimore: The Johns Hopkins Press (1946)
- Unrau, Harlan, Chapter XV: *The Chesapeake And Ohio Canal During The Civil War: 1861–1865*. Chesapeake and Ohio Canal NHP Historic Resource Study (1977).

## C&OCA CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Sep 11	Sun	Happy Birthday Montgomery Co., Beall Dawson House, Rockville. Contact Rita Bauman, 540.888.1425.
Sep 17 & 18	Sat, Sun	Hancock Apple Days. Contact Rita Bauman, 540.888.1425.
Sep 24	Sat	Volunteers in the Park (VIP) pruning, cleanup, and repairs, Fletchers Boathouse, 9-12. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Sep 25	Sun	Continuing Hike Series. Meet at Cohill Station (mile 130.7) parking area at 10:30 a.m. Contact Pat White, 301.977.5628.
Oct 2	Sun	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1 p.m.
Oct 6-11	Thurs - Tue	Through Bike Ride, Cumberland to Georgetown. (Roster complete; no more reservations accepted.)
Oct 8-10	Sat-Mon	Canoe trip from Paw Paw to Hancock. Contact Barbara Sheridan, 703.306.6549.
Oct 15	Sat	Volunteers in the Park (VIP), Pennyfield lock or Great Falls Tavern, minor repairs, pruning and cleanup, 9-12. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Oct 22	Sat	Continuing Hike Series, Carderock (mile 10.4, first parking lot to the right) at noon, followed by a potluck supper at 4 p.m. and "Life and Death on the Canal" living history event at Great Falls Tavern. Contact Pat White, 301.977.5628.
Oct 22	Sat	Smithsonian Resident Associates program tour, Seneca to Nolands Ferry, 9 a.m.-6:15 p.m. For info: <a href="http://residentassociates.org">http://residentassociates.org</a> or 202-786-3275.
Oct. 28	Fri	Friends of Historic Great Falls Tavern pot luck supper, St. Francis Hall north of St. Francis Episcopal Church, 10033 River Rd., Potomac, MD, 6:30 p.m., Dave Johnson to speak on canals. Please call Liz or Don Harrison at 301-424-0229 re what you will bring: dish, salad, desert, etc.
Nov 5	Sat	Heritage Hike in Cumberland area, followed by supper at the Ali Ghan Shrine, Cumberland. For more information, see page 1 of this newsletter. A supper reservation for is also inserted in this issue.
Nov 12	Sat	Volunteers in the Park (VIP) installation of wayside exhibits, tentatively, in Williamsport area. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Nov 20	Sun	Continuing Hike Series in the area of Fort Duncan. 10:30 a.m. Park by the church on Pleasantville Road off Harpers Ferry Road. Contact Pat White, 301.977.5628
Dec 3	Sat	Frostbite Hike at Great Falls , VIRGINIA, at 10:30 a.m. Contact Pat White, 301.977.5628
Dec 4	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Dec 10	Sat	Volunteers in the Park (VIP) installation of wayside exhibits, misc. locations along the towpath. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Dec 11	Sun	Carol Sing at Great Falls Tavern, 1 p.m.
Dec 31	Sat	New Year's Eve Hike at Fletcher's Boat House (mile 3.13) at 2 p.m. Contact Pat White, 301.977.5628



## National Park Service Activities

The **Georgetown C&O Canal Visitor Center** (202-653-5190) is the starting point and source of information for the following activities. The Center is located at 1057 Thomas Jefferson St., N.W., in Washington, D.C. Events are free, except as noted:

Mule-drawn Canal Boat Rides, Wed., Thur., and Fri. 11 a.m. and 3 p.m.; Sat. & Sun. 11 a.m., 1:30 & 3 p.m., through Oct. 23. Costumed guides explain the history of the canal as the boat travels through a lift lock and along the historic waterway. Cost is \$8 per adult, \$6 per senior citizen, and \$5 per child 4 to 14 years old.

Black History Walk, Sat., Sep. 10, 12:15 to 1:45 p.m. Explore the role of African-Americans in Georgetown history during a guided walk starting at the Visitor Center.

A Very Retail Georgetown, Sun., Sep. 11, 12:15 to 1 p.m. Join a walking tour that will discuss the history of retailing in Georgetown from the colonial era until today.

The Port of Georgetown, Sat., Sep. 17, 12:15 to 1:15 p.m. Walk along the waterfront to hear the history of Georgetown's once bustling port.

Scandals, Scoundrels, and Scallywags, Sun., Sep. 18 12:15 to 1:45 p.m. Hear about nightlife, crime and social disorder in 19<sup>th</sup> century Georgetown from a re-enactor portraying D.C. Police Officer Ernest W. Brown.

Georgetown in the Civil War, Sat., Sep. 24, 12:15 to 1:30 p.m. On this walk, a park ranger explains how the nation's bloodiest war affected local friendships and fortunes.

Pedal Through the Past, Sun. Sep. 25, 11:30 a.m. to 2 p.m. A leisurely 12-mile round trip guided bike ride between Georgetown and Little Falls on the C&O Canal, with stops to hear about several significant natural and historical features. Free bike loans are available for the first ten riders.

Once Upon a Time on Georgetown's Herring Hill, Sun., Sep. 25, 12:15 to 2 p.m. Join a park ranger for a walk through a Georgetown neighborhood rich with African-American history.

The **Great Falls Tavern Visitor Center** (301-767-3714) is the contact point for the following activities:

Sights and Sounds of the Season, every first and last Wed. and Sat. of each month, 10 a.m. to noon. Meet at Great Falls Tavern Visitor Center and join volunteer naturalists to explore the ever-changing seasons. Dress for the weather and wear sturdy shoes for this nature walk, which is not handicapped accessible.

River Center at Lockhouse 8, Sat's and Sun's through Sept. (and perhaps additional days this autumn), 10 a.m. to 2 p.m. Volunteers of the Potomac Conservancy staff the lockhouse to answer questions about life on the canal and the Potomac River and about conserving the resources of the Potomac and Chesapeake Bay watersheds. Reach the River Center from the Lock 8 parking lot, eastbound along the Clara Barton Parkway. Not handicapped accessible.

Rileys Lockhouse Tours, most Sat's and Sun's beginning Sun., Sept. 18, 1 to 4 p.m. Girl Scouts, dressed in period clothing, will lead tours of Rileys Lockhouse and demonstrate tasks as they tell the story of a typical lockkeeper's family. 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.

Lock 20 Demonstrations, Wed's through Fri's through Oct. 21, 2 to 2:30 p.m.; Sat's and Sun's through Oct. 23, 1:30 to 2 p.m. At Great Falls Tavern Visitor Center, observe the workings of historic Lock 20 and learn about the significance of the C&O Canal in the vision to develop a nation. Handicapped accessible.

Ranger's Choice, Sat's and Sun's (Except Sat., Sept. 17), 11:30 a.m. through Oct. 16 (ending time varies); and 1:30 p.m. beginning Oct. 29 (ending time varies). 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 Visitor Center and program lengths will vary. Some of these programs are handicapped accessible.

Northern Virginia Recorders Society, Sun., Sept. 11, 3 to 4:30 p.m., outside of the Great Falls Tavern Visitor Center. The Society's musicians will once again bring the tradition of live performance back to the Great Falls Tavern. Bring a lawn chair and enjoy.

Leave No Trace Hike on the Billy Goat Trail, Sat., Sept. 17, 9 a.m. to 1 p.m. From the Great Falls Tavern Visitor Center, join a 4.6-mile round-trip hike along the Billy Goat Trail, Section A, for an introduction to Leave No Trace (LNT) principles. Advanced registration is required and some restrictions apply, since the Billy Goat Trail is a strenuous hike. Call the Visitor Center by 4 p.m. on Fri., Sept. 16 to register, or for more information. Not handicapped accessible.

Life and Death on the C&O Canal, Sat., Oct. 22. From the Great Falls Tavern Visitor Center, hour-long reserved tours depart every 15 minutes from 6:30 p.m. to 9 p.m. The lantern-lit presentation dramatizes tragedies, accidents, and conflict from the canal's past. Reservations and advanced payment are required. Some years have sold out, so make plans early. The fee is \$5.00 for adults, \$3.00 for seniors and children. For more information on this event, see page 20 of this newsletter.

### Western Maryland activities:

Plaza Talks, Sun's, Sep. 11, 18, and 25, 10 a.m. Meet outside the Cumberland Visitor Center (or inside during inclement weather) to learn about canal history and the current re-watering project. For information, please call the Visitor Center at 301-722-8226.

Brunswick Railroad Days, Sat. and Sun., Oct. 2-3. The event includes programs, children's activities, crafters, music, model trains, and more. For information, contact the City of Brunswick (301-834-7500).

**Lockhouses** attended by an interpreter on Sat's:

Lockhouse 29, 11 a.m. to 2 p.m., through Oct. 15; Lockhouse 70, 10 a.m. to 4 p.m., through Oct. 29.

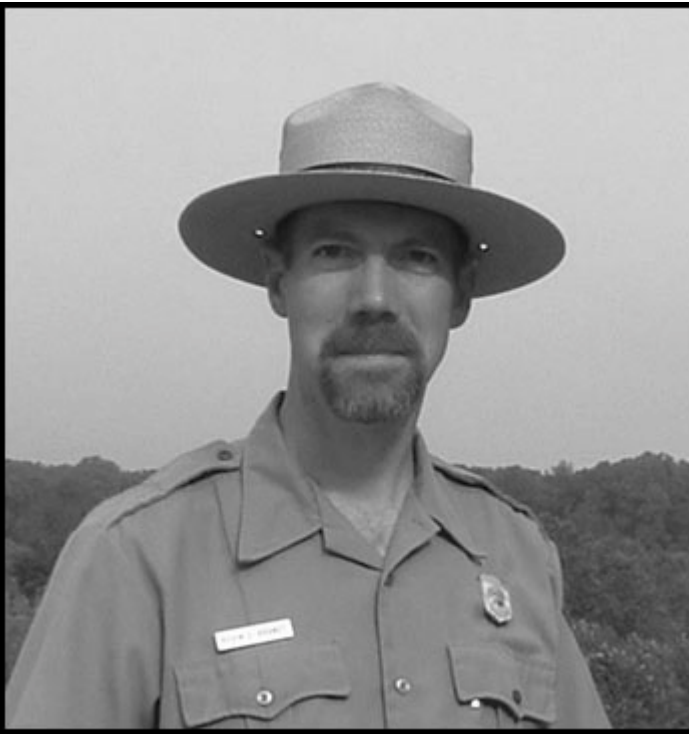
## CANALLER ARTICLES

*Note: The following two articles are from the autumn issue of The Canaller, a quarterly publication of the C&O Canal National Historical Park.*

### From the Superintendent

By Kevin Brandt

This edition of *The Canaller* is devoted to “Life and Death on the C&O Canal.” The canal has seen plenty of both, from the lives of thousands of canal families who operated the locks and ran the boats to the deaths of thousands of workers who died of cholera and other diseases while building the canal. The park’s annual “Life and Death on the C&O Canal” program tells their stories.



*Superintendent Kevin Brandt*

*NPS photo*

Look for information on how to reserve one of the tours in the article below, and reserve your spot early; it is a very popular program.

Life and death are still with us in the park. Enjoying the park is truly re-creation. Justice William O. Douglas called the canal a sanctuary and “...a refuge, a place of retreat, a long stretch of quiet and peace at the Capitol’s back door.” Nearly three million of you sought out that refuge last year. But the park and the adjacent river can be dangerous.

Five people died in the Potomac River near Great Falls last year. We are making efforts to improve the safety of the area, but the

choice of life or death in the park is up to you. Respect the river. Even its seemingly placid stretches can be very dangerous, with undercurrents and hidden rocks. Prepare for your experience in the park. Bring water with you, and wear appropriate safety equipment for the activity you plan to take part in. Help us make the park as safe as it can be by letting us know of any hazards or resource threats such as encroachments you see.

There is a link on our web page, [www.nps.gov/choh/](http://www.nps.gov/choh/), where you can report hazards and threats or provide information our rangers may need to investigate crimes. Our dispatch center can be reached toll free at (866) 677-6677.

I’ll see you on the towpath!

### “Life & Death on the C&O Canal” Comes to Life

By Kathleen Kelly

Stories of life and death on the C&O Canal will come back to life on the evening of Saturday, October 22, during the ninth annual “Life and Death on the C&O Canal” event at the Great Falls Tavern Visitor Center. This one-hour living history interpretive program will give visitors the opportunity to observe and appreciate some of the struggles workers and families faced on the C&O Canal during its construction and operation.

Along the approximately one-mile route, patrons will witness 13 reenactments of some of the lesser known events in the canal’s long and tumultuous history. All scenes are based on documented events or legends which grew from actual events from the 19th and 20th centuries.

Examples of scenes include one scenario that took place in 1906 after a deadly explosion at the now abandoned Maryland gold mine near Great Falls. Sightings of a ghostly man with fiery eyes crawling from the mine at night, dragging a long tail behind him, drove night watchmen and miners from the property. Some scenes are crowd favorites and have been presented every year, like the retreat of the Union army from the Battle of Balls Bluff in October 1861 during the Civil War.

Other scenes depict events like Prohibition (1920-1933), when rival gangs were greedy for illegal liquor profits. They intimidated, bullied, and killed each other along the canal. Another scene will depict an event that occurred in the 1890s at lonely

*Along the Towpath*

## CANALLER ARTICLES, CONTINUED

Lock 64, just below the Paw Paw Tunnel. The lockkeeper, who lived by himself, was murdered and the lockhouse burned to the ground. The circumstances surrounding his murder will be revealed during the program.

One of the park's largest interpretive programs, the event requires 100 volunteers and includes park staff from Fort McHenry National Monument, the National Capital Regional Office, and Gulf Islands National Seashore, as well as C&O Canal staff. They dress in period clothing and perform various roles. Many have speaking parts, while others play the dying, the suffering, or the dead. Others carry lanterns and escort groups to ensure their safety.

Discover the mysterious and interesting happenings that took place on the C&O Canal by joining the staff and volunteers for this exciting evening full of history and fun.

The Great Falls Tavern Visitor Center is located at 11710 MacArthur Blvd. in Potomac, Maryland. Costumed rangers and volunteers will repeat the program every 15 minutes, from 6:30 to 9 p.m. with approximately 25 visitors per group. Tickets for "Life & Death" go on sale Saturday, October 1. Advance regis-



*"Life & Death on the C&O Canal" is a team effort by volunteers and NPS staff members from the canal park and from other regions. NPS photo.*

tration and prepayment are required. Costs for tickets are \$6 for adults and \$4 for seniors and children. Parental discretion is advised. For more information or tickets, call the visitor center at 301-767-3714. See you there!

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### *If by some chance. . .*

you are not already a member of the ***Chesapeake and Ohio Canal Association***, please consider joining our organization. Among the benefits are: hikes, bike rides, canoe trips, and social events; volunteer programs that help to maintain, improve, and interpret the park; the opportunity to participate in discussions concerning the park's future; and a subscription to our quarterly newsletter, *Along the Towpath*.

Membership is an effective way to show your support for preserving the park as a national treasure! To join, simply ***clip out and mail the form*** that is printed on the reverse of this page.

— ***Many thanks!***

**Looking forward** — The December issue of *Along The Towpath* will continue to: update readers concerning the Association's activities; report on developments affecting the C&O Canal National Historical Park; and provide other interesting environmental and historical information. Among these features will be the second installment of Karen Gray's two-part article on Arthur Pue Gorman, U.S. Senator and Canal Company president. The issue will also contain a report on this summer's World Canal Conference. The strong U.S. contingent at the conference included eight members of the C&O Canal Association. Held in Trollhättan, Sweden, the three-day meeting was followed by a tour of six canals in six days. The photo at right, by Dave Johnson, shows the tour boat ready to board these passengers, whose experiences proved extremely eventful and informative.



## Membership Form for New Members

### Chesapeake & Ohio Canal Association

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

(Select one)

NAME: \_\_\_\_\_

☐ Individual \$15

ADDRESS: \_\_\_\_\_

☐ Family \$20

CITY/STATE/ZIP: \_\_\_\_\_

☐ Patron \$25

E-MAIL: \_\_\_\_\_

PHONE: \_\_\_\_\_

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

Name to appear on badge: \_\_\_\_\_

Second name to appear on badge (Family or Patron memberships) : \_\_\_\_\_

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



**Along the Towpath** is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Articles for publication should be submitted to the editor, at the address below, for receipt by the 15th of the month prior to publication. Electronic submission is preferred.

**Editor:** Ned Preston, 6306 Swords Way, Bethesda, MD 20817; presto77@verizon.net; 301-530-8153

**Associate Editors:** Dave Johnson, Don Juran, Carl Linden, Nancy Long, and Helen Shaw

## C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA 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 fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 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.

C&OCA maintains a home page at <http://www.CandOCanal.org>. The webmaster is Matthew James Teigen, [barnacle@fsdf.lonestar.org](mailto:barnacle@fsdf.lonestar.org). C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

### 2005 Association Officers:

**President:** Robert C. Perry, 12713 Knightsbridge Dr., Woodbridge, Va. 22192-5159; 703-590-5568; [rperry5568@comcast.net](mailto:rperry5568@comcast.net)

**First Vice President:** Barbara Sheridan, 11550 Farm Dr., La Plata, Md. 20646, 703-306-6549, [barbara.sheridan@gsa.gov](mailto:barbara.sheridan@gsa.gov)

**Second VP & Level Walker Chair:** Bill Burton, 6400 Halifax Ct., Warrenton, Va. 20187-2219, 703-801-0963, [levelwalker@earthlink.net](mailto:levelwalker@earthlink.net)

**Secretary:** Charlotte Loveless, 1636 Woodlands Run, Hagerstown, Md., 21742, 301-733-7611, [charlov@earthlink.net](mailto:charlov@earthlink.net)

**Treasurer:** Linda Willard, 9401 Rockville Pike, Bethesda, Md. 20814, 301-530-0408, [willardd3@verizon.net](mailto:willardd3@verizon.net)

**Information Officer:** Mickey Reed, 8221 Burning Tree Rd., Bethesda, Md. 20817-2908, 301-469-9180, [mreed8221@aol.com](mailto:mreed8221@aol.com)

**Board of Directors:** (terms expire in 2008): Blair Bower, Jim Heins, George Lewis, Dward Moore, John Wheeler; (terms expire in 2007): James Gilford, Don Juran, Tom Perry, Ron Howard, Richard D. Stoll; (terms expire in 2006): Bill Hibbard, Steve DeLanoy, Carl Linden, Nancy Long, Ken Rollins.

**Committees** (contact at the C&OCA mailing address or tel. no. above): Archives, Molly Schuchat; Environmental, Fred Mopsik; Festivals, Rita Bauman; Level Walkers, Bill Burton; Membership Coordinator, Barbara Sheridan; Nature, Peter Whitney; Projects, Carl Linden; Programs, Tom Perry; Sales, Bill Hibbard; Volunteers In the Park (VIP), Jim Heins and Steve DeLanoy; Western Maryland Rail Trail, Emmie Woodward.

## C&O CANAL NATIONAL HISTORICAL PARK

### Telephone Numbers and Personnel

#### C&O CANAL NHP Headquarters

1850 Dual Highway, Suite 100, Hagerstown, Md. 21740

General number	301-739-4200	
Superintendent	301-714-2201	Kevin Brandt
Deputy Superintendent	301-714-2201	Bob Hartman
Chief Ranger	301-714-2222	Dwight Dixon, Acting
Admin Officer	301-714-2204	Jeannie Denk
Chief, Natural and Cultural		
Resource Mgmt Branch	301-714-2231	Vacant
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	Bradley Hofe, Acting
Partnerships Coordinator	301-714-2233	John Noel
Volunteer Coordinator	301-714-2238	Dave Tune
Engineer	301-745-5818	Dan Copenhagen

Palisades District, extending from Milepost 0 (Tidlock) and to Milepost 42.19 (Monocacy River):

#### Palisades District

11710 MacArthur Blvd., Potomac, Md. 20854	
District Ranger	301-767-3720 Vacant
Fee Collection Supervisor	301-299-3603 Paul Johnson

#### Georgetown Visitor Center

1057 Thomas Jefferson St., NW, Washington, D.C. 20007	
Supv. Park Ranger, Interpretation	Kathy Kupper

#### Great Falls Tavern Visitor Ctr.

11710 MacArthur Blvd., Potomac, Md. 20854	
Supv. Park Ranger, Interpretation	301-767-3702 Rod Sauter

Western Maryland District, extending from Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.):

#### Western Maryland District

District Ranger	301-714-2236	Martin Gallery, Acting
Cumberland Subdistrict	301-722-0543	Matt Huelskamp
Hancock Subdistrict	301-678-5463	Vacant
Ferry Hill Subdistrict	301-714-2206	Alex Negron, David Carter

#### Williamsport Visitor Center

301-582-0813	
205 West Potomac St., Williamsport, Md. 21795	
Supv. Park Ranger, Interpretation	Carla Beasley

#### Hancock Visitor Center

301-678-5463	
326 East Main St., Hancock, Md. 21750	
Park Ranger, Interpretation (part time)	Vacant

#### Cumberland Visitor Center

301-722-8226	
Western Maryland station, Cumberland, Md. 21502	
Park Ranger, Interpretation	Rita Knox

#### OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation	202-653-5190
Boat House at Fletcher's Cove (concessionaire)	202-244-0461
Swain's 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

**Please accept our *cordial invitation* to visit C&OCA's web site, [www.candocanal.org](http://www.candocanal.org). Check in regularly for updates on news and events, and don't forget to bookmark the site. Even better, make it your home page.**



# Along The Towpath

Chesapeake & Ohio Canal Association

## *Please Note:*

Inserted in this issue is a sheet with forms for Heritage Hike supper reservations and for ordering the Kapschs' new book on the Monocacy Aqueduct.

New volunteer opportunities!

Please see the articles and announcements on pages 7, 11, and 12.

New Members Form, p. 22

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