



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

VOLUME XXXVII I

March 2006

NUMBER 1

Douglas Hike to Highlight Widewater Restoration

by Tom Perry

The Association's annual William O. Douglas Memorial Hike is set for Saturday, April 29, in the Widewater area, and will feature a dedication ceremony for the towpath restoration work that is scheduled to be completed by that date.

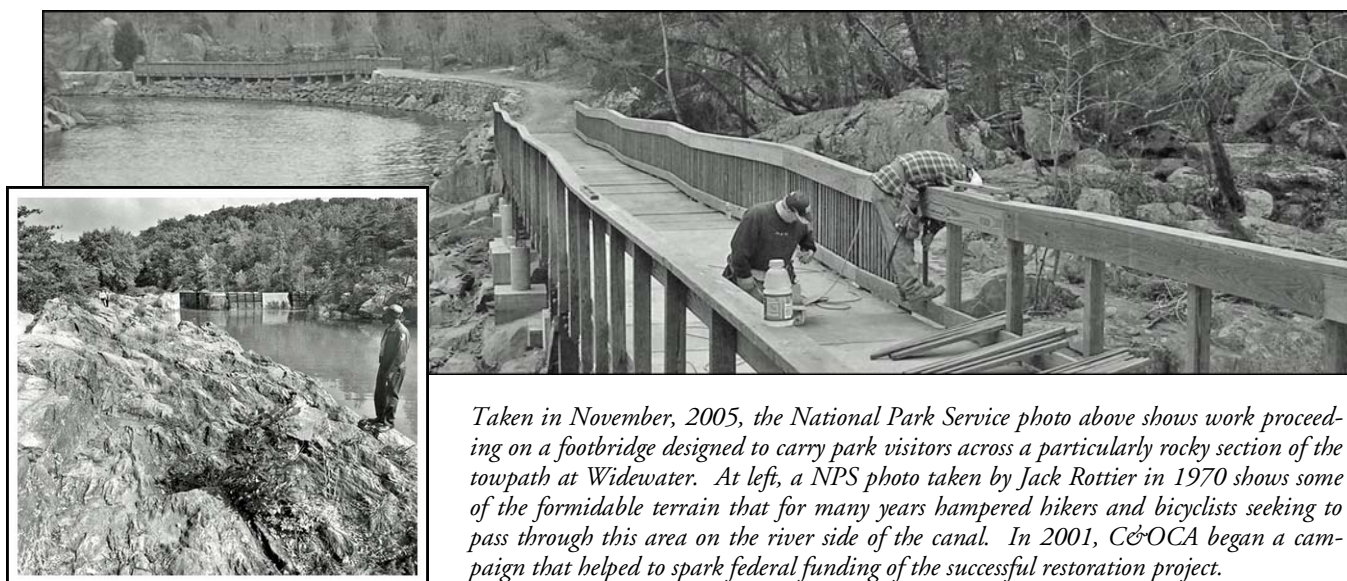
Hike participants should arrive at the Great Falls park entrance before 10 a.m. Please explain at the entry booth that you are with the C&O Canal Association hike, then park in the far end of the lot as a courtesy for the privilege of free admission.

Three options for hiking will be provided, 10, 6, or 4 miles in length. The first bus will load and depart as close to 10 a.m. as possible, and will go to the farthest starting point, Chain Bridge, for those doing the 10 mile hike. If there is room, this bus will also carry hikers who choose to begin at Lock 8 for the 6 mile segment. The second bus will take hikers to Carderock, the starting point for the 4 mile hike, and possibly also carry some or all of those bound for Lock 8. Each rider is asked to contribute a \$5 transportation fee, which will be collected on boarding. Please

bring a bag lunch and a drink for the noontime meal on your walk.

At 2:30 p.m., the Park Service will hold its dedication ceremony at the upper end of Widewater. (People on the shorter hikes may want to spend some time at Great Falls and then return the short distance in order to be on hand for the ceremony.) At 4 p.m., we will gather at St. Francis Episcopal Church, 10033 River Road in Potomac, for Happy Hour, to be followed by buffet dinner at 5 p.m. Catered by Savoy of Waynesboro, Pa., the meal will cost \$16 per person. After dinner, canal park Superintendent Kevin Brandt and Park Engineer Dan Copenhaver will talk to us about the work which has been accomplished in the Widewater area.

Inserted in this issue of the newsletter is a reservation form for the dinner. (Registration for the hike itself is requested but not required). The forms must be received by Friday, April 21, after which no additions or cancellations will be honored.



Taken in November, 2005, the National Park Service photo above shows work proceeding on a footbridge designed to carry park visitors across a particularly rocky section of the towpath at Widewater. At left, a NPS photo taken by Jack Rottier in 1970 shows some of the formidable terrain that for many years hampered hikers and bicyclists seeking to pass through this area on the river side of the canal. In 2001, C&OCA began a campaign that helped to spark federal funding of the successful restoration project.

NEWS AND REPORTS

A New Canal Boat for Great Falls

by Jim Heins

This is a very exciting time for those involved in efforts to build a new canal boat for use at Great Falls. The "Canal Clipper" was decommissioned in the spring of 2003 after it appeared to perform better as a submarine than as a canal boat.

After two years of fund-raising, initially started by students and parents from Seven Locks Elementary School and admirably led since by the Friends of Historic Great Falls Tavern, our goal is near. The Friends have raised nearly \$440,000 of the approximately \$535,000 needed for a new boat and its delivery to Great Falls. Included is \$50,000 contributed by C&OCA.

Following an extensive search and meetings, the Friends selected Scarano Boatbuilding, Inc., of Albany, N.Y. The plans are now largely complete. The arrival of a 57-foot, double-decker packet boat is expected, hopefully, by mid-summer. The design is based on a typical boat used to transport people up and down the canal. Rather than a double-bow design, it will have both a bow and stern, and will turn around in the canal at each end of its trip.

Although a significant amount of money still needs to be raised, local supporters have given an assurance that they will temporarily provide additional funds until the Friends can raise the rest needed, thus allowing contracting for this new boat to proceed. Fund raising must continue. Any and all contributions will still be happily accepted. For information: check the website www.buildacanalboat.com; contact Don Harrison at 301-424-0229 or donh811@sbcglobal.net; or call Jo Reynolds (301-983-1375) or Elie Cain (301-983-1537).

The boat crew, volunteers, and our stable of mules are looking forward with anticipation to our new arrival. More information about the boat will be provided in the next newsletter.

Kids Again Lead the Way

By Jim Heins

When the canal boat at Great Falls was decommissioned in 2003, it wasn't until students at Seven Locks Elementary School in Bethesda got out and raised almost \$3,200 for a new boat that the rest of us got serious about the situation. Today, Monocacy Elementary School is leading another effort to raise more needed money for the new canal boat, through two activities:

1 - The Student Government Association (SGA) of the school is selling T-shirts, incorporating a design selected from a school competition. The kids are very enthusiastic about this way of helping with the project, and have outstanding support from the school's staff and principal. The cost of a shirt is \$10, plus \$2 for shipping, with all profits donated to the canal boat fund. Sizes are adult small, medium, large, and XL. For information, contact Debbie Summers, Monocacy Elementary SGA, 18801 Barnesville Rd., Dickerson, Md. 20842 (301-972-7990 or ddsummers@erols.com).

2 - The Fourth and Fifth Grade chorus will be presenting

a concert on the old canal boat at Great Falls on Sunday, April 23 at 1:00 p.m. The program will include music of the canal and interesting information provided by the students.

We encourage you to get involved by supporting these great efforts by our young people, the next stewards of our National Park System!



The image above, by student Sherri Farr, is printed in brown on the T-shirt. The slogan "Keep Education Afloat, Help Us Build the Boat" appears in dark green letters.

Catoctin Aqueduct Notes

As announced briefly in our last issue, C&OCA has joined a partnership of organizations supporting restoration of the Catoctin Aqueduct. The impressive but damaged structure is at mile 51.5 (0.6 of a mile upstream from Lock 29 at Lander, and 3 miles downstream from Brunswick). The drive for restoration is headed by C&OCA board member George Lewis, who submits the update below.

- History is in our hands, in C&OCA's hands, and it feels good.
- The Catoctin Aqueduct Project has been identified in C&O Canal National Historical Park (C&OCNHP) planning documents as a high priority project.
- The engineering feasibility study for the restoration of the aqueduct has been completed by McMullan & Associates and submitted to the Catoctin Aqueduct Restoration Fund, Inc., (CAR Fund) and the C&OCNHP for comment and approval.
- A February memorandum between the Regional Director National Park Service, the CAR Fund, and the C&OCNHP identifies the Catoctin Aqueduct Project as a regional priority,

Along the Towpath

establishes a partnership to rehabilitate the aqueduct, recognizes the CAR Fund as the official fundraising organization for the project, and obligates the partners to work together to raise the funds required for the planning, design, and construction necessary to rehabilitate the aqueduct.

- A Catoctin Aqueduct mug, in the best tradition of the C&OCA collector mug series, was designed by Tom Kozar. The mug became available at the C&OCA annual meeting in March.
- Catoctin Aqueduct construction is planned to begin in the spring of 2008 and be completed in 2009, just in time for the hikers on the 55th Anniversary Douglas Hike to cut the ribbon at the dedication ceremony.
- Fundraising for the Catoctin Aqueduct project will soon move into full gear, having assumed the task of raising \$1.2 million in 12 months, by February of 2007; yes, we really do need everyone's help to achieve this goal and restore the aqueduct.
- History is in your hands, can you feel it? Go to www.catoctinaqueduct.org, or call George Lewis (301-834-4044).

The Towpath Trailblazers

by Diane Shipp

In 1999, the Towpath Trailblazers program (frequently referred to as the Bike Patrol) was established by the Park Service as a group of volunteers dedicated to serve as aides to the rangers by providing additional eyes and ears on the towpath. Since the canal park covers more than 184 miles and the number of rangers is limited, the need to have volunteers patrolling various areas of the towpath seemed justified.

Today, there are four groups of Trailblazers operating out of Cumberland, Williamsport, Great Falls and Georgetown; each group has at least twenty-five trained members on its roster. All groups hold regular meetings and have rangers in charge of training, programs, and equipment. While on patrol, Trailblazers offer first-aid for minor injuries, help those needing bicycle repairs, provide historical interpretations, and periodically remove brush from the towpath. They also issue reminders that bikers under sixteen need helmets and that the dogs should be leashed.

While expectations placed on Trailblazers are basically the same from region to region, patrols can be as varied as the changing setting through which the towpath passes from Georgetown to Cumberland. For example, an experience unique to Trailblazers operating near Harpers Ferry is that of meeting visitors to the town who have decided to cross the interesting looking foot-bridge over the Potomac. Once these visitors descend the spiral staircase, many want to know the name of the "road" they are on. Most are shocked to find they are on a towpath; some are clueless as to what a towpath is -- and a few have never heard of the C&O Canal! After repeated encounters with these tourists, Trailblazers in the Harpers Ferry area are no longer surprised by their queries and achieve expertise in supplying the answers.

Although experiences may vary, all Trailblazers share a passion for the canal park, and all feel privileged to serve both the public and the Park Service in such a beautiful, dynamic setting. For information on joining the program, please contact your nearest canal park visitor center.

Along the Towpath

Duck Nesting Boxes Near Pennyfield Lock

By Ron Kulpers and Tom Vegella

When you walk between Pennyfield and Violettes locks, you may have seen eight large boxes mounted on poles in the Dierssen Wildlife Management Area. Do you know what they are and who put them there? They are wood duck nesting boxes identical to more than 60 others that have been installed near the Potomac River by the Rockville chapter of the Izaak Walton League of America.

Wood ducks naturally nest in large cavities in mature trees near water. By the early 1900s, their population plummeted as wetlands were drained and trees were harvested. Today, their numbers have made a remarkable recovery, in part because conservationists provide and maintain nesting boxes.

The ducks begin nesting in March or April. They lay one egg per day until they reach an average clutch of 12 eggs. After all the eggs are laid, the hen sits on the nest for about 29 days until the eggs hatch. The young are capable of flight in 56 to 60 days after hatching. The hen and female ducklings normally return to the same area the following year.

The Rockville chapter is looking for support in maintaining nest boxes and observing nesting behavior in the Dierssen WMA. Unless properly maintained, nest boxes can do more harm than good. All boxes are checked each winter to repair any damage, replace shavings, remove unhatched eggs and egg fragments, and ensure that predator guards are effective. Boxes are also checked immediately after, and often during, nesting to better understand nesting activity and success rates. Information on nest occupancy, hatched and unhatched eggs, and predator activity is collected and forwarded to the Maryland Wood Duck Initiative, an organization that coordinates and collects data on wood duck nesting efforts throughout Maryland. If you are interested in joining this effort, call Tom Vegella at 301-540-3374. Further information can be obtained from Ron Kulpers of the Rockville IWLA chapter at 301-942-6543 or e-mail (m_rkulpers@yahoo.com).



Dave Drengwitz; Cindy Stevens, and Trevor Michaels (left to right) inspect a wood duck nesting box.
(Photo: Lee Hays)

NEWS AND REPORTS (CONTINUED)

Meeting at NPCA Focuses on Park Budget

by John Wheeler

On February 15, the National Parks Conservation Association (NPCA) hosted a meeting to discuss the funding problems faced by the C&O Canal National Historical Park, especially as presented by the proposed Park Service budget for Fiscal Year 2007. Board Members Ron Howard and John Wheeler represented C&OCA at the meeting, which was also attended by representatives of The Potomac Conservancy and the Audubon Naturalist Society.

Even in prior years, the Park has received only about a third of the funding that it needs. Because of that, the physical infrastructure is not being maintained, improvements are not being made, and security is threatened. At the meeting, we discussed the need to make the public and politicians more aware of the problems faced by the Park.

When specific needs were mentioned, we C&OCA representatives suggested the restoration of the Big Slackwater towpath as a top priority. We suggested a field tour of the area, and the meeting participants liked the idea. The group has requested a meeting with canal park Superintendent Kevin Brandt to discuss these issues.

COMMITTEE REPORTS

Environmental Committee Report

by Fred Mopsik, Ned Preston, and Ron Howard

As this issue goes to press, NPS has not yet released its draft Environmental Assessment (EA) of Georgetown University's proposal to build a private boathouse within the canal park. Reports indicate that revisions to this document focus on the height and size of the building, rather than an alternative site. Through letters to media and officials, C&OCA continues to oppose the University's plan and to insist on preparation of a full Environmental Impact Statement, rather than an EA. On the legal front, we suffered a setback when our zoning appeal was dismissed; however, our other National Environmental Policy Act suit continues and we are waiting for the draft EA.

On January 20, the C&O Canal National Historical Park Advisory Commission considered the GU boathouse issue. Among the witnesses heard was District of Columbia resident Robert B. Norris, who called upon NPS to eliminate further consideration of a site within the canal park. He urged NPS to consider a location at the western edge of the new Georgetown Waterfront Park, and to delay further work on that park until the EA

is published and resolved. After a review of the topic, the Commission approved a resolution that labeled the GU plan to build its boathouse within the canal park "inappropriate."

Forest preservation, a cause that vitally affects many areas of the canal park, received a boost in December when the Montgomery County Council approved amendments to the county's forest conservation law. These amendments raise the maximum penalty for noncompliance with the law and add criminal penalties as a possible sanction for willful noncompliance. The changes stemmed from recommendations by the C&O Canal Stewardship Task Force, which is continuing work on proposals to further strengthen the law regarding tree cutting, erosion, and sediment control.

During January, the District Department of Transportation (DDOT) held a series of open-house sessions concerning its application for federal recognition of a Canal Road Scenic Byway stretching from Chain Bridge to Georgetown. Among the C&OCA members who attended was B. K. Lunde, who reported:

"It all sounds very wonderful. They are planning to make the roads beautiful, and the Scenic Byways status would make them eligible to apply for federal grants under that program. I think the main thing we have to worry about is encroachments on the canal. The Byway plan includes some effort to make better access to the canal, which may be good or bad."

On February 5, C&OCA's board approved a letter to DDOT supporting the concept of the Scenic Byway and requesting that the Association be involved in its future development. The letter, however, opposed two possible Byway projects as intrusions on the historical and natural assets of the canal park. These are: a pedestrian bridge over the canal near the intersection of Canal and Foxhall Roads, viewed as unnecessary since a nearby tunnel already crosses beneath both the road and canal; and a bicycle trail through the culvert beneath Canal Road near Fletcher's Cove, a project considered impractical as well as intrusive. (The letter is available on www.candocanal.org.)

DDOT intends to hold further public meetings before pursuing these or any other specific Byway projects.

VIP Program for 2006

By Jim Heins and Steve DeLanoy

After a very good start in 2005, our Volunteers in the Park (VIP) program is preparing for an even more productive and active year. In addition to one work day each month, starting in March, we will have at least one more wayside exhibit installation project.

Our first work project of 2006 will be held on March 18 in Georgetown, where we will be scraping and repainting the *Georgetown* canal boat. We will also be cleaning up the canal prism by removing trash and vegetation from the (somewhat) dry canal. This will be a big job, and we need all the help we can get.

This year we have agreed to be a site sponsor for the 18th Annual Potomac River Watershed Cleanup, which will be held on April 8. The goal of the Potomac River Watershed Cleanup,

Along the Towpath

which is organized by the Alice Ferguson Foundation, is to make the Potomac Trash Free by 2013. The campaign expects to support over 300 cleanup sites in Maryland, Virginia, the District of Columbia, West Virginia, and Pennsylvania. Our own group will be working in the Great Falls area on April 8, and we hope for strong participation.

In addition to the projects mentioned above, our schedule for 2006 also currently includes:

May 13: work on the Billy Goat Trail "A;"
June 10: Great Falls, painting the mule barn;
July 8: project to be announced;
Aug 12: Georgetown, general painting and maintenance;
Sept 23: Pennyfield Lock, painting and maintenance; and
Oct 28: refurbishing selected hiker-biker campgrounds.

Our hope is that more of you will have the time and desire to give us a hand with some of these important projects. Please contact Jim or Steve at c&ocanalvip@toyhouse.org or call Jim at 301-949-3518 to sign up.

Western Maryland Rail Trail News

by Emmie Woodward

The Western Maryland Rail Trail Supporters (WMRTS) met in January, in Paw Paw, W.Va., for the most productive meeting we have ever had. The cochairmen of the group are C&OCA members Bert Lustig and Penny Pittman. Besides other founding members of WMRTS, those attending the meeting included: Kevin Brandt, Superintendent of the C&O Canal NHP; representatives from the Morgan County Commission and Economic Development Office; members of the Paw Paw Town Council; and a representative of the U.S. Department of Agriculture's Potomac Headwaters Resource Conservation and Development Office.

The Maryland Department of Natural Resources has agreed to pave west from Pearre, the present terminus of the trail, through the Indigo Tunnel to Little Orleans. The Department has funding available for the project. At the January meeting, therefore, WMRTS decided that its emphasis now will be only on the section of the trail from Little Orleans upstream to Paw Paw. WMRTS will focus on this upstream continuation through the magnificent Paw Paw Bends and the Green Ridge State Forest. This section includes the other two tunnels and the six high-trestle bridges crossing over the Potomac into and out of Morgan County, W. Va., all in a twelve mile stretch!

The WMRTS just got its official tax exempt status under Section 501(c)(3) in late fall, which enables us to begin a fund raising campaign. The Morgan County Commission has just applied in February for a grant from the NPS for funds for a feasibility study on the section from Little Orleans to Paw Paw. If the application is approved, then the WMRTS must help match the grant with cash or in-kind contributions. We plan to create a web site with an address and mechanism for receiving donations, and to publish a brochure with some new photos of the area.

The Western Maryland Rail Trail will no longer be a committee of C&OCA, although we will continue to enjoy and appreciate the help, advice, and support that we know we will get from the Association and its members. Since this trail borders

our wonderful towpath, we will keep you up to date on the progress it is making. In the meantime, if you wish information about WMRTS and its fund-raising drive, please contact Emmie Woodward by post at 2309 S. Maplewood Drive, Bridgeport, W.Va. 26330, or by e-mail at actthree@earthlink.net.

Nature Committee Report

by Peter Whitney

The basic *raison d'être* of the Nature Committee is promoting interest in the C&O Canal NHP, using a focus on the park's natural bounty as an additional attraction to the canal's fascinating history, and working to preserve this natural environment. One specific objective is to gradually build inventories of plant species over the length of the whole park, as well of specific sections of the park. In addition to discussing this with park officials, I have made inventories of certain areas at certain times of the year, and have begun a collection of digital photos of species in flower.

A second objective is the removal of invasive plant species. I have proposed this on several occasions and am pleased to see that the effort has begun. Action by our members requires specific approval of the park. Which species to remove *and not remove*, and *careful attention to proper identification*, are paramount issues.

Let me add a *strong recommendation* that before any removal, park officials and board and committee members carefully choose those species to be removed and indicate why their removal helps the park. Some nonnative species are noninvasive - - that is, they do not significantly take over the habitat of other species. Some of these are beautiful. Also, some exotic species might be considered worthy of interest and have value, since the park and mankind are meant to live together. An example might be plantain, called "white-man's feet" by the Indians because it seemed to appear where Europeans walked in early colonial Virginia. Some plants are bound to be introduced simply because the park is visited by many people, as we want it to be. An example of an unequivocal *invasive* is Japanese stilt grass, which can take over large areas very quickly. It often emerges after deer have passed through and torn up the soil. Surely, keeping down the deer population is a part of preserving the park.

A third objective is to promote understanding of the sound reasons why plants cannot be removed from the park without specific authorization by the park officials. I know of two places along the Virginia side of the river that have lost various particularly showy species because people have dug them up and tried to plant them in home gardens. A number of these, such as the Pink Lady's Slipper (*Cypripedium acaule* in the Orchid Family), transplant extremely poorly. Like other declining species, they require quite particular soil and habitat, and usually do not survive the move.

If declining plant species are listed on the inventory, their listing should include a highlighted section indicating that they are to be left for others' enjoyment and that they almost never survive transplanting. An alternative might be to omit these species from the public inventory. In that case, however visitors who are only vaguely aware of the prohibition of taking plants from parks would not be warned of the danger to the rarer species, and might pick those that are particularly beautiful.

Norway's Telemark Canal

by Dave Johnson

Telemark, in southern Norway, is a land of wild mountains, roaring waterfalls, and silent lakes. This varying and magnificent scenery is transected by the *Telemarkskanalen*, a 105-kilometer waterway between the tidewater city of Skien and Dalen at the foot of the Hardanger highlands. A week before the World Canals Conference in Sweden, I spent two days traveling by small passenger boat the full length of the canal and return.

Excavation of the Skien-Norsjø Canal and the first two locks, at Skien and Løveid, were completed in 1861, opening a direct connection between the interior of Norway and the rest of Europe. Extension of the canal began in 1886, and the Norsjø-Bandak Canal was completed in 1892. Today, the name "Telemark Canal" is used to include the entire canal route. The canal is owned by the Telemark County Council. In addition to passenger and private boats, the canal continues to be used for moving rafts of logs, the only watercourse in Europe which still floats timber in this way.

The two passenger boats operate on the canal between Skien and Dalen: M/S *Victoria* and M/S *Henrik Ibsen*, both owned by Skien Dalen Skipsselskap a/s. *Victoria* was built in Oslo in 1882, and was converted from steam to motor in 1953. It has a passenger capacity of 180. *Henrik Ibsen*, built in Göteborg in 1907 as *Styrso*, worked in Sweden for 85 years. It came to the Telemark Canal in 1992, where it was renamed after one of the old steamships that formerly operated on the canal. (The dramatic *Henrik Ibsen* was born in Skien.) The *Ibsen* can carry 220 passengers.

There are eight lock stations on the Telemark Canal, with a total of 18 chambers. The longest flight contains five chambers. The overall change in elevation is 72 meters, or 4 meters per chamber, although that is just the average; some are higher, some less. The locks will accommodate boats up to 31m long, 6.6m wide, and drawing up to 2.4m. (One meter is about 39.5 inches.)

The two original locks were modernized in the 1970s, and the gates are operated electrically. All of the locks beyond Løveid are manually operated. The wickets are raised and lowered (rather than turned as on the C&O) by a mechanism that the lockkeeper operates by pulling a handle vertically through a semi-circle on the top of the gate. The gates are opened and closed by a rod attached to a ratchet mechanism, which is pumped like an automobile jack laid on its side. Although a team of lockkeepers

is stationed at each lock during the busy summer season, the canal was now closed to all traffic except for the *Hendrick Ibsen* and *Victoria*. Therefore, a single pair of lock tenders was employed. They preceded the boat in a little red car and had each lock set when we arrived.

On Monday, August 15th, I checked out of my hotel in Skien about 7:30 a.m. and walked down to the quay. Both *Victoria* and *Henrik Ibsen* were moored, and I learned that today we would be traveling on the latter. I watched a small workboat pulling rafts of logs into the lock at Skien before departure. The boat was not crowded when we cast off at 8:30 sharp. The morning was foggy, but it soon cleared into a bright, sunny day. The first flight of locks was at Løveid, with a total lift of ten meters through three chambers, built through a deep cut in the rocks. Modernized in the 1970s, the lock chambers are now concrete-lined and the gates open electrically.

We next entered a long, wide lake called Norsjø. It was cold and windy on deck, and most passengers, including me, retreated to the *kafe* for *kaffe*. The land bordering Lake Norsjø is

forested, with occasional farms. The surrounding mountains are not too high but very rugged, with rocky, steep cliffs. We arrived at Ulefoss, an industrial town with a three-chamber lock of cut stone with hand-cranked wooden gates, where we took on more passengers. At Eidfoss lock (two chambers) a number of passengers, including me, got off and walked along the canal to the next lock station at Vrangfoss. The walk through the woods took about twenty minutes, while the boat continued up the



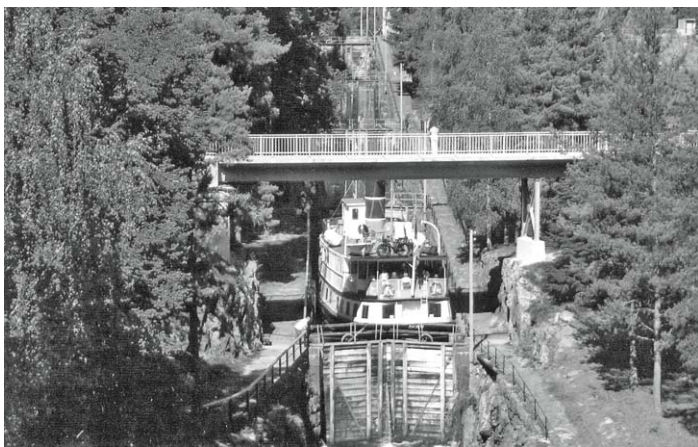
M/S *Henrik Ibsen* at Eidfoss Lock. (Photos in this article are by Dave Johnson.)

canal. We got to Vrangfoss as the boat was entering the first of the five chambers that make it the highest lock on the canal, 23 meters. We climbed to the top of the flight and reboarded when the boat reached the uppermost chamber. This is a remote location. There is no village here, only the locks, and the walk through the woods was very pleasant.

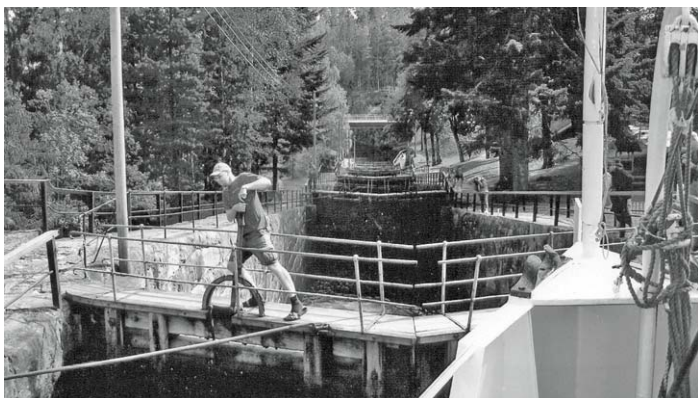
We went through another small lake to the town of Lunde, where many of the passengers left the boat. Proceeding through a narrow valley to the lock at Kjeldal, the water was so clear that you could see the bottom. At 2 p.m., we reached Hogga, the last lock station on the canal. Hogga sports a really picturesque wait-house next to the upper gates. We were now 72 meters above sea level, 41 kilometers from Skien, with 64 km to go to Dalen. The remainder of the trip was at this elevation, through a series of glacial lakes.

We next entered Lake Flåvatnet in wild, mountainous country with thick forests, high barren cliffs, and few farms or

Along the Towpath



*Above: M/S Henrik Ibsen enters the Vrangfoss flight of locks.
Below: A lockkeeper lifts a paddle at the top of the flight.*



even camps. A narrow, fjord-like arm of the lake between steep mountains led to the village of Kviteseid, where several passengers got off. Returning to the main channel, we entered Lake Bandak for the final run to Dalen. The country here was even wilder. The mountains, higher and steeper, directly bordered the water, with no shoreline where one could land a boat or even walk. The deepest parts of Lake Bandak were said to be more than 325 meters. The wind was blowing hard down the lake and, as we were sailing directly into it, all passengers abandoned the foredeck to seek the shelter of the cabin. The lake became very rough, but the boat handled it well, and we docked at Dalen about 7 p.m.

The Dalen wharf is at the very head of the lake. The village lies about a kilometer beyond in the narrow valley. The hotel is



Locktenders' wait shack at Hogga Lock.

Along the Towpath

reached by a ten-minute walk on a foot-path through the woods. The Dalen Hotel was built in 1894 and was patronized by kings and princes in its early years. Oscar II, Haakon and Maud, Leopold II of Belgium, "Kaiser Bill," and the King of Siam were some of those who stayed there. Other famous guests included explorers Nansen and Amundsen. The hotel apparently failed in the 1960s and was dormant for about thirty years, but was restored and reopened in 1992. It is still basically the same as when it was built, rustic but elegant, with many porches and dragons at the peaks. The public rooms are splendidly Victorian, with fireplaces and comfortable chairs where one can enjoy a drink before dinner. The dining room is very grand, and I had an excellent dinner. There are only 38 bedrooms, providing a total capacity of 75 or 80 guests. There is only one television in the whole hotel, and that picks up only a single channel. My bedroom was not fancy, but the bed was fine and I slept soundly.

On Tuesday, I was up early and walked down to the lake. After a light Norwegian breakfast of bread, fish and cheese, I went down to the boat and settled into a chair at the front of the upper deck, a real box seat for the trip down the canal. I rode there all the way back to Skien. The weather was perfect. The sky cleared, the sun was warm, there was much less wind than on the afternoon before, and we were now going downwind. We started out with a light passenger load, but the boat filled up at Lunde and was crowded the rest of the way to Skien. We arrived on schedule at 6 p.m. I went up to the hotel, had a good dinner with tasty *fiskesuppe*, and slept well. It was a thoroughly enjoyable and relaxing journey, one that should not be missed if you visit Norway.



Hotel Dalen at the head of Lake Bandak.

Staying in Touch

Even before the C&O Canal was completed, electrical communication was becoming available. Some six years before the canal opened along its whole length in 1850, Samuel F. B. Morse inaugurated a telegraph line between Washington and Baltimore. Today, C&OCA uses electronic media to keep canal park supporters abreast of the latest activities and developments. Be sure to regularly visit our web site, www.candocanal.org. We also send electronic updates to those members whose e-mail addresses we have on file. If you have not been receiving those messages and wish to do so, please notify us at presto77@verizon.net.

ANNUAL MEETING NEWS

As a prelude to this year's annual meeting, many members enjoyed a morning hike in the Big Slackwater area. Karen Gray provided background about the history of this unique section where canal boats were able to proceed along the Potomac River. Other members, meanwhile, viewed historical collections displayed by John Frye at the Williamsport Memorial Library. After lunch, all gathered at the town's American Legion Hall to meet this year's election candidates and to participate in the meeting itself.

In his welcoming remarks, President Bob Perry spoke of the past year as a mixture of progress and continuing challenges. Much has been achieved on such fronts as the development of trails on former railroad tracks near the canal in western Maryland. On the other hand, issues such as Georgetown University's attempt to build a large private boathouse in the canal park remain unresolved. Bob stressed the need for someone to chair the Big Slackwater Restoration Project. Before the end of the meeting, however, this problem was resolved by Tom Perry's decision to fill this important role.

Among the committee reports that followed was that of the two-man Audit Committee, Richard Stoll and John Wheeler. They commended the performance of Treasurer Linda Willard, but recommended establishment of an Assistant Treasurer position to lighten her workload, a proposal heartily seconded by Linda herself.

Superintendent Kevin Brandt reviewed the year in park. He emphasized the importance of partnerships with such groups as the Friends of Historic Great Falls Tavern (FHGFT), Western Maryland Rail Trail Supporters, the Catocin Aqueduct Restoration Fund, and C&OCA itself. He thanked the Association's members for their part in the winning for the park its recent national award for its outstanding volunteer program. As examples of ongoing help, he cited: controlling invasive plants; the Level Walkers' role in spotting such problems as boundary encroachments; and the Volunteers in the Park (VIP) work parties' installation of a dozen new wayside exhibits, sometimes in extremely rocky locations.



Next to speak was Bill Justice, the park's Chief of Interpretation, who noted with a grin that at least 10 more wayside exhibits will be needing the VIP crews' attention. Bill reported that the park's interpreters were able to contact 300,000 visitors during the past year, an excellent record in comparison with other national parks. He also introduced two new members of the staff: Leslie Brodhead, a Park Ranger who will work at the Williamsport Visitor Center; and Park Historian Sam Tamburro. Sam has much prior knowledge of canals, since his last post, Cuyahoga Valley National Park, includes an Ohio & Erie Canal towpath trail.

Don Harrison, president of FHGFT, provided an update on the highly successful drive to build a new canal boat (see p. 2). He thanked C&OCA for its \$50,000 donation, which was the first sizeable pledge to the campaign, as well as for individual members' contributions in money and time. On behalf of FHGFT, Don presented a \$5,000 check to C&OCA's Big Slackwater fund, a generous gesture that was greatly appreciated.

Special Projects Committee chair Carl Linden hailed the nearly complete restoration of the Widewater towpath. He recalled that the Kimborough Foundation's key role in donating \$100,000 to C&OCA's Widewater Fund. Additional contributions then swelled the fund to about \$150,000, demonstrating strong support for the project and prompting federal funding of the entire undertaking.

Later in the meeting, President Bob Perry presented the William O. Douglas Award to Carl, whose 50 years of service have included his leadership in the Monocacy Aqueduct restoration. Like Ken Rollins, who received the Douglas Award last year, Carl is stepping down from the Board this year due to a bylaws prohibition on any individual serving more than nine consecutive years.

Nancy Long was then presented the Douglas Award for a distinguished record of leadership that has included presidency of the Association and membership in the C&O Canal National Historical Park Advisory Commission. Nancy's plaque was embellished with a golden silhouette of a mule, an allusion to her special affection for that hardworking breed.

Other citations included Mule Shoe Awards to three members who have long filled key positions: Rita Bauman, the person responsible for C&OCA's effective presence at festivals along the canal; Fred Mopsik, who has been a tireless and knowledgeable advocate on the Georgetown University boathouse issue; and Steve DeLanoy, co-chair of the Association's Volunteers in the Park (VIP) program and an energetic recruiter of both volunteers and donors.

The Association also presented a special Mule Shoe Award to a statesman whose support for the canal park has been consistently outstanding: Paul S. Sarbanes, who is retiring from the U.S. Senate this year. Senator Sarbanes also received a framed print of the canal near Great Falls Tavern by Tom Kozar. Field Representative Tim Magrath accepted these awards on behalf of the Senator, who was unable to attend the event. In thanking the Association, Mr. Magrath noted that Senator Sarbanes is seeking federal funds to help restore the Catocin Aqueduct.

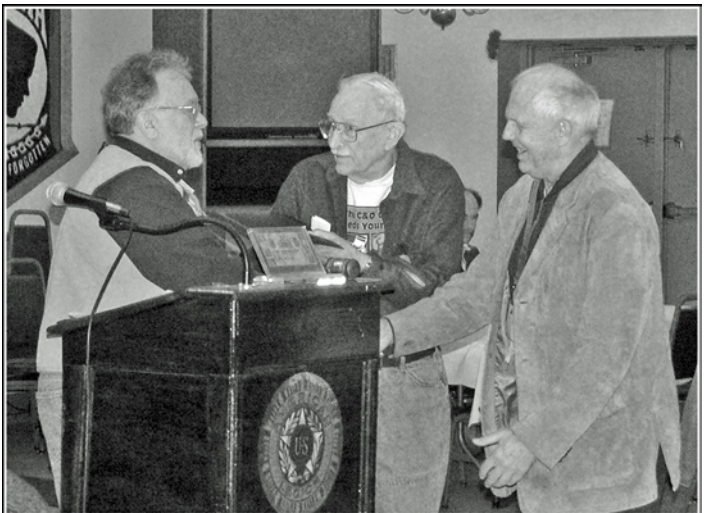
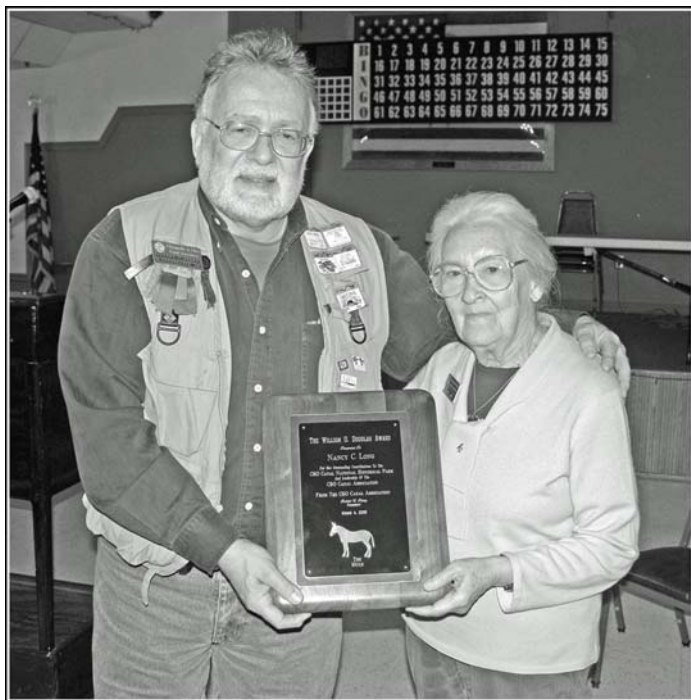
As the meeting moved toward the election, Bob Perry thanked two skillful and dedicated Association officers whose terms were ending: Recording Secretary Charlotte Loveless and Information Officer Mickey Reed. Their successors were chosen as part of a vote by acclamation in which all nominees were unopposed. The new or reconfirmed officers are:

- President: Robert Perry
- First Vice President: Barbara Sheridan
- Second Vice President: Bill Burton
- Treasurer: Linda Willard
- Recording Secretary: Bill Holdsworth
- Information Officer: Bill Onorato

At the same time, five board members were elected to serve a three-year term: Stephen DeLanoy, Bill Hibbard, Nancy Long, Dorothea Malsbary, and Marlow Madeoy.

In closing the meeting, Bob Perry expressed confidence concerning the strength of the organization. He recommended that the board consider creation of a youth membership category that would assist more of the younger generation in sharing in the Association's continued drive to serve the canal park. Following a convivial dinner, George Lewis capped the evening with an illustrated presentation on the history of the Catoctin Aqueduct project (see page 2).

The photos on these two pages show some of the highlights of the annual meeting. Opposite page: Don Harrison presents to Bob Perry a donation to the Big Slackwater Fund from the Friends of Historic Great Falls Tavern. Below top left: Bob Perry congratulates Nancy Long on her William O. Douglas Memorial Award. Below top right: Bob Perry presents a Douglas Award to Carl Linden (right), while Ken Rollins (center) looks on. Bottom left: Steve DeLanoy (left) and Jim Heins pause for a moment of levity in their VIP report, while Ted E. Bear assists. Bottom right: On behalf of Senator Paul Sarbanes, Tim Magrath (left) accepts a picture of the canal from Carl Linden.



Along the Towpath

C&OCA 2006 CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Mar 18	Sat	Volunteers in the Park (VIP) work party. Paint the canal boat <i>Georgetown</i> and clean the dry canal at the terminus. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .
Mar 26	Sun	Continuing Hike Series. Meet at Paw Paw Tunnel parking area at 10:30 a.m. to walk upstream. Contact Pat White, 301.977.5628
Apr 2	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Apr 8	Sat	Volunteers in the Park (VIP) work party. Annual Potomac Watershed Cleanup at Great Falls Tavern. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .
Apr 22	Sat	Birding walk at Violettes Lock (Lock 23), 7 a.m. From River Rd. (Rt. 190), take Violettes Lock Rd. to parking area.. Contact Jack Devine (301-921-0572) by Apr 15.
Apr 29	Sat	Douglas Memorial Hike, featuring the recently improved Widewater area. Park at Great Falls. Buses will transport us for 10, 6, or 4 mile hikes. (See p. 1)
May 6 & 7	Sat & Sun	Bike rides and camping in the Williamsport area; demonstration of basic bicycle maintenance. Contact Tom Perry, 301-223.7010. (See announcement on p. 13)
May 7	Sun	Continuing Hike Series. Meet at Nolands Ferry to hike upstream, 10:30 a.m. Access is by New Design Rd. Contact Pat White, 301.977.5628
May 13	Sat	Volunteers in the Park (VIP) work party, 9 a.m. until noon. Billy Goat Trail restoration with Potomac Appalachian Trail Club. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .
May 20 & 21	Sat & Sun	Two one-day canoe trips on the Monocacy River. Contact Barbara Sheridan, 703.306.6549.
Jun 3	Sat	Presidents' Day at Little Orleans. Breakfast at 8:30 a.m., with hike to follow. A reservation form is inserted in this newsletter. See announcement on p. 13.
Jun 4	Sun	Board Meeting at Williamsport Memorial Library, 1 p.m.
Jun 10	Sat	Volunteers in the Park (VIP) work party. Paint the Great Falls mule barn. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .
Jun 10	Sat	Potomac River Awareness Day, Brunswick. Contact Dward Moore, 301.834.6007.
Jun 17	Sat	One-day canoe trip at Violette's Lock (Lock 23). For information on this introduction to canoeing, contact Sonny DeForge, 301.530.8830.
Jun 24 & 25	Sat & Sun	Oldtown Summer Fest. Contact Rita Bauman at 540.888.1425.
Jun 24 & 25	Sat & Sun	Heritage Days, Montgomery Co. Historical Society, C&OCA booth at Monocacy Aqueduct. Contact Rita Bauman, 540.888.1425
Jun–Sep 4	Sat & Sun	Volunteers needed, 10 a.m. to 4 p.m., to staff the lockhouse at Lock 75 to welcome visitors. Contact William Bauman, 540.888.1425
Jul 8 & 9	Sat & Sun	Cumberland Canal and Rail Fest. Contact Ranger Rita Knox, 301.722.8226
Jul 8	Sat	Volunteers in the Park (VIP), project TBA. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .

C&OCA 2006 CALENDAR, continued

DATE	DAY	EVENT
Jul 15	Sat	Canoe trip, Brunswick to Monocacy. Contact Barbara Sheridan, 703.306.6549.
Jul 22	Sat	Hancock Barge Bash. For information, call 301-678-5900.
Jul 29 & 30	Sat & Sun	Bike ride from Hancock to Little Orleans. Camp or stay at a B&B, then return next morning. Contact Tom Perry, 301.223.7010. (See announcement on p. 13)
Aug 6	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug 12	Sat	Volunteers in the Park (VIP) work party. Painting at Georgetown Dock. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Aug 26 & 27	Sat & Sun	Williamsport Canal Days at Cushwa Basin. Contact Tom Perry, 301.223.7010.
Sep 12 - 14	Tues - Thurs	World Canals Conference in Bethlehem, Pa. Visit www.delawareandlehigh.org or www.canals.org for information.
Sep 23	Sat	Volunteers in the Park (VIP) work party. Painting and general clean-up at Pennyfield (Lock 22). Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Sep 30	Sat	Canoe trip in the area of Balls Bluff. Contact Bill Burton, 703.801.0963.
Oct 1	Sun	Board meeting at the home of Tom and Linda Perry in Williamsport, 12 noon.
Oct 4 - 9	Wed - Mon	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry, 301.223.7010. (See announcement on p. 13)
Oct 14 - 16	Sat - Mon	Canoe trip in the western section, itinerary to be announced later. Contact Barbara Sheridan, 703.306.6549.
Oct 21	Sat	Continuing Hike Series: hike on the Billy Goat Trail at Great Falls (signing of waiver required); cookout at 4 p.m., followed by "Life and Death on the Canal." Contact Pat White, 301.977.5628
Oct 21	Sat	Pennsylvania Canal Society motorcoach tour of C&O Canal, Little Orleans to Cumberland. Contact Dave Johnson (301.530.7473).
Oct 28	Sat	Volunteers in the Park (VIP) work party, refurbishing selected hiker-biker campgrounds; details to be announced.
Nov 4	Sat	Heritage Hike in the area of Ft. Frederick State Park, 250th Anniversary Celebration.
Nov 18	Sat	Volunteers in the Park (VIP) work party, details to be announced.
Nov 19	Sun	Continuing Hike Series. Park at Cohill Station (mile 130) at 10:30 a.m., walk downstream to Little Roundtop. Contact Pat White, 301.977.5628
Dec 2	Sat	Frostbite Hike on Goldmine Trail at Great Falls, 10:30 a.m. Contact Carl Linden, 301.229.2398.
Dec 3	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Dec 9	Sat	Volunteers in the Park (VIP) work party, details to be announced.
Dec 10	Sun	Carol sing-along at Great Falls Tavern, 1 p.m.
Dec 31	Sun	New Year's Eve <u>2006</u> Hike from Monocacy Aqueduct parking lot, 2 p.m. Contact Pat White, 301.977.5628

See also NPS activities listed on page 22.

FROM THE ASSOCIATION

From the President

TOM PERRY TO CHAIR THE BIG SLACKWATER RESTORATION PROJECT

One of the key events that occurred at the annual meeting was the appointment of Tom Perry to chair the Big Slackwater Restoration Project. To my further delight, the Friends of the Great Falls Tavern presented us with a check in the amount of \$5,000 towards the restoration. Soon, those of you who responded to the call to serve on this project will be contacted for organizational meetings and to set our course. I am especially pleased with the donations that have been flowing to the Big Slackwater Restoration dedicated fund. C&OCA comes through again. On behalf of the association, I extend my gratitude to those of you who have signified your interest in the Big Slackwater Restoration Project through your commitment to serve and through your financial contributions. And to Tom, special thanks for undertaking this major, worthwhile endeavor. We will pick up the slack at Big Slack!

DEPARTING DIRECTORS AND OFFICERS

The end of fiscal year 2005 marks the completion of nine years of consecutive service for two of our directors, Carl Linden and Ken Rollins. In accordance with the association bylaws, both were therefore ineligible for reelection. To Ken and Carl: Many thanks for a lifetime of service to the canal and to the association.

I also wish to thank Secretary Charlotte Loveless and Information Officer Mickey Reed for their service over the last year, and to welcome aboard the new slate of directors and officers for 2006.

CATOCTIN AQUEDUCT

I commend C&OCA Director and Canal Commissioner George Lewis and his committee for their excellent work with the Catoctin Aqueduct Restoration (CAR) project. The board of directors supports this project and has unanimously voted that we be a Partner in the effort. As a Partner, we applaud the committee's effort and encourage the contributions of C&OCA members to this worthwhile endeavor.

— Bob

From the Editor

A much-discussed and controversial concept in the non-profit world is "branding," a process through which organizations seek to establish their identity in the public eye. As a buzzword, it's unappealing because it suggests the labels so endlessly promoted by commercial advertising. Should a venerable and respected group like the C & O Canal Association worry about branding? The answer, of course, is that we must -- and we already do.

One modest part of this ongoing effort is our search for a new, easy-to-print logo that will supplement the historic Canal Company seal. (See p. 21 for details of the contest.) The judging committee has already received several very handsome and thoughtful sketches, and their designers deserve congratulations;

however, a broader field of entries is desirable for this important competition. Talented members, heed this call!

— Ned

From the Membership Coordinator

As of early March, over half of the memberships in the C&O Canal Association had been renewed for the year 2006. Many thanks to all of you who have responded so promptly! For those of you that submitted comments and/or suggestions with your renewal, rest assured that they have been submitted to the Board for consideration and/or action.

Members who had not renewed their membership as of March 5 have been sent reminder notices in the mail. If you received a reminder and have already responded, thank you very much. If you have not yet replied, please do so as soon as possible to keep your membership current and continue receiving *Along the Towpath*.

Growing and maintaining an active membership in the Association is vital to the preservation and protection of our beloved park. With your help, we can accomplish this goal. If you have questions or suggestions regarding membership, please contact me at 703-306-6549 or by email at vp@candocanal.org.

— Barbara

THE ASSOCIATION WELCOMES NEW MEMBERS

Melissa & Joe BARTLETT
Greg CALLAHAN
John CHICK
JoAnn CONDRY
John CULVER
Ed & Linda DEVINE
Susan Rohe DRALLE
Carla Perry EICKENHORST
Larry FRELIN
Carol FULLERTON
Scott GORDON
Marilyn GOWER
Pat & Ken HECK
Tom JACHSON
Robert JOHNSON
Laurie LIEBERMAN
Rick LONGFELLOW
Gregory & Erin McCAHILL
Mary E. MINDERLEIN
Leonard O. MUNDELL
Dr. Rowland SHANK
Karl VanNEWKIRK

Middletown, MD
Daleville, IN
Brunswick, MD
Eckhart Mines, MD
Boonsboro, MD
Potomac, MD
Annapolis, MD
Mt Jackson, VA
Baltimore, MD
Glen Echo, MD
Williamsport, MD
Severn, MD
Keedysville, MD
Gettysburg, PA
Hagerstown, MD
Arlington, VA
Voorhees, NJ
Bethesda, MD
Greencastle, PA
Nixa, MO
Harrisonburg, VA
Arlington, VA

Along the Towpath

2005 MEMBERSHIP REPORT

It's hard to believe that another year has come and gone so quickly. It saddens me to report that membership has dropped for the first time in the six years that I have been your Membership Chair. As you can see by the chart below, we lost 64 memberships in 2005.

1999	2000	2001	2002	2003	2004	2005
905	958	1018	1054	1088	1105	1041

I have done an extensive review of the memberships that were not renewed in 2005 and have determined that the majority of them were people who had joined during the 2003/2004 time frame when so much media attention was generated for both the C&O Canal NHP and C&O Canal Association in preparation for the 2004 50th Anniversary Douglas Through-Hike. A good many of these lapsed members had initially indicated an interest in participating in the Through-Hike, and at least six did actually hike with us.

I truly believe that recruiting and maintaining an active membership in the Association is vital to the preservation and protection of the C&O Canal National Historical Park for future generations. Any help and/or suggestions for achieving this goal are greatly appreciated.

Sincerely,

Barbara Sheridan, Membership Chair

ANNOUNCEMENTS

Salute to the Presidents Breakfast and Hike, June 3

by Jim Preston

Fourth in Series — Salute to C&O Canal Association Presidents
Breakfast at Bill's Place, Little Orleans, MD, 8:30 a.m.

Please join us for a breakfast gathering in honor of the past leaders of our association. Following the program, we will hike to an as yet undetermined point, and return.

Directions to Bill's Place: Exit I-68 at Exit 68 — Little Orleans. 6 Miles to Bill's. Camping available nearby.

Cut-off date for reservations: Fri., May 26, 2006. Cost: \$6.50 per person. Please make your check payable to the C&O Canal Association and mail to: PO Box 366, Glen Echo, MD 20812-0366. A reservation form is inserted in this issue of *Along the Towpath*.

Bike Rides Scheduled

by Tom Perry

Again this year, we will offer **Mini Bike Rides** that provide opportunities to experience bike camping on an introductory basis. They are designed especially for first-timers but, of course, are open to any of our other members as well. The first of these is set for Saturday and Sunday, May 6-7, in the Williamsport area. On each of these days we will take a leisurely ride. On Saturday eve-

ning, we will camp and be joined by Scott Gordon of the River City Cycles, Inc., who will demonstrate basic bike maintenance.

The second introductory ride is set for Saturday and Sunday, July 29-30. We will ride from Hancock to Little Orleans, a distance of 17 miles. Participants will have a choice of camping in a tent or staying at a B&B, and we will plan to visit Bill's Grocery on Saturday evening. Last October, the governor of Maryland signed legislation providing for the extension of the Western Maryland Rail Trail from Pearre to Little Orleans, through the Indigo Tunnel. As part of our weekend experience, we will check out progress on this project. On Sunday, we will return to Hancock.

A third Mini Bike Ride is planned for later in the year in the Harpers Ferry area, and will be announced in a future issue of *Along the Towpath*.

The annual 185-mile **Through Bike Tour** of the Canal is more than six months away, but we are already announcing it so that would-be participants can put it on their schedules. It is set for October 4-9, finishing in Georgetown on Columbus Day (observed). We accommodate both campers and B&B people, and provide safety "sweeps" by the Bike Patrol volunteers. Breakfasts and suppers are taken in very reasonably-priced eating places, and lunch is whatever each rider chooses to take along for that day. Participants must provide their own transportation to Cumberland on Wed., October 4. However, we do engage a shuttle service to take us back to get our vehicles at the conclusion of the ride. There is a non-refundable \$25 registration fee, and each rider is required to sign a waiver form.

To register for these very popular rides, or to obtain more information, please contact Tom Perry, 116 S. Conococheague St., Williamsport, Md. 21795-1517; phone: 301-223-7010; or e-mail: lepperry@starpower.net.

2006 Continuing Hike Series

by Pat White

The Continuing Hike Series is an ongoing series of short treks that explore sections of the canal. Over the last several years, we have hiked sections from Georgetown to Oldtown. We hike winter, spring, and fall, leaving summer's heat and humidity to the canoes and bicycles.

Our outings are open to all, no reservations required. Most are "out and back" hikes. The average length is a six-mile circuit, taking three to four hours and allowing participants to investigate interesting areas and explore off the towpath. We usually bring lunch, although we may buy lunch if we are close to a town, as we have when we've hiked into Georgetown from Fletcher's Boathouse.

The highlights of the past few months were the Billy Goat B and C Trail Loops in October, and the Fort Duncan Hike in November. We extended the November hike to include a Colonial era iron mine near Lock 36.

On Sunday, March 26, we meet at the Paw Paw Tunnel parking lot (mile 156.5) to hike upstream, but will probably go through the tunnel too. The May hike will be on Saturday, May 7, at Nolands Ferry (mile 44.6). In the fall, we'll tackle the Billy Goat Trail (from mile 14.2) and hike to the Little Round Top Cement Mill from Cohill Station (mile 130). For more information, contact Pat White at 301-977-5628.

(Announcements continue on page 21.)

CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.

FINANCIAL STATEMENTS

Comparative Statements of Income and Expense

Comparative Balance Sheets

	CY 2005	CY 2004
Membership		
Dues	\$18,740	\$ 18,970
Activities		
Annual Meeting	(262)	(838)
Douglas Hike	241	3,237
Presidents' Breakfast	32	39
Heritage Hike	87	107
Expense		
Boathouse	(658)	
Membership Expense	(845)	(754)
Along the Towpath	(8,882)	(7,953)
Net Membership Income	<u>\$8,453</u>	<u>\$12,808</u>
Mission		
Income		
Sales income	496	158
Big Slackwater	3,455	
C&O Canal Fund	12,205	19,954
Davies Fund	(6,301)	(4,538)
WMRT	150	
Widewater Fund	35	3,445
Expense		
Mission Chair expense		(59)
Dues and memberships	(130)	(130)
Festivals	(2,815)	(2,725)
Canaller	(4,076)	(8,050)
Towpath Tags	(920)	(1,889)
Other	(1,556)	(1,957)
Net Mission Income	<u>543</u>	<u>4,209</u>
Administrative		
Income (Expense)		
Interest income	5,616	1,580
Officers' Expense	(2,017)	(2,940)
Telephone Expense	(449)	(449)
Depreciation Expense		(39)
Net Adm. Income (Exp.)	<u>3,151</u>	<u>(1,848)</u>
Net Income	<u>\$12,147</u>	<u>\$15,169</u>

	CY 2005	CY 2004
Assets		
Cash – SunTrust Bank	\$ 77,371	\$ 74,091
Investments – T.Rowe Price	173,921	169,332
Inventories		
Merchandise	4,029	3,643
Membership Materials	1,336	1,506
Prepaid Expense	556	235
Deferred Charges	400	150
Accounts receivable	1,905	
Total Assets	<u>\$259,518</u>	<u>\$248,957</u>
Liabilities and Fund Balance		
Deferred Credits		
Prepaid Dues	4,365	5,935
Prepaid Fees	315	330
Total Liabilities	<u>4,680</u>	<u>6,265</u>
Fund Balances		
<i>Unrestricted funds</i>		
C & O Canal Fund	\$ 25,926	\$ 14,635
Publications Fund		2,571
Subtotal unrestricted funds	<u>25,926</u>	<u>17,206</u>
<i>Restricted Funds</i>		
Big Slackwater Fund	3,455	
Davies Fund	9,098	15,399
Western Md. Rail/Trail	250	
Widewater Fund	151,223	151,188
Subtotal restricted funds	<u>164,026</u>	<u>166,587</u>
General Fund	<u>64,886</u>	<u>58,899</u>
Total Fund Balance	<u>254,838</u>	<u>242,692</u>
Total Liab. & Fund Balance	<u>\$259,518</u>	<u>\$248,957</u>

This summary is a condensed version of our financial statement. A copy of the full financial statement is available upon request from the Association. Documents and information submitted to the state of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State, Annapolis, MD 21401, for the cost of copying and postage.

Submitted by Linda Willard, Treasurer

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 January 31, 2006, 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); the Davies Legal Defense Fund; and the Big Slackwater Fund to restore the tow-path between miles 86.7 and 88.1 so that hikers and cyclists will no longer be forced to detour around that area.

William **ALBRECHT**
Chris & Jordan **ALLAN**
William A. **ALLEN**
John **ARTZ**
Richard **BANISTER**
David G. **BARBER**
Patricia **BARNETT**
& Lauren **BRUBAKER**
Dennis **BARRY**
John & Carolyn **BECK**
Suzanne **BECKWITH**
John **BELZ**
Richard **BENDER**
Herb & Cindy **BERKOWITZ**
Terry **BETZER**
Richard S. **BLACK**
Troy A. **BOGDAN**
Blair **BOWER**
John L. **BOWMAN**
William & Pat **BROWN**
Sally **BRYANT**
Bill **BURTON**
Gale **BURWELL**
John & Renee **BUTLER**
Ashby L. **CHAMBERLIN**
Mike **CIANCIOSI**
Jack & Cindy **CLARK**
Barbara **COLLINS**
Maurice & Gerry
COMPHER
John **CROCKETT**
Geraldine **DAVIES**
Daniel **DAVIS**
Paul & Maggie **DAVIS**
Richard & Liz **DAVY**
Sonny & Lynn **DeFORGE**
Anita **DeFRANCO**
James **DOHERTY**
Kevin **DONOGHUE**
Ruth **DUDGEON**
Bruce & Linda **DWYER**
Ruth **ECKEL**
Phyllis **ELLIOTT**
Brian & Sonia **ELMER**
Jonathan **FIELD**
Ann H. **FRANKE**
Craig & Lois **GILES**
Justin **GOLDEN**
Reese & **GRAMS**

Gene & Helen **GRANOF**
Donald **GROELSEMA**
Douglas **HACKETT**
William F. **HAHN, Sr.**
Shirley **HAIGH**
Ridgway **HALL**
Theresa **HALLQUIST**
Dorothy **HARDEN**
Don & Liz **HARRISON**
Lula **HARSH**
John & Mary **HAWLEY**
Martin **HEAVNER**
Thad **HECHT**
Judith A. **HECHT**
Jim & Janet **HEINS**
Bill **HIBBARD**
Gil **HILL** & Carol **GALATY**
Bill **HOLDSWORTH**
Carl C. **HOLMBERG**
Lynne **HOTTELL**
Joe & Mary **HOWARD**
John & Shizve **HOWE**
William Craig **HOWELL**
Ann **KELTON** &
Jeffrey **HRITZ**
Dorothy **IPAVEC**
Don & Carol **JURAN**
William H. **JUSTICE**
Mary & Sandy **KAHN**
Walter & Benita **KAPLAN**
Judith **KECKLER**
George **KELLER**
Harry **KEMSTEDT**
Karen **KNOX** &
Brad **BOWEN**
Henry **KUMM**
Paul **LANGEVIN**
Pam **LANTZ**
David & Joann
LAWRENCE
Mike & Lou Ellen **LEWIS**
Norman **LIEBOW**
Denis **LIGHT**
Bryon **LINE**
Bert **LUSTIG**
David **MacDONALD**
Marlow **MADEOY**
Michael & Linda **MARMER**
Paul & Rita **MARTH**

John & Christine
MARZIANI
Bill & Sue **McALLISTER**
Kitty **McEWAN**
Howard **McGOWAN**
D. **McLANE**
Robert **McMANUS**
Paul **MEIJER**
Bob & Scott **MELCHIOR**
Larry **MILLS**
Jim & Mary Ann **MOEN**
Dward **MOORE**
Ronald **MORGAN**
Ray & Barbara **MUSHAL**
Bettyjane **MYERS**
Diane **NISKERN**
Bill **NOALL**
Mark & Mary **PANKIN**
Thomas **PATTON**
Carl **PEDERSEN**
David & Kathy **PETERSON**
Richard P. **POREMSKI**
Ned **PRESTON**
Terry **PROESCHOLDT**
William **RAVENSCROFT**
Carolyn **REEDER**
Barbara J. **REIMANN**
Rod & Pam **REMPY**
Robert J. **REYNOLDS**
Craig **REYNOLDS**
Lois **RICE**
Albert **RIDGE**
Tom & Rachel **ROGERS**
Ken **ROLLINS**
Joseph **ROMEO**
Richard **ROONEY**
T. Carter **ROSS**
Malcolm **ROSS**
Nasra **SAKRAN**
Mrs. L. C. **SAMUELSON**
Katherine **SAVAGE** &
Tom **SICKLES**
Patricia **SCHINDLER**
Cory A. **SCHLEGEL**
Lynn **SCHMIT**
Jan **SCHOONMAKER**
Jan & Anneke **SENGERS**
George F. **SENGSTACK**
Alan R. **SHANE**

Helen **SHAW**
Harley & Joanne
SHEFFIELD
Barbara **SHERIDAN**
Sally **SHERMAN**
Roy & Marcelene
SHILLING
Diana **SHIPP**
Jan & Jack **SIMONS**
Stratis **SKENDERIS**
Malcolm **SKIVER**
Joyce & Len **SKOGLUND**
Thomas **SMITH**
Leo & Mary Sue **SNARR**
Jayme **SOKOLOW**
James B. **SPARKS, Jr.**
Robert & Jody **STEVENS**
Rachel **STEWART**
Jack & Frances **STICKLES**
Edwin H. **STOCKHAM**
Mark C. **STOVER**
Russell **STRASSER**
Jean **SWANK**
George **SWISKO**
Steven **TEITELBAUM**
Bobbie **THORBERG**
Samuel **TUCKER**
Porter **VENN**
John & Eliane **VINER**
Jim **WAITE**
Jane **WEISEMANN**
Jack B. **WELCH**
Katrinka **WESTENDORF**
John & Val **WHEELER**
Pat **WHITE**
Stephen **WILLIAMS**
Daniel J. **WILLIAMS**
Roger **WINTER**
Pete & Ella **WOOD**
Stephen D.
WORTHINGTON
George **WYETH**
Craig **ZANE**
John **ZIEGLER**
Doug **ZVEARE** &
Ann **SCHUSTER**

ON THE LEVEL by Level Walker Chair Bill Burton

Please welcome **Larry Heflin** to the Level Walker program of the C&O Canal Association, and thank you Larry for volunteering to support the park we all enjoy and appreciate. Year 2006 is off to a good start with 14 reports received, covering 12 levels. The highlights from the 37 reports received between mid-November and mid-February are listed below:

Level #1, Tidelock to Incline Plane: 11/17, 12/4, 12/27, 1/11, 1/21, 2/2, **John Barnett** removed a lot of debris and driftwood from the beach at Tidelock.

Level #5, Lock 14 to Bridge at Cropley: 11/3, **Bobbie Thorberg** noted three piles of red earth near Carderock, indicating work to be done, and also sighted a pair of wood ducks.

Level #10, Seneca Aqueduct to Milepost 25: 11/2, **Carol Purcell** spotted a dozen mallards and one great blue heron in the turning basin. 9/9/2, **John and Val Wheeler** reported many people were hiking and picnicking on a very pleasant day.

Level #11, Milepost 25 to Sycamore Landing: 2/2, **Marv and Sandy Kahn** met a bicyclist who expressed serious concerns regarding the "trash-free park" concept.

Level #13, Edwards Ferry to Harrison Island: 11/24, **Pat White** reported a groundhog living in the waste weir above the lockhouse.

Level #14, Harrison Island to Whites Ferry: 1/16, **Sharon Freedman** reported the towpath in good condition, and spotted a flock of robins that decided to stick around for the winter.

Level #15, Whites Ferry to Woods Lock (26): 1/1, **George Wyeth** noted that the missing "Mile 37" milepost, previously reported, has now been replaced.

Level #17, Monocacy Aqueduct to Nolands Ferry: 11/13, **Emily Kilby** commented that the visitor usage in the Monocacy Aqueduct area appears to have increased since the rededication. 1/1, **Eric Wentworth** noticed trash bags in a heap on the ground at Nolands Ferry, and put the bags back into the dispenser as well as possible.

Level #18, Nolands Ferry to Point of Rocks: 11/25, **Jed and Gaye Tucker** reported the towpath firm and dry after a heavy rain-

storm due to the good work by NPS last summer by adding and rolling gravel.

Level #19, Point of Rocks to Catoctin Aqueduct: 1/28, **Marlow Madeoy** expressed concern over the lack of railroad crossing gates at Lander and Point of Rocks (his concern was forwarded to NPS).

Level #21, Lock 30 to Lock 31: 12/1, **Ron Howard** removed three and a half large bags of trash, most of which was left behind by high water.

Level #22, Lock 31 to Lock 33: 11/27, **Pat White** removed at least six 45-pound pails, labeled "Ashland Curve and Throttle Grease" from the canal prism, filled them with trash, and arranged for NPS to pick them up. It would appear that the railroad may be using the canal as a trash dump in this area.

Level #24, Dam #3 to Dargan Bend: 1/11, **Howard McGowan** found little trash and met five bikers on the towpath. 12/28, **Ron Howard** cleaned up the area between Back Road and the towpath, which greatly improved the view from the towpath.

Level #27, Antietam Aqueduct to Shepherdstown Lock (38): 12/31, **Roy Shilling and Marce Tissue** commented that the Park is truly a national treasure that provides shelter for animals and birds, as well as an escape for people, and is worthy of our protection and care.

Level #34, McMahon's Mill to Opequon Jct. Hiker-Biker: 12/7, **Tom Perry**, with **Gary Naugle**, noted progress made in stabilizing the wall and towpath below mile 89, although it appeared that work had stopped, perhaps due to the weather.

Level #35, Opequon Jct. Hiker-Biker to Lock 43: 12/23, **Dave Engstrom** reported that tracks in the snow indicated someone had recently skied the towpath. 12/27, **Ron Howard** removed small tree branches, but otherwise found the

towpath very clean.

Level #36, Lock 43 to Falling Waters: 12/27, **Ron Howard** encountered no one else on the towpath, which still had snow and ice in places.

Level #37, Falling Waters to Lock 44: 1/24, **Russ Meinke** reported construction going on near the canal in Williamsport.

Level #43, McCoy's Ferry to Fort Frederick: 1/22, **Carl Pedersen** reported the towpath in good condition, but two porta-potties at Four Locks and one at McCoy's Ferry had been knocked over.

Level #47, Little Pool to Hancock: 1/20, **John Betting** removed many tree branches, and spotted flickers as well as pileated and downy woodpeckers.

Level #53, 15 Mile Creek Aqueduct to Lock 59: 6/2, **John and Val Wheeler** reported that someone had pulled up most of the garlic mustard on this Level. 12/17, 12/23, 1/22, **Mary Huebner** spotted one very red squirrel and noted there had been a lot of beaver activity in the area.

Level #54, Lock 59 to Lock 60: 6/2, **John and Val Wheeler** encountered a group of students and teachers from the Waldorf School in Baltimore who were camping at Devil's Alley while on a canoe trip from Paw Paw to Little Orleans.

Level #56, Culvert #208 to Lock 61: 11/25, **Pat White** with **Matt Teigan** removed a large amount of trash, including an ice chest and a barrel, and noted that a hunter was camping at Twigg Hollow.

Level #61, Town Creek Aqueduct to Lock 68: 1/14, **Hilary Walsh**, with her son **Tommy**, observed a beaver swimming in the canal. 12/28, **Steven Johnson** spotted bear tracks in the undisturbed snow, and noted that an eagle had swooped down from her nest to check things out.

During calendar year 2005, Level Walkers submitted 154 reports on 55 levels. A summary of these reports is below:

Level #1, GEORGETOWN: John Barnett 26; Level #2, FLETCHERS: Bill Quinn 1; Level #3, BROOKMONT-GLEN ECHO: Derek Byerlee 1; Level #4, CABIN JOHN: Fred and Judie Mopsik 2; Level #5, SEVEN LOCKS: Bobbie Thorberg 3, Jan and Jim Heins 1; Level #7, UPPER GT.FALLS: Alan and Rebecca Hedin 2; Level #8, SWAINS: Steve Delanoy 2; Level #9, PENNYFIELD: Mike Schuchat 3; Level #10, SENECA: Bill Herrmann 1, Carol Purcell 2, John and Valerie Wheeler 1; Level #11, TENFOOT IS.: Marv and Sandy Kahn 3; Level #12, McKEE-BESHERS: Skip Magee 1; Level #13, EDWARDS FY.: Pat White 1; Level #14, BROAD RUN: Sharon Freedman 1; Level #15, WHITES FERRY: George Wyeth 1; Level #16, WOODS LOCK: Michael Ciansiosi 4; Level #17, MONOCACY: Emily Kilby 1; Level #18, NOLANDS FERRY: Grace Tucker and Jed Tucker 5; Level #19, POINT OF ROCKS: Marlow Madeoy 4; Level #20, CATOCTIN: Emily Kilby 2; Level #21, BRUNSWICK: Ron Howard 2; Level #22, WEVERTON: Pat White 1; Level #24, DAM #3: Howard McGowan 1, Ron Howard 2; Level #25, DARGANS BEND: Carol and Don Juran 1, Charlie Brown 2; Level #26, MOUNTAIN LOCK: Jack and Karen Forster 4; Level #27, ANTIETAM: Roy Shilling and Marce Tissue 2; Level #29, FOOT OF SHARPSBURG: Jack Magarrell 2; Level #30, SNYDERS LANDING: Hilary Walsh 1, Maribeth Evans 1; Level #31, TAYLORS LANDING: Mary-Fran and Todd Stotler 2; Level #32, MIDDLEKAUFFS BASIN: Dave and Kathy Peterson 3; Level #33, DAM #4: Karen Gray 1;

Level #34, CHARLES MILL: Linda and Tom Perry 3; Level #35, OPEQUON JCT.: Audrey and Dave Engstrom 1, Ron Howard 1; Level #36, LOWER FALLING WATERS: Ron Howard 1; Level #37, UPPER FALLING WATERS: Russ Meinke 9; Level #39, MILLERS BEND: Jean Swank 2; Level #40, LITTLE CONOCOCHEAGUE: Bill Hibbard 1; Level #41, DAM #5: B.K. Lunde 1; Level #42, FOUR LOCKS: Carl Pedersen 1, Diane Summerhill 2; Level #43, McCOYS FERRY: Carl Pedersen 1, Karen Gray 1; Level #44, FT.FREDERICK/BIG POOL: James Biasco 2, John Bowman 1; Level #45, ERNSTVILLE: Joe Kochenderfer 3; Level #46, LICKING CREEK: Margie Knott 1; Level #47, LITTLE POOL: John Betting 3; Level #49, ROUND TOP CEMENT MILL: Bill and Sue McAllister 2; Level #51, DAM #6: John Popenoe 1; Level #52, SIDELING HILL: Mary-Fran and Todd Stotler 1, Roger Winter 1; Level #53, LITTLE ORLEANS: John and Valerie Wheeler 1, Mary and Steve Huebner 7; Level #54, STICKPILE HILL: Dennis Kubicki 2, John and Valerie Wheeler 1; Level #55, TOWN HILL: Karen Gray 1; Level #56, SEVEN MILE BOTTOM: 1; Pat White 1; Karen Gray 1; Level #61, TOWN CREEK: Steven Johnson 3; Level #63, OLDTOWN: Jim Preston 1; Level #65, SPRING GAP: Bill and Marsha Romano 1; Level #66, NORTH BRANCH: Jim Preston 1; Level #67, MEXICO FARMS: Jim Preston 1; Level #69, CUMBERLAND: Gil Hill and Carol Galaty 1

If by some mischance you are not a member of the C&O Canal Association, please consider joining us! Among the benefits are: recreational and social events; volunteer programs; the opportunity to participate in discussions concerning the park's future; and a subscription to this quarterly newsletter. If you are already on our roster, give a membership to a friend! In either case, use the convenient form below.

Membership Form for New Members

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 (if applicable): _____ Enclose card _____ Enclose note _____

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



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 BC3), Pro Publio Sestio

2006 Douglas Hike: Chain Bridge to Great Falls

Those participants who choose the full-length hike will leave the bus at the parking area immediately above Chain Bridge (mile 4.17) and cross by the bridge to stairs descending to the towpath. The Clara Barton Parkway, between Chain Bridge and MacArthur Boulevard above Carderock, was the first installment of the proposed parkway that would have been built on or near the canal all the way to Cumberland. The present parkway was built in three stages, with sections opening from 1962 to 1970. It was originally known as George Washington Parkway, a designation that caused confusion with a similarly-named road on the Virginia side.

A bridge has crossed the river at the site of the present Chain Bridge more or less continuously since 1797. The famous



A Georgetown-bound canal boat nears the former carpenter shop at Chain Bridge, c. 1900-20. (NPS, E. B. Thompson Collection)

early suspension-bridge builder Charles Ellet, who began his career in 1828 as a surveyor and assistant engineer on the C&O Canal, submitted a plan for a suspension bridge at this location in 1832; however, the plan was not considered because it arrived late.

Inlet Lock 1 (also called a guard lock) and Lift Lock 5 stand at the upper end of the 4.48-mile level known to the boatmen as the “5-mile Georgetown level.” The traditional levels of the boatmen were unofficial and often included multiple locks in close proximity. Between the inlet and lift lock there is a guard bank (also called a revetment or levee) that helps protect the canal from ordinary high water, but not major floods. The guard bank continues some 500 ft. west of the inlet lock to a guard gate protecting that inlet channel.

Between 1939 and 1941, the Civilian Conservation Corps (CCC) repaired many of the structures between Rock Creek and Violettes Lock (Lock 23) at mile 22.12, allowing this lower section to be watered. Some of the changes made by the CCC altered the appearance or character of some structures from that which existed at the time of the canal’s closure in 1924. The placement of a concrete apron on the guard bank between Lift Lock 5 and Inlet Lock 1 is such a change. Interestingly, many of the bypass flume

overfalls were rebuilt to look like the historic rock-filled crib structures, although they are actually built of concrete.

The inlet channel behind the inlet lock originally brought water to the canal from the pool behind Dam 1 (at mile 5.64). Much or all of this channel was likely the upper end of the old Potomac Company’s Little Falls Skirting Canal. It also may have been the route of the first effort to build a canal around the Little Falls. This was constructed by entrepreneur John Ballendine, c.1765, when he established in this area an industrial complex of mills, a bakery, granaries, countinghouses, a wharf, and a public house.

Lock 6 at mile 5.40 — like Lock 5 and Lock 7 — was extended 10 ft., with a drop gate at the upper end, in the winter of 1875–76 to accommodate boats of 100-ft. length, in accordance with Canal Company President Arthur Pue Gorman’s initial plans to increase the canal’s efficiency. A later plan, implemented in the early 1880s on some other locks, resulted in 100-ft. extensions. During the CCC work, swing gates were restored to Locks 5 and 6, but Lock 7 retains its drop gate and extension to 101 ft., 11 in.

Although today we give lockhouses the number of the lock at which each is sited, the canal company’s numbering system was independent of the lock numbering. As not all locks had lockhouses, the numbers were lower than the lock number. For example, the lockhouse at Lock 6 was Lockhouse 4.

Near Lock 6, President John Quincy Adams turned the ceremonial first spadeful of earth for the canal on July 4, 1828. A location outside the federal district was selected because the federal cities — Washington, Georgetown, and Alexandria — were competing for the eastern terminus of the canal, and the canal company president Charles Fenton Mercer hoped to postpone this politically-hot decision until the canal reached Harpers Ferry. In September, 1828, however, stockholders forced a decision that established the mouth of Rock Creek as the terminus, but committed the canal company to build a branch canal to the Washington City Canal and to aid Alexandria in building a branch canal to that city.

A short distance farther up the river are the Little Falls, the boundary between the lower (tidewater) and the upper Potomac, as well as the original limit of navigation on the river by sail boats. Some remains of the Canal Company’s Dam 1 can sometimes be seen just below the present day Little Falls Diversion Dam and Pumping Station, built by the Corps of Engineers in 1959 to supplement Washington’s water supply.

As walkers approach Lock 7, they should see one of the original milestones. Watch for another at Lock 11. Keep in mind that the mileage measured (mile 7 and mile 9 respectively) is that to Rock Creek, which was at that time the boundary between the new city of Washington and the older city of Georgetown. A concrete waste weir is crossed at mile 7.1. Waste weirs are designed to carry off excess water, or to allow the draining of the canal prism during winter, or for repairs. All but very short levels have at least one. Overflows (sometimes called mule drinks) allow excess water to flow from the canal, but are not deep enough to be used to drain or significantly lower the water in the canal prism.

They are distinct structures from waste weirs.

At mile 7.5, Cabin John Creek flows under the canal in a 1960's-era concrete culvert that replaced historic Stone Culvert No. 8. The Cabin John Bridge, 1000 ft. up the valley, was originally called the Aqueduct Bridge because it was built primarily to carry the conduit bringing water for Washington from Great Falls. Constructed between 1853 and 1864, its 220-ft. stone single arch made it the longest such bridge in the world until 1903. After the Civil War, it was renamed the Union Arch Bridge (still its proper name). Stone for the bridge was transported on the canal, and a dam across Cabin John Creek near the canal created a pool extending up to the bridge. The pool could



Steamer Viking moored in the basin at Lock 7, c. 1900. (NPS, NCP)

be accessed from the canal by a temporary lock.

Locks 8 through 14 are known as the Seven Locks due to their proximity along a stretch of canal only 1.14 miles long (miles 8.33 to 9.47). They raise the canal 56 ft., and, taken together with the Six Locks farther up the canal that raise it another 49 ft., they are indicative of the Potomac's drop from the Piedmont plain above Great Falls to tidewater below Little Falls. This geographic feature, known as the Fall Line, required the Canal Company to build more than a fourth of the 74 lift locks (Locks 1–20) in the canal's first 15 miles.

Lock 8 was the first in which significant amounts of Seneca red sandstone were used, the locks below it having been built primarily with Aquia sandstone (called freestone in the colonial period) that is found along the Potomac. The original Capitol and Treasury buildings were also built of Aquia sandstone, and George Washington selected it for the executive mansion. In 1814, however, the burning of the White House and Capitol by British troops left some of the Aquia stone cracked and split. This required that many of the walls be taken down and rebuilt, making apparent the defects of this type of stone.

Look for mason's marks on the walls of some of the Seven Locks, especially Lock 11. Locks 9, 10, and 12 were altered to put drop gates at the upper end, and Thomas Hahn's guide indicates that they were extended 10 ft., like Locks 5–7 (although canal company records appear not to document these extensions). Lock 8, on the other hand, still has a short upstream gate on the breast wall, as in the original design of all the first 27 locks. Locks above 27 had long gates in the lock chamber in front of the breast wall — although some locks of both designs later were altered for extensions and/or drop gates.

Lock 13, now under the capital beltway, was the only one of the first 25 locks that was not originally built with channels in the sides of the locks, rather than bypass flumes. Remnants of the side-channel system can be seen in some of the locks, although most now have bypass flumes. Hahn records Lock 13's chamber as 90 ft., 3 in., and calls it the shortest on the canal. (William E. Davies gives that title to Lock 36, which he states was 89 ft., 11 in., and the only lock on the canal with a usable chamber of less than 90 in.) "W.H. Davis" and "S.D." inscriptions on this lock

are those of a former locktender and his brother, according to Hahn.

High walls that give the section from Lock 14 to Lock 15 its name "log wall level" exist from mile 11 to 11.3, and 12.4 to 12.6. At mile 11.78, the Potomac Granite mill and its wharf stood on the berm side of the canal. The granite was quarried west of the mill, but rocks of the same formation are seen throughout this area. The high wall section at mile 12.4 was widened in 1839 by blasting away rock outcroppings that had protruded into the canal and made the waterway along that stretch very sinuous.

Widewater is the result of high walls and the towpath berm closing off an old river channel. The beautiful Berma Road along the hillside across from the towpath always provides an attractive alternative walk. Use of the towpath, however, allows one to view the exceptionally large and complex waste weir at mile 13, crossed on a 1939 bridge, and the guard wall across a former channel at mile 13.37. If completed by the time of this hike, the towpath route will offer a smooth walkway over the former rocky area at the upper end of Widewater.

Locks 15 to 20 raise the canal nearly 50 ft. in less than a mile. The original lockhouse at Lock 15 was destroyed in the 1889 flood and its replacement burned in the early 1900s; however, the beautiful lockhouse at Lock 16 remains and is one of the most picturesque on the canal. Masonry walls, retaining the towpath or acting as high walls to create a ledge for both canal prism and towpath berm, exist for 200 ft. above Lock 15, and at mile 13.85 to Lock 17.

At mid-lock on the towpath side of Lock 16, note the inscriptions "J. W. Fisher, Jr." and "W. Spong" (with the "n" made backwards). Fisher was a canal company employee, and W. Spong is believed to be Samuel Willard Spong (called Willard), the son of canal boat captain Samuel Spong. Willard, a little sister, and an older brother, all died as the result of a tragic accident in Georgetown in 1919, when Willard was 11 years old.

The stop or guard gate and guard bank at mile 13.74 are designed to turn Potomac floodwaters back into the main river channel, thereby protecting the vulnerable embankments along Widewater. The guard bank on the river side is 500 ft. long and 15 ft. high. This stop gate is one of seven on the canal.

The structure at mile 13.9 on the berm allows excess water out of the Washington Aqueduct. Designed by Montgomery Meigs in the 1850s, the original aqueduct was a conduit 9 ft. in diameter extending for 12 miles from the intake at the Great Falls dam to the Dalecarlia settling reservoir. From there, the water passed to a second reservoir at Georgetown that allowed for further sedimentation and then distribution through a cast-iron pipe system to various sections of the city.

Bibliography:

- Davies, William E. *The Geology and Engineering Structures of the Chesapeake and Ohio Canal*. (1999)
- Hahn, Thomas. *Towpath Guide*, Fifteenth Edition (1999)
- Sanderlin, Walter S. *The Great National Project: A History of the Chesapeake and Ohio Canal*. Baltimore: The Johns Hopkins Press (1946)
- Unrau, Harlan. *The Masonry Locks, Chesapeake and Ohio Canal National Historical Park*. Unpublished Historic Structure Report, National Park Service, 1979.

LETTERS RECEIVED

Many thanks to Tim Snyder for forwarding another interesting item from a historical newspaper, this time a poem from the Hagerstown Herald of Freedom and Torch Light:

RE-OPENING OF THE C. AND O. CANAL

The Water's boiling through the locks,
With many a whirl and prank;
The tow-boat lifts like yeasty bread,
And swings against the bank.
The captain takes a view of things,
Across the cabin door;
The bow-man stands with folded arms,
The tow-boy's on the shore.
The skipper calls with such a voice,
As *skipper* should employ;
To start his engine on the shore,
Three mules, a whip and boy.
The driver jumps a button off,
But mends it with a stick,
Whispers the tow-boy's gentle oath
And gives the mule a kick.
The tow-line straitens with a snap,
And scatter its mimic spray;
The captain's hand is on the helm,
The tow-boat's under way.

April 2, 1860 Williamsport
(Our Canal has re-opened to-day.)

Long-time C&OCA supporter Abner J. Kaplan sent the following letter to President Bob Perry on November 8, 2005:

Dear Bob:

Thanks for your recent letter. The Canal Association is my favorite charity because it takes me back to my childhood when I became involved in it. (I was about ten!) That was about 1920.

For the next three or four summers I spent most of my time along the towpath from ¼ mile below the lock [44] to what was known as the Turtle Pond above the [Conococheague] aqueduct. My companions were boys who tended to cows who grazed on the grass between the canal and the river. The canal was also our swimming pool - - no bathing suits!

Of course I was there when the aqueduct [wall] collapsed and a canal boat plunged into the creek below. This created a small Niagara Falls which lasted for hours. It attracted hundreds of people including many from Hagerstown who came over on the extra trolley cars that were provided. When the Potomac Edison power plant was built in the mid 1920's pasture land disappeared, and so did the cows!

Thanks for listening!

Sincerely,

Abner J. Kaplan

The two NPS photos below show the "small Niagara Falls" recalled by Mr. Kaplan, as well as a slightly later view of the damaged aqueduct.



ANNOUNCEMENTS (CONTINUED)

New Towpath Tags Available

For the past several years, C&OCA has provided laminated Towpath Tags that are a popular way to show support for the canal park. Now available at the visitor centers in exchange for a small donation, the 2006 tags feature a striking black-and-white view of the Paw Paw tunnel by noted Maryland artist Tom Kozar.



Those who are unable to stop by a visitor center can obtain tags through the mail. Send your request to C&OCA, POB 366, Glen Echo, MD 20812-0366. Your contribution of \$5 per tag will be turned

over to the C&O Canal National Historical Park in full -- the C&O Canal Association provides the tags, postage, and handling. Checks should be made payable to "C&O Canal Association." Limited quantities of tags issued in some earlier years are also available for those wishing to complete their collections. Please indicate the desired year, if it is other than the current one.

At right, Ted E. Bear displays his 2006 Towpath Tag above the badge that identifies him as C&OCA's only ursine member.



Make Your Mark: Special Opportunities

These pages are teeming with ideas about how members can step forward and make a difference for the canal park. There's a volunteer job for almost every taste and talent, whether it's walking a level, joining a VIP work party, or staffing a C&OCA booth at a local festival.

One particularly exciting opportunity is to **become the editor of *Along the Towpath***, this very newsletter! If you'd like to discuss what the job involves, contact the current editor, Ned Preston (301-530-8153 or presto77@verizon.net), or apply directly to President Bob Perry (703-590-5568 or rperry5558@comcast.net).

Another much-needed vacancy is for an **assistant to the Treasurer** to serve on the Finance Committee. Those interested should contact Treasurer Linda Willard at 301-530-0408. Please consider whether either of these positions could become your personal way to take a more active part in the Association.

Along the Towpath

Also remaining open is the **logo design contest**, which offers the winner a chance to carve his or her own special niche in C&OCA history. The new design is not intended to wholly replace the C&O Canal Company seal, but should provide a less detailed and more easily printable symbol of the Association. Participants should submit their sketches to Projects Committee chair Carl Linden, C&OCA, P.O. Box 366, Glen Echo, Md. 20812. All entries will become the property of the Association.

Spring Bird Walk, April 22

The C&O canal park is a haven for birding enthusiasts, many of whom travel long distances to observe its avian population. By popular request, amateur ornithologist Jack Devine will lead another bird walk in the park.

The group will gather at Violettes Lock (Lock 23) promptly at 7 a.m. on Saturday, April 22. From River Rd. (Rt. 190), take Violettes Lock Rd. to the parking area. Participants need have no experience. Bring your binoculars, and also a field guide, if you have one.

For more information, or to make reservations, please telephone Jack at 301-921-0572 by April 15.



THE BOOKSHELF

News from Park Headquarters Library

by Karen Gray

The library at the C&O Canal National Historical Park's headquarters in Hagerstown has recently acquired a copy of the 1988 University of Virginia doctoral dissertation by Robert Allen Carter entitled "Virginia Federalist in Dissent: A Life of Charles Fenton Mercer." This work nicely supplements Douglas R. Egerton's *Charles Fenton Mercer and the Trial of National Conservatism* (Jackson: University Press of Mississippi, 1989).

In Carter's work, all of Chapter 7 and the first two parts of Chapter 8 are devoted almost entirely to Mercer's relationship to the project that would become the C&O Canal. Of greatest importance is the documentation of Mercer's 1818-1828 legislative and organizational efforts that culminated in the establishment of the C&O Canal Company and the Company's initial financing.

This is an essential secondary source for anyone seeking to understand the many battles that had to be won, and work completed, before the Company could be chartered, organized, and funded, allowing construction to finally begin in 1828. The dissertation makes clear, far better than Egerton's work, the absolutely essential and unique role of Mercer and his vision to the creation of the canal that is today so much a part of our lives.

Note: A paperback edition of Walter Sanderlin's *The Great National Project: A History of the Chesapeake and Ohio Canal* is now on sale at the canal park visitor centers for \$14.95, plus tax. A review of this classic 1946 work appeared in the September issue of this newsletter.

AROUND THE PARK

Projects Update

In Georgetown, the visitor center is undergoing renovations that include upgraded utilities, better accessibility, and expanded exhibit space. New exhibits are also being designed, although these may not be ready by the time of the center's reopening, which is expected in the spring or early summer. The start of the interpretive boat ride season is targeted for April 1, but may be delayed slightly if repointing of masonry at the Level 3 Basin and Lock 4 is not complete by that date. Repair of the 33rd Street pedestrian bridge is progressing, and the bridge may be open by late spring.

Review continues on plans for four D.C. Water and Sewer Authority odor control buildings to be built near the canal at Fletchers Cove and Anglers Inn, as well as at two sites along the Clara Barton Parkway.

As noted on the first page of this newsletter, Widewater rehabilitation work is expected to be completed in April. Ongoing since autumn 2004 at a cost of approximately \$1.2 million, this ambitious project has included: towpath stabilization and restoration; footbridge construction; and masonry preservation.

At the Great Falls Tavern Visitor Center, rehabilitation work is slated to begin this summer and may take up to 18 months. An initial plan for new exhibits has been completed. Work at the Tavern will proceed in coordination with improvements to the Great Falls entrance road and parking area.

Environmental finding statements are pending on access improvements at Monocacy Aqueduct, Point of Rocks, Brunswick, and Fifteen Mile Creek. Placement of decking is scheduled to begin later this month as part of the rehabilitation of Williamsport's Bollman Truss Bridge, which is currently expected to reopen in late May.

At Sheperdstown, pending work includes restoration of Lock 38 and its parking lot, and completion of an access trail. Work on stabilizing a currently closed section of Berm Road in Hancock is scheduled for the spring. In Cumberland, the lining of a section of the canal should also be completed during the spring, readying the first phase of the project for water.

A new NPS web site (<http://parkplanning.nps.gov>) assists public review of projects in parks nationwide.



Bollman Truss Bridge undergoing restoration. (Photo: Bill Hibbard)

National Park Service Spring Activities

The **Georgetown Visitor Center** will be closed for renovation throughout the spring, but interpretive canal boat rides in Georgetown are targeted to begin for the season on April 1. The start of the boat rides may be delayed slightly due to ongoing canal maintenance work.

Congressional Casting Call 2006 will take place at Fletchers Cove on April 24, featuring exhibits, demonstrations and information on fly- and spin-fishing. For more on this event, see www.fishhabitat.org. A youth fly-fishing event is also planned for the previous Sun., Apr 23, at Fletchers Cove. The NPS contact for these activities is Kathy Kupper (202-653-5190).

A Trails Forever fund raising event at Fletchers Cove on Fri., June 2, will benefit the Greater Washington National Parks Fund. The contact person for more information about this event is also Kathy Kupper (202-653-5190).

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 two-hour nature walk, which is not handicapped accessible.

Ranger's Choice, Sat's and Sun's through March, 1:30 p.m. (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 Great Falls Visitor Center on the day of the program to find out the ranger's choice for the day. Programs will begin at the Visitor Center and program lengths will vary. Some of these programs are handicapped accessible.

Rileys Lockhouse Tours, most Sat's and Sun's beginning March 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 Demonstrations, Wed's through Fri's beginning April 5, 2 to 2:30 p.m.; Sat's and Sun's beginning April 1, 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.

Meet the Author, Sun., May 28, 1 to 4 p.m. Meet photographer and author Dorothy Camagna at the Visitor Center. Copies of her new book, an outstanding photo exploration of the park, entitled *The C&O Canal: Great National Project to National Historical Park*, will be available for sale and signing.

The **Williamsport Visitor Center** (301-582-0813) is the contact point for the following activity:

Founding Fathers of the National Parks, Sat., April 29, 7 p.m. to 8 p.m. Celebrate National Parks Week by joining a park ranger for an evening slide program on the founding of the National Park Service, preceding the creation of the C&O Canal National Historical Park. Location to be determined.

The **Hancock Visitor Center** is currently closed for the season but is expected to reopen before Memorial Day (May 29).

The **Cumberland Visitor Center** (301-722-8226) is the contact point for the following activity:

Paw Paw Tunnel Tours will be offered at 2 p.m. on Sat's from May 27 though Sep 2. Additional tunnel tours in the autumn may be announced later.

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	Ryan Peabody, 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	301-745-5817	Lee Smith
Chief of Maintenance	301-714-2216	Bradley Hofe, Acting
Partnerships Coordinator	301-714-2238	John Noel
Volunteer Coordinator	301-714-2233	Dave Tune
Engineer	301-745-5818	Dan Copenhaver
Historian	301-714-2211	Sam Tamburro

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

Palisades District

11710 MacArthur Blvd., Potomac, Md. 20854

District Ranger	301-767-3720	Darius Jones, Acting
Fee Collection Supervisor	301-299-3603	Paul Johnson

Georgetown Visitor Center

202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007

Supv. Park Ranger, Interpretation	Kathy Kupper
-----------------------------------	--------------

Great Falls Tavern Visitor Ctr.

301-767-3714
11710 MacArthur Blvd., Potomac, Md. 20854

Supv. Park Ranger, Interpretation	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	John Cunningham,
Cumberland Subdistrict	301-722-0543	Acting
Hancock Subdistrict	301-678-5463	
Ferry Hill Subdistrict	301-714-2206	

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

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 Canal 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, mjteigen@gmail.com. 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

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

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

Secretary: Bill Holdsworth, 10 Radburn Ct., Rockville, Md. 20850-2740, 301-762-9376, w.holdsworth@att.net.

Treasurer: Linda Willard, 9401 Rockville Pike, Bethesda, Md. 20814, 301-530-0408, willardlz3@verizon.net

Information Officer: Bill Onorato, 6889 Churchill Rd., McLean, Va. 22101, 703-734-1589, wtonorato@aol.com.

Board of Directors: (terms expire in 2009): Steve DeLanoy, Bill Hibbard, Nancy Long, Marlow Madeoy, Dorothea Malsbary; (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.

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

© Chesapeake and Ohio Canal Association, Inc., 2005

Along The Towpath

Chesapeake & Ohio Canal Association

Please Note:

Inserted in this issue are reservation
forms for the
Douglas Hike and Dinner
and the
Salute to the Presidents Breakfast.

Belonging to C&OCA is a wonderful
experience. To join, or give a member-
ship to a friend,
simply fill out the new member form
on page 17.

In This Issue

Douglas Hike	1
News and Reports	2
Committee Reports	4
Norway's Telemark Canal	6
Annual Meeting News	8
Calendar	10
From the Association.....	12
New Members.....	12
Membership Report.....	13
Announcements	13
Financial Statements	14
Contributors	15
On the Level	16
New Member Form	17
Accompanied by the Past	18
Letters Received	20
The Bookshelf.....	21
Around the Park.....	22
Park Service Activities	22
Masthead & Directory	23

CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.
P.O. Box 366
Glen Echo, MD 20812-0366

First Class Mail
U.S. POSTAGE
PAID
Woodbridge, VA
Permit No. 70

FIRST CLASS MAIL

