

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 River Basin.

VOLUME XXXVII I

June 2006

NUMBER 2

August 12 Event to Promote Big Slackwater Restoration

by Tom Perry

With Monocacy Aqueduct stabilized and Widewater restored, there remains one large break in the continuity of the towpath: the area upstream from Dam #4, known as Big Slackwater. Years of flooding eroded the fragile shoreline and finally caused this section to be closed. Hikers and bikers are forced to take a five-mile detour on a winding road without shoulders, heavily used by trucks, cars, and boats-in-tow. The officers and board of directors of the C & O Canal Association have designated the restoration of Big Slackwater as a top priority, and the restoration committee is announcing an event to bring awareness of the need and to gain support for public and private funding of a reconstructed towpath along the river's shore.

On Saturday, August 12, we will gather with invited public officials at the boat-launching area one mile above Dam #4, with activities to begin at 10:00 a.m. Boaters from the Opequon Izaak Walton League will provide boat rides, so that we may see the sorry state of the towpath in the Big Slackwater area. Each rider will be required to sign a waiver concerning liability for possible mishaps.

Our main objective is to take officials and media people on the rides, so that they will understand and publicize the need, but we will also take as many others as possible. Any who are unable to ride may hike up to the barricade at the closed area, where interpretative talks will be presented. All who attend will be able to walk the area and talk with officials, and in that way help us move the project forward.

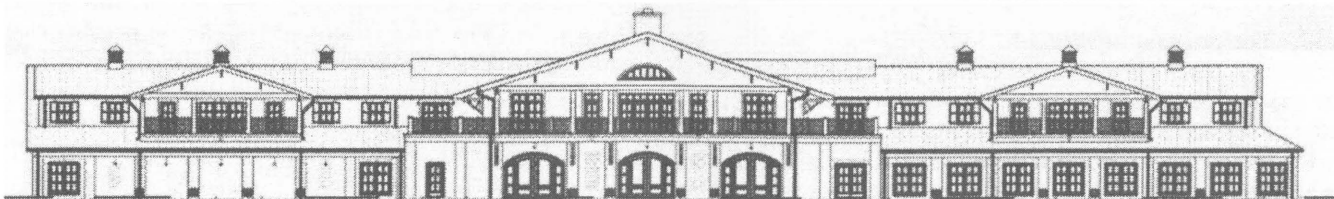
The Western Maryland Sportsmen's Club, which has indicated strong support for the restoration, will have its pavilion open for those who would like to bring a picnic lunch and eat it on the grounds.



Hikers enjoying the towpath at Big Slackwater in the early 1970s, before the closure of this beautiful section where mule-drawn boats once left the canal to ply a calm stretch of the Potomac. Photo: Thomas Hahn Collection.

Directions to Dam #4: Take MD Route 632 (Downsville Pike) south off of I-70. At the Downsville stop sign, Downsville Pike becomes Dam #4 Road. Just go straight across and follow this road for several miles. As you approach the Potomac River, the road makes a steep descent and then turns sharp right. Pass the first parking area opposite the Western Maryland Sportsmen Club and continue on about a mile to the parking area at the boat launch.

We hope to have a large turnout as we move toward realization of our goal: the continuity of the entire C & O Canal towpath.



Huge Private "Bloathouse" Threatens the C&O Canal National Historical Park: See Page 4.

PARTNERS AND PROJECTS

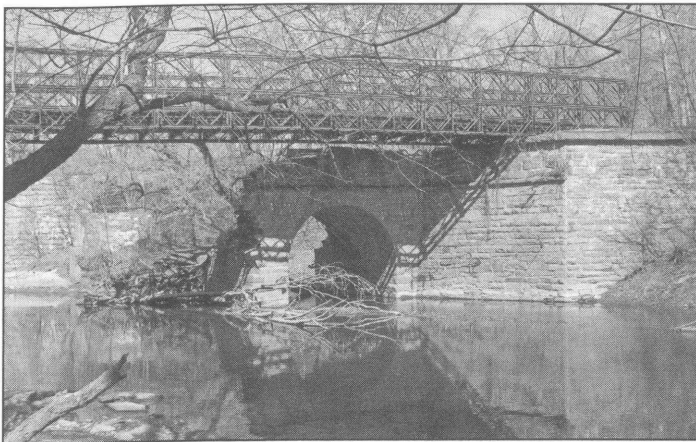
Catoctin Aqueduct Restoration: An Update

by George Lewis

The Catoctin Aqueduct Restoration awareness and fundraising campaign has bloomed and is on track. The most recent big boosts to the effort have been the generous financial support, awareness promotion, and partnership efforts of the C&O Canal Association. Responses from C&OCA members to the flyer on Catoctin Aqueduct awareness and fund solicitation included in the last edition of *Along The Towpath* were considerable, and are continuing. This response is in line with the traditional benevolence and sincere concerns for the canal of our Association's geographically diverse membership. C&OCA's partners in this campaign are the Catoctin Aqueduct Restoration Fund, the Community Foundation of Frederick County, and the C&O Canal National Historical Park. All are grateful for your very active, much needed, and continuing support.

The initial phase of design, the Engineering Feasibility Study, has been completed -- on schedule and within budget at a cost of \$25,000 -- and it has been approved by the C&OCNHP. The 30 percent design phase, budgeted to cost \$60,000, has begun. To date, over \$129,000 has been raised or pledged for the project.

Our next event will be a Catoctin Aqueduct Awareness day at Lander Lock (Lock 29) 10:00 a.m.-3:00 p.m. on Saturday,



The remaining arch of Catoctin Aqueduct, as seen from downstream on Catoctin Creek. The metal bridge above was installed in 1980.

June 17. The program will include: displays; period Blue Grass music sessions; porch talks at the lockhouse; and excursions to the nearby aqueduct (led by the Consulting Engineer for the Catoctin Aqueduct Project, Denis McMullan, our own Karen Gray, and George Lewis). For further information, contact George Lewis at 301-834-4044 or george@catoctinstation.com.

Check www.catoctinaqueduct.org for current information as our campaign develops. Please encourage others to support

this most worthy, and timely, project to restore the aqueduct in 2008/09. History is in our hands, and we do need many hands to rebuild the Catoctin Aqueduct!

NOTE: At a reception on May 24, C&OCA president Robert Perry presented the Association's contribution of \$25,000 to the Catoctin Aqueduct Restoration Fund. The event took place in Frederick at Brewer's Alley Restaurant and Brewery, which is a partner in the campaign.

Canal Boat Campaign Nears Goal

by Jo Reynolds

After two years of effort, our vision of a new canal boat operating at Great Falls is very close to realization. We are nearing our goal of \$545,000 which is the cost of building a new 19th Century replica packet boat and having it delivered to the canal at Great Falls Tavern. The campaign was begun by Seven Locks Elementary School students and their parents, and later led by the Friends of Historic Great Falls Tavern. Many individuals and organizations have contributed their time, money, energy, and imagination.

To help fill the remaining need, the Friends applied to the Montgomery County Council for a grant of \$35,000. To all those who emailed the County Council, we thank you. The request was approved as part of the budget reconciliation process. As of May 30, 2006, the C&O Canal Boat Fund had reached a total of \$515,000.

On May 20, a Canal Boat Day in Potomac Village helped to spread interest in the cause. Local merchants displaying balloons and banners, made brochures available. The Monocacy Elementary T-shirts as illustrated in the last issue of *Along the Towpath* were available. They have sold all of the 220 shirts that they ordered. Dorothy Camagna had a book-signing of her latest work, *The C&O Canal*. Two Potomac Girl Scout troops held a bake sale and donated \$300 to help build the boat, and the Potomac Newcomers Club, in addition to donating \$5,000, made their new cookbook available for \$10, all of which goes to the Canal Boat Fund. There were five volunteers roaming Potomac Village attired in 19th Century outfits, handing out flyers and tending the donation box. Over \$1,400 was collected in four hours.

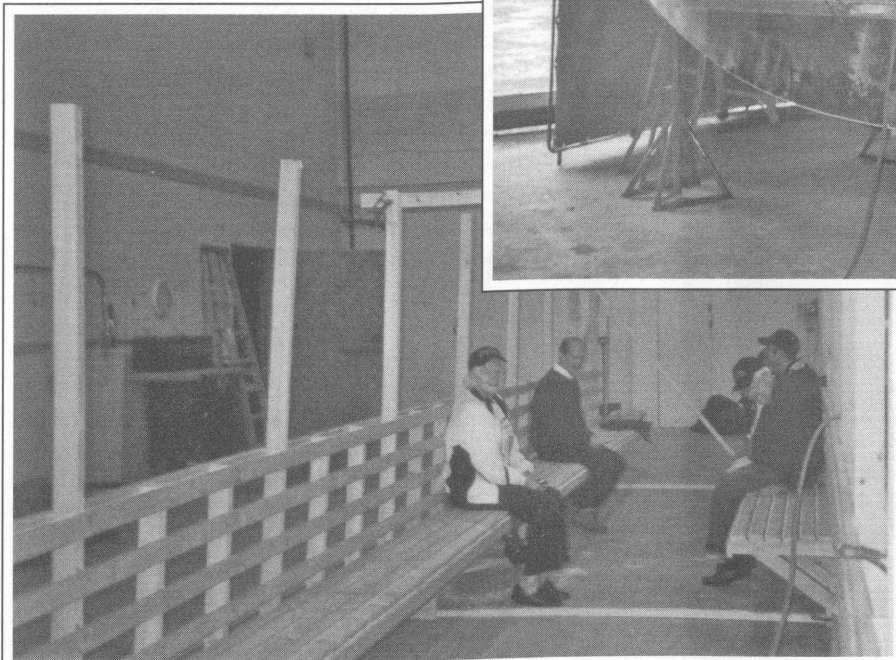
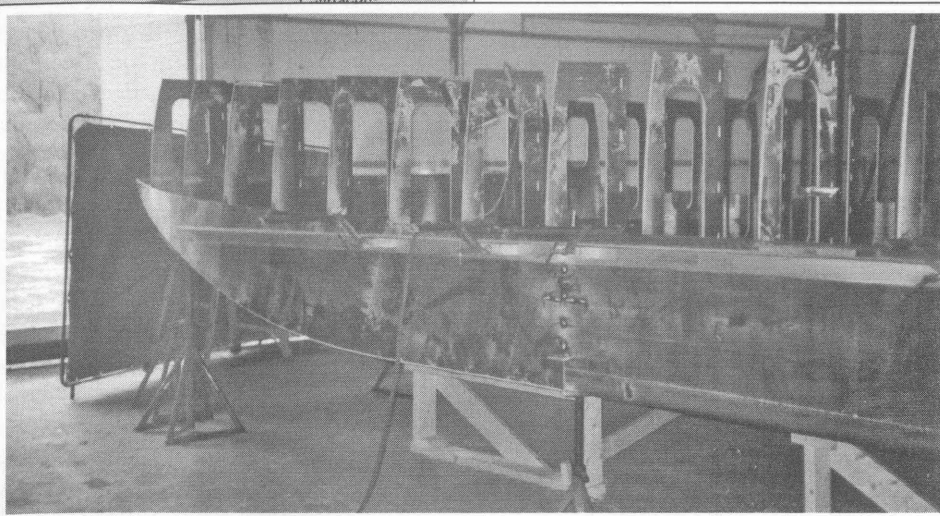
Helping us name the new boat will be the next project, slated for mid-June. At this point, three names have been nominated: *Charles Fenton Mercer*, *Benjamin Wright*, and *William O. Douglas*. A ballot with information about the possible names is being prepared. Voting will be by ballot at Great Falls Visitor Center, or online at the website given below. It is not too late to nominate and/or suggest other names. To do that, send an e-mail message by June 15 to joreynolds@mrisc.com.

For up to the minute information, please visit: www.buildacanalboat.com, or contact Don Harrison (301-424-0229 or donh811@sbcglobal.net) or call Jo Reynolds (301-983-1375) or Elie Cain (301-983-1537).



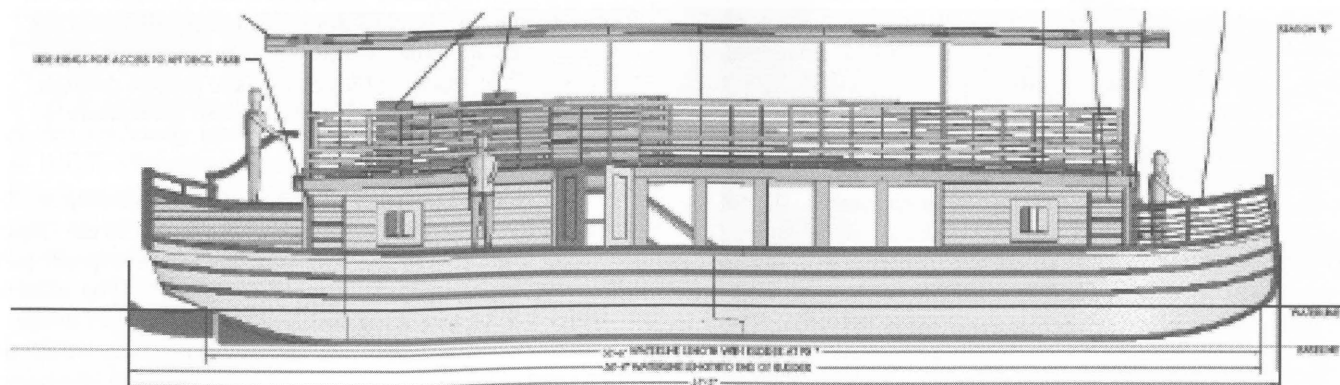
Scenes on the Way to a Boat Launching

At left, the Friends' President Don Harrison accepts a \$50,000 donation to the Canal Boat Fund from C&OCA's First Vice President Barbara Sheridan, as a group of supporters gather aboard the disabled *Canal Clipper* near Great Falls on a rainy April 8.



Above, the hull of the new replica packet boat is shown under construction at Scarano Boat Building, Inc., in Albany, N.Y., during a May 12 visit by NPS and Friends representatives. At left, members of that group test benches fabricated for the upper deck. They are (left to right): Elie Cain, Scarano's Bob Gilston, Ted Cain (bending forward), and NPS' Rod Sauter. Both photos are by Don Harrison.

Below is the concept drawing for the new boat.



Environmental Committee Report

by Fred Mopsik

The long awaited Environmental Assessment (EA) on the Georgetown University Boathouse has finally appeared. As expected, it closely studied no alternative other than very large structures on the originally-requested site, which is within the C&O Canal National Historical Park. About the only concession to the park was to lower the maximum height of the preferred alternative to 36 feet above the Capital Crescent Trail (for reference, the towpath is 28 feet above that same point); however, the building's footprint remained at over 18,000 square feet. The EA made no comment on the fact that less than one fourth of the floor space is used to store boats, and, at that, twice as many boat spaces are included as Georgetown University has admitted needing at the zoning hearing.

The public comment period ends on June 15, and members are **strongly** urged to respond **immediately**. This is one case where numbers are meaningful. The more negative comments that are recorded, the harder it becomes for NPS not to acknowledge that this is controversial and that superficial acceptance without a full Environmental Impact Statement would be wrong.

In general, what is striking is the EA's lack of any consideration of our park. There is no citation of the legal basis for the park or any requirement on NPS to protect it, nor is there input from the C&O Canal NHP Advisory Committee, or any other park-based affinity group. Everything is based on Georgetown University's needs and desires — aside from a claim that the land swap on which the project is based is in the Canal's best interest, using a drawing for a possible GU boathouse at the upstream site that could not be built, as it uses park land over which the university has no control. There is no attempt to show that a serious effort was made to minimize its size or justify its location. In fact, the EA takes on face value GU's claim that it needs a boathouse that big. The document even includes an unreviewed draft report of no legal standing, written by the GU community with no input from any Canal organization, to modify a properly adopted master plan for the Georgetown waterfront that had to gain approval from several governmental planning offices.

The requirements of the National Environmental Policy Act and directives for acceptable environmental studies clearly state that, for a cultural property such as the C&O Canal NHP, any impact requires a full Environmental Impact Statement (EIS), yet NPS is determined not to prepare such a statement, which is the least that one can demand.

If you have not responded to our solicitation for letters and comments, please do so. *At a minimum, your comment can be a simple statement saying that no private boathouse should be built in our canal park, or, at the least, a full EIS should be made.* If you want to add more detail, consult the letter that was sent to you by President Robert Perry, and for still more, many critical points will be found on the website: www.savethecanal.org.

Numbers count. Georgetown University has set up an electronic listserve to the national community of rowers to express

support for the boathouse, and the result will probably be many comments favoring GU's proposal.

Responses can be made by e-mail alone, but it is safer to also send a written backup by post or fax (see box at right). Do your part to preserve the park that we love so much. Responses can be made by anybody, so if you can recruit friends and neighbors, please do so. This is a National park, after all, and everybody counts, not just the rowers of one institution.

EDITOR'S NOTE: On May 19, the C&O Canal National Historical Park Advisory Commission met at Glen Echo at a special meeting occasioned by the release of the Environmental Assessment on Georgetown University's boathouse proposal. The Commission members debated whether to simply stand by their January position that the GU proposal was "inappropriate," or to make a further response to the EA.

After considerable discussion, the Commission approved two resolutions. The first resolution supported the EA's "no build" alternative, and stated that, if NPS wishes to consider the project further, it must prepare a comprehensive EIS for the entire area. The second resolution recommended that the Interior Department's Inspector General investigate the conduct of Park Service officials in connection with the proposed land exchange with Georgetown University.

Snyder Tree-Cutting Issue Update

by Ned Preston

The removal of trees by Daniel M. Snyder on his estate bordering the C&O Canal has drawn renewed media attention. The focus is an investigative report submitted by the Interior Department's Office of the Inspector General to its Deputy Secretary on Jan 19, 2006. The document is available in the Reports section of the Department's web site, www.oig.doi.gov. Its text includes the following:

"Our investigation revealed that NPS did not follow its own policies and procedures regarding the process by which a property owner on an NPS scenic easement can cut vegetation above the allowable limit." ...

"Our investigation determined that P. Daniel Smith, former assistant to the NPS director, unduly influenced the decision to grant Snyder permission to cut vegetation on the easement by inserting himself into the process through personal communications with Mr. Snyder, his representatives, and C&O NHP officials."

In a front-page article on May 19, the *Washington Post* reported on the existence and content of the report by the Inspector General's office. On the following day, the newspaper published an editorial entitled "Playing Favorites." The editorial criticized NPS for extending consideration to Snyder, owner of the Redskins football team, that an ordinary citizen would not have received.

How to Comment on the Environmental Assessment

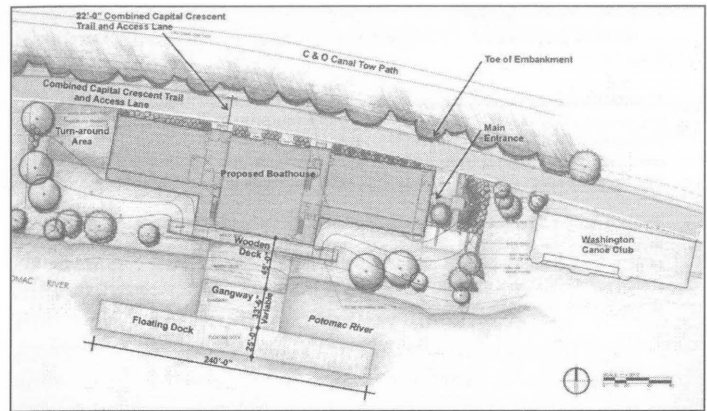
If this newsletter reaches you on or before June 15, please add your voice to those opposing the GU boathouse plan. Comments must be postmarked or submitted electronically before 11:59 p.m. on that date.

Internet: visit <http://parkplanning.nps.gov/choh>, open the GU boathouse document, and select "Comment on the Document."

Postal service: Send your letter or comment form to:

Kevin Brandt, Superintendent
C&O National Historical Park
1850 Dual Highway, Suite 100
Hagerstown, MD 21742

FAX number: 301-739-5275



Site Plan: The official plan above shows the proposed boathouse, which would dwarf the historic Washington Canoe Club at the right of the illustration, and crowd the Capital Crescent Trail that runs parallel to the towpath. (This plan on the EA's p. II-2 is the same for both the "preferred alternative" and one of the other two alternatives.) The building would be 280 ft. long, with a gross footprint of 18,682 sq. ft. and a total gross area of 33,771 sq. ft.

Notes on the Environmental Assessment

by Ned Preston

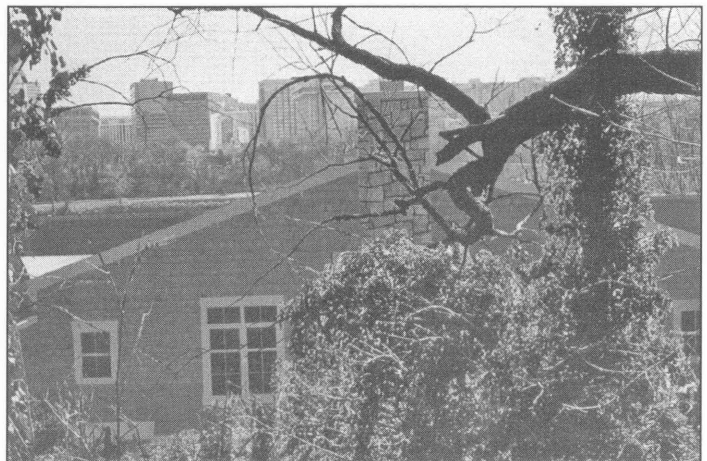
Procedures: An Environmental Assessment (EA) is one method prescribed by the National Environmental Policy Act through which government agencies may respond to proposals that may affect the environment. Another and more elaborate method is to prepare an Environmental Impact Statement (EIS). NPS' Director's Order 12 Handbook (4.4) states "you must always prepare an EIS for any proposed action that has the potential for significant impacts on the human environment."

In deciding whether significant impacts may exist, according to the Handbook (4.2), officials should consider factors that include: unique characteristics of the area, such as proximity to historic resources and scenic rivers; the degree to which actions may adversely affect historic properties; and the degree to which impacts are likely to be highly controversial. These considerations clearly apply to the Georgetown University boathouse plan, and hence NPS should not approve the proposal on the basis of an EA.

Content: The EA is based on a bland acceptance of GU's own view that its team needs a bigger boathouse "footprint" than almost any other U.S. university (only Harvard, with two boat-houses, would still be slightly ahead). This drive for athletic eminence apparently trumps the needs of citizens wishing to enjoy their National Historical Park. A fundamental flaw of the EA is acceptance of a land exchange between two properties that are vastly unequal in value. The EA argues that the "no build" alternative would endanger the park because GU might then build on its upriver land and exercise a right of way to that property. As the EA admits, however, natural features impose "constraints" on the upriver lot. A visit to that narrow, uneven, and inaccessible site should convince anyone that the prospect of a college team boathouse there is unrealistic. Better options for GU exist downstream, but the EA gives them inadequate consideration.



Visual Impact: Above, a river view from the towpath under the "no build" alternative. Below, the EA's own simulation of the same view if the "preferred alternative" is adopted. The EA admits that the boathouse would be a "dominant visual element" from points on the towpath and the Capital Crescent Trail, yet rates its overall visual impact as "moderate." (Pp. IV-33, IV-38.)



NEWS AND REPORTS

Douglas Hike 2006 at Reopened Widewater by Ned Preston

This year's Douglas Memorial Hike was blessed by ideal weather, and buses arrived promptly to take participants from Great Falls to the ten-, six-, or four-mile starting points. For most, the return walk was a relaxed and pleasant ramble. One long-distance hiker, however, was under a bit of pressure. Determined to be on time for her granddaughter's recital in downtown Washington, Helen Shaw covered the ten miles in a little more than three hours.

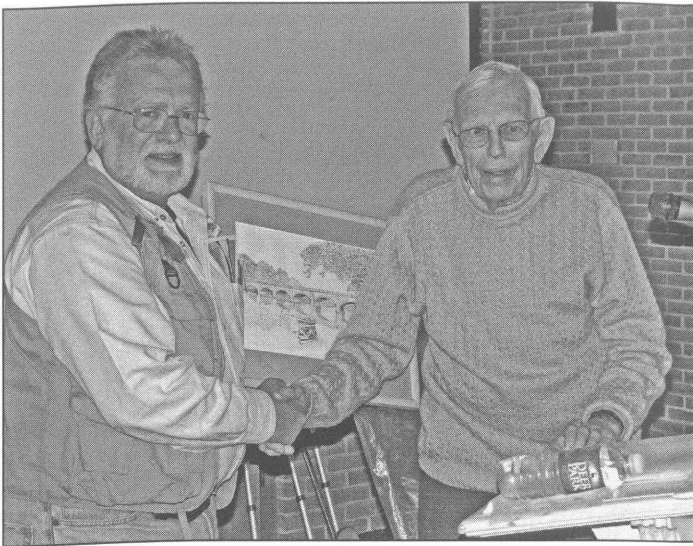
As each group of hikers neared their destination, they passed along the rebuilt towpath and sturdy pedestrian bridges of the newly renovated Widewater area. At 2:30 p.m., all assembled at Lock 15 at Widewater's upstream end to mark the opening with a ceremony that included Civil War reenactors and traditional music. Kevin Brandt, the canal park superintendent, hailed successful completion of a project, noting that Widewater

is at last easily accessible after some 70 years as a rocky obstacle course for park visitors. He thanked all the organizations involved in the restoration, including C&OCA, which was represented among the speakers by President Robert Perry. Jo Reynolds addressed the audience wearing the orange vest of the Bike Patrol, for whom the restoration should mean an end to assisting park visitors unable to make their way through Widewater's difficult terrain.

Dan Copenhaver, the park's Engineer, acknowledged the personal commitment and fine work of the contractors and their employees, many of whom attended the event. He gave further



Along the Towpath



Gilbert Gude accepts the Douglas Award and a print of the Monocacy Aqueduct from President Robert Perry.

details in a slide talk at the dinner held by C&OCA that evening at St. Francis Episcopal Church in nearby Potomac. Dan illustrated Widewater's vulnerability with a slide of the flood of 1936, when the area was largely submerged. The project was complicated by the need to emphasize sustainability under high-water conditions, as well as by such factors as a desire to preserve aquatic life in the canal and the site's inaccessibility. In all, the work required 155 tons of wall stone and 122 tons of concrete.

A highlight of the dinner was the presentation of the Association's Justice William O. Douglas Award to Gilbert Gude, a former Congressman and head of the Congressional Research Service. Congressman Gude wrote much of the legislation that established the C&O Canal National Historical Park, and he has continued to provide key support to causes involving the park, including the recent Monocacy Aqueduct restoration. The award's inscription praised him as a statesman, teacher, explorer, scholar, and true gentleman.

Photos on the opposite page:

(1) Tom Perry gives the Douglas hikers their marching orders as the buses load at Great Falls on April 29; (2) Robert Perry leads the 6-mile group across the canal at Lock 8; (3) Don Juran and other 10-milers approach the scene of the ceremony at Lock 15; (4) the same lock and the newly opened pedestrian bridge, as seen from downstream; (5) Dan Copenhaver addresses the ceremony audience; and (6) a ribbon is cut to officially open the Widewater restoration (from left to right, those wielding the scissors are: Mary Bradford, Montgomery County Parks Director; Dan Copenhaver, C&OCNHP Engineer; Robert Perry, C&OCA President; Kevin Brandt, C&OCNHP Superintendent; a representative of the project contractors; and Jo Reynolds, a member of the C&O NHP Advisory Commission, Bike Patrol, Friends of Historic Great Falls Tavern, and C&OCA). ATP thanks Jim Heins for photos 4 and 6.

Hartzog Awards Honor Volunteers

On April 27, the National Capital Region of the National Park Service announced three George B. Hartzog, Jr., Awards for outstanding volunteer service. The award is named for the former NPS director who established the Volunteer-In-Parks (VIP) program.

An individual award went to Norman Liebow, a Gaithersburg resident and C&OCA member. Norman was honored for contributions that included helping to organize and maintain the Great Falls Bike Patrol, to which he devoted 581 hours in 2005. C&OCA's VIP program, which is headed by Jim Heins and Steve DeLanoy, received an award for group service. In 2005, 110 members completed 10 service projects totaling 464 work-hours. These projects included trail restoration, revegetation, repairing picnic tables, and installing numerous interpretive exhibits. The third Hartzog Award went to the C&OCNHP itself for conducting the region's most meritorious park volunteer program of 2005. The park provides a variety of opportunities to serve as volunteers, including work as bike patrollers, visitor center assistants, living history interpreters, docents, trail stewards, resource management assistants, maintenance assistants, receptionists, librarians, and level walkers. In 2005, the number of volunteers increased 14.6 percent, from 2,396 to 2,746.

The three regional honors were capped when the C&OCNHP won the Hartzog Award for the best volunteer program in the entire National Parks System. The award was presented to Superintendent Kevin Brandt at the national volunteer awards luncheon on May 12.

In the NPS photo below, those shown at the regional Hartzog Award presentation are volunteers, except as noted. From left to right, they are: front row, kneeling: Phil Ruth; John Noel, the canal park's volunteer coordinator; and Jim Heins; back row, standing: Dianne Shipp; Don Goodwin; Norm Leibow; Steve DeLanoy; Jan Heins; Kevin Brandt, the canal park's superintendent; Joseph Lawler, director of the National Capital Region; and Polly Angelakis, regional VIP coordinator.



CORRECTION: We regret that the previous issue of this newsletter omitted the name of Jim Heins from the list of those who received the Mule Show Award at C&OCA's annual meeting. Jim was honored for energetic work as co-chair of C&OCA's VIP program and his many other contributions to the Association.

Turning Basin Rewatered in Cumberland

By Ned Preston

On May 13, a well-attended ceremony marked the watering of the turning basin in Cumberland, recreating this feature of the canal's western terminus in approximately its original configuration. The event celebrated the completion of Phase I of a project that will eventually include the watering of more than a mile of the canal prism.

Proceedings opened with spirited musical entertainment and a welcome from canal park's Superintendent, Kevin Brandt. Ethan Sagan, an Allegany High School student, then read his award-winning essay on the impact of the canal upon the community (photo below at top right). He noted that the waterway had once helped to make Cumberland the state's second-ranking metropolis, and that its current restoration was bringing tourism and an economic upswing to the "Queen City."

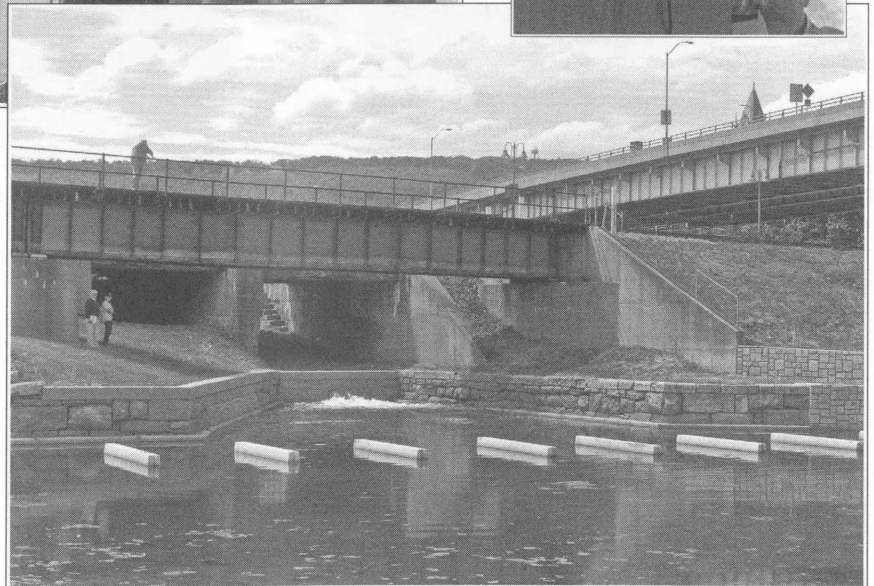
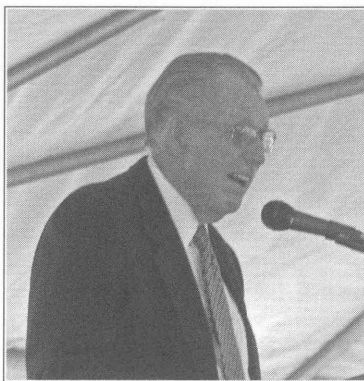
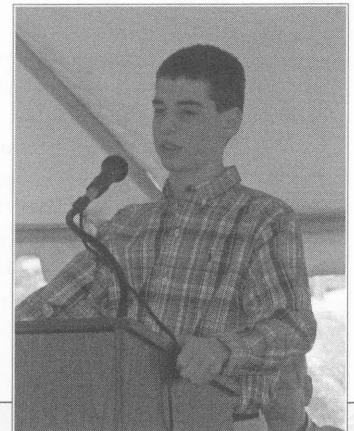
Other speakers included local, state, and federal leaders who have helped to make the basin project possible. Among them was Sen. Paul S. Sarbanes, who compared the rewatering to "putting the jewel in the crown" of the city's Heritage Area. The senator praised the local, state, and federal organizations that have worked together on the endeavor, including Army Corps of Engineers, represented at the ceremony by Col. Robert Davis. As part of his remarks, Rep. Roscoe Bartlett (bottom left photo) called for wa-

tering the canal throughout its entire length. This prompted Col. Davis to assure the Congressman that the Corps was prepared to undertake the project — given the proper funding and authority.

Several of the speakers expressed regret that two key supporters of the basin project were not there to see its fruition: the late Douglas D. Faris, canal park superintendent, and the late Sen. J. Glenn Beall, Jr., Canal Place Board Chairman.

At the climax of the program, the speakers moved from the platform to the basin's edge, where they placed their hands on a symbolic valve wheel. Shown in the top left photo below, they were (from the left): C&OCA President Robert Perry; Cumberland Mayor Lee Fiedler; Casper R. Taylor, Jr., former Speaker of the Md. House of Delegates; Sen. Barbara Miklowski's representative Julianna Albowicz; Sen. Paul Sarbanes; Supt. Kevin Brandt; Rep. Roscoe Bartlett; Col. Robert Davis, standing behind Canal Place Authority Chairman Howard Buchanan; NPS Regional Director Joseph Lawler; and James Stakem, President of the Allegany County Board of Commissioners.

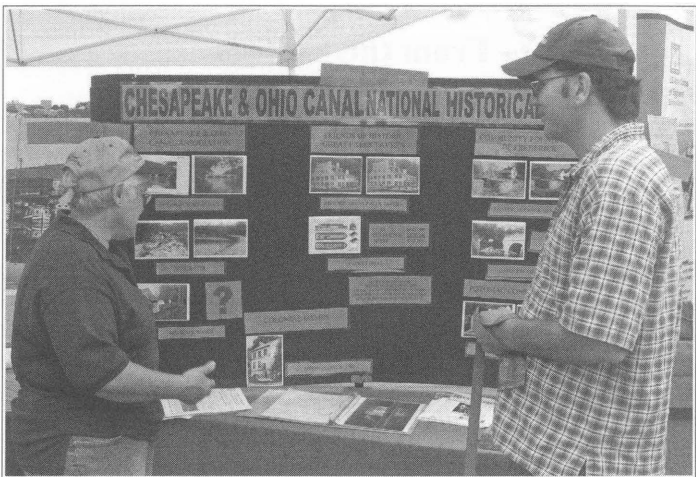
Not unexpectedly, the dignitaries found it necessary to turn the valve for several minutes. Their persistence was rewarded, however, when water began gushing from pipes on the other side of the recreated basin (bottom right photo).





Above, C&OCA President Perry presents a canal scene by Tom Kozar to Sen. Sarbanes, who also received the Association's Mule Shoe Award. Since the Senator had been unable to attend C&OCA's annual meeting, the May 13 event in Cumberland offered an opportunity to personally present these honors, which recognize the soon-to-retire Senator's long support of the canal park.

In the photo below, Nasra Sakran (left) answers questions about a new exhibit that explains the role of the various volunteer organizations that assist the C&O Canal NHP. The exhibit was created by C&OCA members William Bauman, Rita Bauman, Jeanine Moore, and Janet Heins. First unveiled at the rewatering celebration, it will be on view at the Association's booth at other future events.



Electronic Communication

C&OCA is attuned to history, but we strive to use the most up-to-date techniques to stay in touch with our members. Electronic media help to keep canal park supporters abreast of the latest activities and developments. Please 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 editor@candocanal.org.

Along the Towpath

VIP Update

by Jim Heins

Our association's Volunteers-In-Parks program started off briskly indeed this year on a windy and chilly March 18 in Georgetown. Seventeen C&OCA members, with some non-member volunteers, braved the elements to repaint the canal boat, clean out the canal prism, and generally spruce up the area. It was a very productive day.

On April 8, for the annual Potomac Watershed Cleanup, your VIP leadership ambitiously assumed responsibility for five sites between Carderock and Rileys Lock. Despite cold and rainy weather, 106 volunteers turned out, including many from the neighborhood, 16 from our association, and a group of students from Walt Whitman High School. They all did a fantastic job, removing 250 bags of trash, 660 pounds of other junk, and 105 tires from the C&O Canal NHP. Members of the association provided invaluable assistance as leaders at these sites.

April 22 was another cold, rainy day, but seven fearless (or perhaps not too smart?) volunteers joined our work party. They installed the last five of 17 wayside exhibits, this time between Little Falls and Whites Ferry.

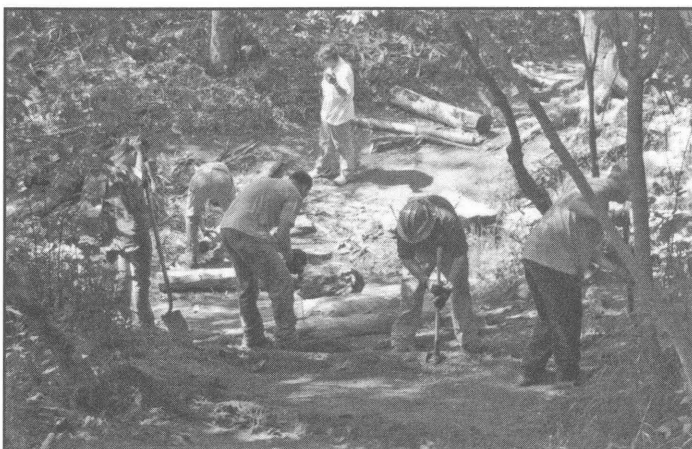
On May 13, another 15 stalwart volunteers, including four non-members, helped to improve a small but difficult section of the Billy Goat Trail. This was another very energetically performed and rewarding project.

On June 10, we hope to have a large group of C&OCA volunteers help with the repainting of the mule barn at Great Falls. We will need people willing to clean out gutters, remove vegetation, replace boards on the barn and fencing, and do a large amount of painting. If this newsletter reaches you before June 10 and you would like to help, please contact us.

The schedule after June includes re-vegetation work following removal of steps and supports leading to the towpath at Carderock on July 8. More painting will take place in Georgetown on August 12, and fence repairs, replacement and painting at Pennyfield Lock on September 23. (Our October 28 project date was eliminated because it became necessary to reschedule the association's fall hike on that day.)

If you can assist with any of these projects, please contact Jim Heins or Steve DeLanoy at c&ocanalvip@toyhouse.org, or call Jim at 301-949-3518. We'd love to have your help!

*Below: VIP restoration work along the Billy Goat Trail
(Photo: Jim Heins.)*



FROM THE ASSOCIATION

From the President

GU BOATHOUSE ISSUE

By this time, I trust that you have responded to my correspondence and have sent a letter of objection to the Environmental Assessment that the National Park Service released. The Association stands firm on our cry that no building or other asset for private use should be constructed in a national historical park. C&OCA also believes that NPS should prepare a full Environmental Impact Statement rather than a less detailed, less in-depth Environmental Assessment.

AROUND THE CANAL

Here it is mid-June, and the year's activities are in full-swing. Hikes and bike trips, Volunteers-In-Parks projects, planning meetings for Williamsport Days, and canoe trips have already taken place, as well as other significant events.

In late April, we celebrated the opening of the Widewater portion of the Canal and enjoyed the spring weather as we completed the annual Justice Douglas Hike. It was a pleasure to represent the Association at the Widewater restoration event and to acknowledge the Kimbrough Family and the Association members for their roles in accomplishing this noteworthy milestone. That evening, we enjoyed fellowship and supper at St. Francis Episcopal Church, followed by presentation of the Justice William O. Douglas Award and a framed Monocacy Aqueduct print to Gilbert Gude, as well as an account of the Widewater project by Dan Copenhagen, C&OCNHP Engineer.

In May, Association members witnessed the results of private, state, and federal cooperation as, with other folks, we celebrated the re-watering of the Cumberland Basin. At that event, I presented Senator Paul Sarbanes with the "Mule Shoe" Award and a print by artist Tom Kozar.

In early June, we once again gathered for a breakfast at Bill's Place in Little Orleans to salute C&OCA's past presidents, and heard Karen Gray's presentation on several of those leaders. We have a full slate of events for the rest of the year, and I look forward to seeing you there.

NEW EDITOR JENNIFER HANNA

Please join me in welcoming Jennifer Hanna as our new editor of *Along the Towpath*. This issue is the cooperative effort of Jennifer and Ned Preston. While Ned has done a commendable job, we look forward to Jennifer's adding her touch, as have our editors in the past, and to Ned's continued guidance and contribution to our many causes.

BIG SLACKWATER RESTORATION PROJECT

Chairman Tom Perry and the Big Slackwater Restoration Committee are moving ahead. The August 12 boating event covered in this issue will bring public notice and support to our efforts to

remove the unsafe condition that currently exists due to the detour, and to make the towpath continuous from Cumberland to Georgetown. *No Slack at Big Slack!*

CATOCTIN AQUEDUCT RESTORATION FUND

On May 24, I represented the Association at the Community Awareness and Fundraising Campaign kick-off in Frederick. CAR Fund Chairman Dr. George Lewis acknowledged the Association's contribution to the fund and thanked C&OCA by presenting two different framed prints of the aqueduct. As a partner, we applaud the committee's efforts and encourage the contributions of C&OCA members to this worthwhile endeavor.

PROGRAM COMMITTEE CHAIR AND ASSISTANT TREASURER

C&OCA is in search of a Program Committee Chair and an Assistant Treasurer. If either of these positions sounds like something you could do in support of the Association, please let me know (rperry5568@comcast.net or 703-590-5568).

— Bob

From the Editors

It has been an honor and a pleasure to take a turn at editing *Along the Towpath*, and I sign off with much regret. The past 17 months have been remarkable ones in which the Association has celebrated the results of some of its farsighted projects and begun another major undertaking at Big Slackwater. Meanwhile, we've kept up our battle to preserve the park as an enduring public treasure, not real estate to be bartered away to private interests. Working on *Towpath* has made me feel a part of all this, and I salute all those who were carrying forward these efforts long before I became a member.

Many thanks all who have given me their generous assistance, and especially to editorial committee members Dave Johnson, Don Juran, Carl Linden, Nancy Long, and Helen Shaw. I know that, as my successor, Jennifer can count on the same level of support, and I wish her every success!

— Ned

The C&O Canal has long been a special place for my husband and me, and I'm looking forward to turning my professional experience and a lifetime love of National Parks into service for the Association. I'm also looking forward to upholding the high editorial standards set by Ned and previous editors on the pages of this newsletter.

— Jennifer

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 April 30, 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 towpath between miles 86.7 and 88.1 so that hikers and cyclists will no longer be forced to detour around that area.

John **BOGDAN**
 Tom & Barbara **ALBRECHT**
 James R. **ALDEN**
 William **ALKIRE**
 Joe **BANISZEWSKI**
 Nicholas J. **BARNARD**
 David & Barbara **BISER**
 Mr. & Mrs. Michael **BOERNER**
 Robert **BOIES**
 Andrea **BOWDEN**
 Marge **BRADLEY**
 Nat **BREED**
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 Ruth **CADE**
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 Hilda **CARPENTER**
 Sean Thomas **CASSIDY**
 Oskar & Frances **CERBINS**
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 David & Audrey **ENGSTROM**
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 FALLS TAVERN**
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 Adrienne **HUMPHREY**

Sally Lee **HUNTER**
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 Gene & Inga **WEINBACH**
 Bennett **WILLIAMS**
 Mary Pat **WILSON**
 John **WISNIEWSKI**
 Francis & Cynthia **ZUMBRUN**

C&OCA 2006 CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Jun - Sep 4	Sat, Sun	Volunteers may be needed as substitute docents at the lockhouse at Lock 75, open on weekends through Labor Day, 10 a.m. to 4 p.m.. Contact William Bauman, 540.888.1425.
Jun 3	Sat	Presidents' Day at Little Orleans. Breakfast at 8:30 a.m., with hike to follow.
Jun 4	Sun	Board Meeting at Williamsport Memorial Library, 1 p.m.
Jun 10	Sat	Volunteers-In-Parks (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 Family Festival, 11 a.m. to 3 p.m. at the Brunswick Family Campground. 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 17	Sat	Catoctin Aqueduct Awareness day at Lander Lock (Lock 29). See p. 2.
Jun 24 & 25	Sat & Sun	Oldtown Summer Fest, Oldtown, Md. 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 25	Sun	Joint Potluck Picnic with Friends of Historic Great Falls Tavern, 6 p.m. at Carderock Pavilion.
Jul 8 & 9	Sat & Sun	Cumberland Canal and Rail Fest. Contact Ranger Rita Knox, 301.722.8226
Jul 8	Sat	Volunteers-In-Parks (VIP), re-vegetation work at Carderock. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Jul 15	Sat	Canoe trip, Brunswick to Monocacy. Contact Barbara Sheridan, 703.306.6549. See announcement on p. 15.
Jul 22	Sat	Annual 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. 14.
Aug 6	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug 12	Sat	Volunteers-In-Parks (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-Parks (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.

C&OCA 2006 CALENDAR, continued

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.
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	REVISED DATE of Heritage Hike in the area of Ft. Frederick State Park (see p. 14) Volunteers-In-Parks (VIP) work party originally scheduled for this date is cancelled.
Nov 18	Sat	Volunteers-In-Parks (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-Parks (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 Hike from Monocacy Aqueduct parking lot, 2 p.m. Contact Pat White, 301.977.5628

See also NPS activities listed on page 22.

Potomac Conservancy Activities

For more details on the events listed below, see www.potomac.org.

River Center at Lockhouse 8: open Sat's and Sun's from May 6 through Oct. 15 from 10 a.m. – 2 p.m. Tour, browse educational exhibits, and attend the programs listed below.

June 11, Sun., 4-5 p.m.: Voices of the River: Old Time Banjo: join musician Reed Martin to hear and learn about claw-hammer banjo with tunes like "New River Train" and "June Apple."

June 24, Sat., 9 a.m. – noon: Fly Fishing Workshop with James Tilley. RSVP required: tilley@potomac.org.

June 24, Sat., 1-2 p.m.: Life by the River Oral History: people who lived in and near the lockhouses at Lock 7 and Lock 8 tell stories about what it was like to live and play by the canal and river in the early to mid-1900s.

June 25, Sun., 4-5 p.m.: Voices of the River: Canoe Building & Paddling: Jim Ross, who builds canoes by hand, will talk about his craft and some of the best places to paddle.

July 9, Sun., July 9, 4-5 p.m.: Voices of the River: Fiddlin' on the Porch: folk fiddle and guitar music by "Kitchen Gorrilla" (Lisa Robinson and Joel Edelman).

August 12, Sat., 12:30 – 2:30 p.m., Dragonfly/Damselfly Walk

August 13, Sun., 4-5 p.m.: Voices of the River: Growing Native: Colleen Langan, the Potomac Conservancy's Growing Native Coordinator, who will show you how easy it is to get involved in this hands-on seed collection project that helps to ensure a healthy Potomac River.

September 10, Sun., 4 'til 5 p.m.: Voices of the River: River Stories of People & Place: Eco-historian Hayden Matthews will tell stories of people who lived by the river in times past.

ANNOUNCEMENTS

Mini Bike Ride to Little Orleans

by Tom Perry

The next weekend bike ride will take riders from Big Pool to Little Orleans and back on July 29 and 30, a distance of 27 miles each day. This trip will be convenient to both campers and those who prefer lodgings, as there is a very fine B&B near the campground. Since no sag wagon is provided, it will be necessary for participants to carry everything that they need on their bikes. For diversion, we will see the Indigo Tunnel, soon to be included in the rail-trail extension, and we will visit Bill's Store for fellowship.

Please call me at 301-223-7010 for information or to register. Since we will be leaving our vehicles at the Big Pool trailhead, it will be necessary for me to register them with the Department of Natural Resources police. B&B users will need to make their own reservations.

Logo Contest Still Open

Although several handsome designs have been submitted, the logo contest committee is still accepting entries. The logo should provide the Association with a symbol that is more easily printable than the historic Canal Company seal. 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. They will be considered by a panel of three judges, and the winning design may be recommended to the Board as an official logo.

Assistant Treasurer Opportunity

In order to assure that the Association will have a replacement available if the Treasurer is, for some reason, unable to continue to fulfill the responsibilities of the office, both the Finance Committee and the Audit Committee have recommended that an Assistant Treasurer be appointed.

The Assistant would be given the opportunity to learn the Association's accounting system, and to participate in some of the Treasurer's responsibilities, but would not necessarily be a member of the Board of Directors. A volunteer for this position need not have an accounting background.

For more information, those interested may contact Treasurer Linda Willard at 301-530-0408.

Bird Walk To Be Rescheduled

Inclement weather forced cancellation of the bird walk scheduled for Violettes Lock on April 22; however, Jack Devine has agreed to lead another walk during the fall migration season. The date and details will be announced on www.candocanal.org and in the next issue of *Towpath*.

Program Committee Chair Needed

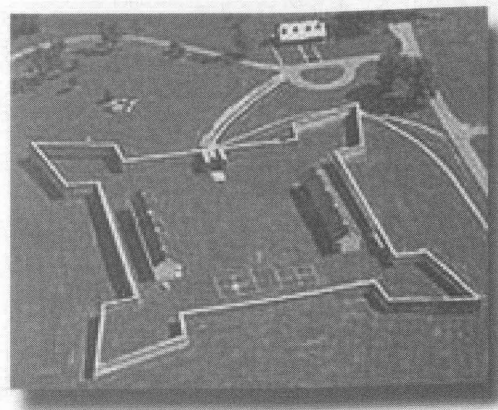
As announced in our last issue, Tom Perry has assumed leadership of the Big Slackwater campaign. To allow time for this new duty, he is resigning as chair of the Program Committee, although he will remain one of its members. The functions of the committee include making arrangements for the annual Justice Douglas Hike, Heritage Hike, and other similar events.

We hope that someone will step forward without delay to fill this key position, in which Tom has served with unfailing efficiency. Those who are interested should contact President Robert Perry at 703-590-5568 or rperry5568@comcast.net.

Preview of Fall Heritage Hike

By Tom Perry

We want everyone to note that the date of our Heritage Hike has been changed to Saturday, October 28. It will take place in the area of Fort Frederick, which is celebrating this year its 250th anniversary. The massive fort is depicted in the Maryland Department of Natural Resources aerial photograph below.



Fort Frederick was built during the French and Indian War to protect the settlers on the western frontier. Its 18-foot walls, and the fact that it was constructed of stone rather than timber and earth, made it an unusually strong fortification for its time and place. During the Revolutionary War, the fort became a prison for British and Hessian troops, and it also saw service as a Union outpost in the Civil War. In the 20th Century, the fort and adjacent land became the first state park to be so designated in Maryland. To our knowledge, it is the only state park that is bisected by a federal park -- our C&O Canal National Historical Park.

A special day is planned for the Heritage Hike, featuring tours and hikes. Please mark this date down on your calendar. Detailed information and reservations will appear in the September issue of this newsletter.

ANNOUNCEMENTS, CONTINUED

Annual Brunswick-to-Monocacy Canoe and Kayak Trip

by Sonny DeForge

Join us on Saturday, July 15, for this year's 12-mile canoe and kayak trip from Brunswick to the mouth of the Monocacy River. We will make rest stops along the way — including the beautifully restored lockhouse at Lander and the "cool" Tarara Winery. Fond memories of last year's trip are recalled in Al Cohen's article, "Of River, History, and Wine" in the September 2005 issue of *Along the Towpath*. For additional information, please contact Barbara Sheridan at 703-306-6549.

In the photo below, paddlers posing on another past trip in this series include, from left to right (standing): Ken Rollins, Andy Bristol, Clifford Cunningham, Al Cohen, Barbara Sheridan, Jim O'Mear, John Viner, Steve Davis, Ron Miller, Bill Burton, Ed Miller, and Buzzy Everline; (kneeling): Caroline Quijada, Tabi Viner, Doug Viner, Mike Upchurch, and Sonny DeForge. Participants not shown were: David Lepkowski and the photographer, Carl Linden.



THE ASSOCIATION WELCOMES NEW MEMBERS

Arlette CAHEN-COPPOCK
& Rob COPPOCK
Tom ENGEMAN
Tim FOLEY & Laura SCHNEIDER
Lane S. HART, IV
Tommy E. HENDRICK
Thomas E. HOLLAND
Tom HOOPGARDNER
& Geraldine GERARDI
Carol IVORY
Charles A. JOHNSON
Rev. David B. KAPLAN
Erin MANTZ
Patsy McDONALD

Washington, DC
Brunswick, MD
Arlington, VA
Frederick, MD
Martinsburg, WV
New Carrollton, MD

Bethesda, MD
Reston, VA
Hyattsville, MD
Hagerstown, MD
Potomac, MD
Baltimore, MD

Gary P. McGINNIS
Michael MURTAUGH
Dennis M. O'CONNELL
Anne & Ryan PETERSEN
Paul J. POLING
Jeri & Max QUEENAN
Dale REYNOLDS
Susan RIGGS
Linda ROSENDORF
Terry SHEWMAKER
John Scott SMALL
Don SPARKS
C. Mason WHITE

Sykesville, MD
Mercersburg, PA
College Park, MD
Grand Canyon, AZ
Lakewood, OH
McLean, VA
Haymarket, VA
Cumberland, MD
Rockville, MD
Annandale, VA
Gaithersburg, MD
Charleston, SC
Arlington, VA

ON THE LEVEL by Level Walker Chair Bill Burton

Beautiful spring weather has been a great incentive for level walkers to spend time on the towpath sprucing up their levels. Many have reported how lovely the wildflowers have been this year and how refreshing it has been to get out and enjoy being in the Park during this most pleasant time of year.

A record number of new volunteers have signed up to be level walkers. Many thanks to these members that have agreed to support the Association's Level Walker program, and more importantly, the park that we all love and enjoy. The seven new level walkers are: **Stephen Williams, Nasra Sakran, Barbara Shapiro, Pat Hopson, Carol Ivory, Dottie Cousineau, and John McGraw.**

So far this year, 70 reports have been received covering 34 of the 69 levels between Georgetown and Cumberland. The highlights of the 58 reports received between mid-February and mid-May are listed below:

Level #1, Tidelock to Incline Plane: 2/16, 2/23, 3/8, 3/25, 3/30, 4/6, 4/13, 4/20, 4/28, 5/10, **John Barnett** reported a mobile reception center has been set up behind the visitor center, which is being renovated, and that the recently repaired and painted canal boat looks great and is now running.

Level #2, Incline Plane to Lock 5: 4/1, **Bill Quinn** encountered a huge number of walkers, probably more than 1,000, on PEPCO's annual multiple sclerosis walk.

Level #4, Cabin John Creek to Lock 14: 5/15, **Fred and Judie Mopsik** reported a breach in the prism wall below Lock 8, and the National Park Service gave the problem prompt attention. 2/24, 3/8, 3/12, 3/14, 3/16, 3/21, 3/25, 3/30, 4/3, 4/4, 4/9, 4/21, **Larry Heflin** reported a partially fallen tree remnant, "widow-maker", hanging over the towpath between Lock 8 and Lock 9. It was quickly removed by NPS. Larry also discovered and reported discarded copper guttering behind Lockhouse 11.

Level #6, Bridge at Cropley to Great Falls Tavern: 4/10, **Harry Bridges** stated that the new walkway at Widewater is now finished and looks great!

Level #9, Pennyfield Lock (22) to Seneca Aqueduct: 3/11, **Mike Schuchat** reported a downed tree across the prism that was blocking boaters.

Level #10, Seneca Aqueduct to Milepost 25: 3/10, 3/31, **Carol Purcell** reported that pot holes and low spots on the towpath had been filled in, and that many beautiful plants were now in bloom on a perfect day to be on the towpath. 3/5, **John and Val Wheeler** remarked that the towpath was in the best condition ever seen.

Level #12, Sycamore Landing to Edwards Ferry: 4/1, **Skip Magee** noted that a lot of

trash had washed up from the river about a mile downstream from Chisel Branch, and would be a good candidate for a group cleanup activity.

Level #13, Edwards Ferry to Harrison Island: 3/18, **Barbara Shapiro** reported yellow warning tape on both sides of the towpath near mile 31 where there is severe erosion.

Level #16, Woods Lock (26) to Monocacy Aqueduct: 3/4, **Mike Cianciosi** reported a missing board on the crosswalk bridge at Lock 27 (which has since been repaired) and spotted a beaver at mile 40.7.

Level #18, Nolands Ferry to Point of Rocks: 3/7, **Jed and Gaye Tucker** removed a large amount of trash that had been previously hidden by undergrowth and leaves and reported the vandalized porta-potty at Nolands Ferry has been replaced.

Level #19, Point of Rocks to Catoctin Aqueduct: 2/10, 3/10, **Marlow Madeoy** reported a total of five buses loaded with students learning about the history of the canal and railroad in Point of Rocks.

Level #20, Catoctin Aqueduct to Lock 30: 2/24, **Emily Kilby** picked up a bushel of trash, including the bushel basket itself, and noted the graffiti-covered mileposts previously reported had been repainted.

Level #21, Lock 30 to Lock 31: 3/31, **Ron Howard** encountered a backpacker walking across country to California on a "peace walk".

Level #22, Lock 31 to Lock 33: 7/2/05, 1/28, 4/2, **Lisa Angstadt** provided photos of what appeared to metal scraps from the nearby railroad tracks, and spotted two huge snapping turtles swimming in the canal.

Level #24, Dam #3 to Dargan Bend: 3/13, **Ron Howard** thanked the Washington County Highway Department for picking

up bagged trash that he had left along Back Rd. for later pickup.

Level #29, Lock 39 to Snyders Landing: 3/31, **Jack Magarrell** picked up a large amount of litter, probably winter's accumulation, and was thanked for the work by a biker that pedaled by.

Level #32, Marsh Run Culvert to Dam 4: 5/13, **Dave and Kathy Peterson** noted that Dam 4 Road had been repaved, and reported a broken rail at the Dam 4 parking area.

Level #34, McMahon's Mill to Opequon Jct. Hiker-Biker: 5/3, **Linda and Tom Perry** with **Heidi and Sammy Gardner** noted that stones are being used in stabilization of the towpath. 4/30, **Tom Perry** with **Tom Wolf** removed a deer carcass and reported the towpath in fine shape.

Level #35, Opequon Jct. Hiker-Biker to Lock 43: 2/23, **Stephen Williams** noticed a small wind chime with weathered wood and slender bars hanging from a tree branch next to the towpath.

Level #37, Falling Waters to Lock 44: 4/25, **Russ Meinke** noted that there was very little trash, but plenty of sticks to pick up.

Level #39, High Rock Quarry to Nettle RR Bridge Piers: 3/29, **Jean Swank** collected a large amount of trash, and reported there were a lot of trees with beaver damage just south of Gift Rd.

Level #40, Nettle RR Bridge Piers to Dam 5: 3/29, **Bill Hibbard** picked up 14 bags of trash and one tire, and reported that a very welcome NPS person came along and hauled all of it away.

Level #41, Dam 5 to Four Locks: 3/5, **B.K. Lunde** reported a quiet day at Four Locks, no boats or jet skis, and a large wooden cable spool in the prism below Two Locks.

Along the Towpath

Level #43, McCoy's Ferry to Fort Frederick: 4/15, Karen Gray with Gary McInnis noted that two Boy Scout troops were camping at McCoy's Ferry, one hiking downstream and the other upstream, and reported two large sink holes in the prism just above the stop gate at McCoys Ferry.

Level #45, Ernstville to Licking Creek Aqueduct: 3/4, Joe Kochenderfer reported the trash bag box and post missing at Licking Creek Hiker-Biker Campground.

Level #50, Lock 53 to Dam 6: 4/2, Karen and Ed Leisinger spotted two pleated woodpeckers and a small motorized glider flying over the towpath and river.

Level #53, 15 Mile Creek Aqueduct to Lock 59: 3/11, 4/23, Mary and Steve Huebner noted that, after the recent rains, the canal was full of water from the Little Orleans campground to near mile 143.5.

Level #54, Lock 59 to Lock 60: 4/16, Dennis Kubicki surprised a family of foxes (mother and three cubs) playing on the towpath.

Level #64, Kellys Road Culvert to Spring Gap Rec Area: 4/4, 4/10,



Nasra Sakran removed 92 bags of trash and 3 tires over five visits to the level. (The bags of trash are shown in the photo above.)

An Invitation

If by some mischance you are not a member of the C&O Canal Association, please consider joining our organization! 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, please use the convenient form below and mail it to the address indicated..

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

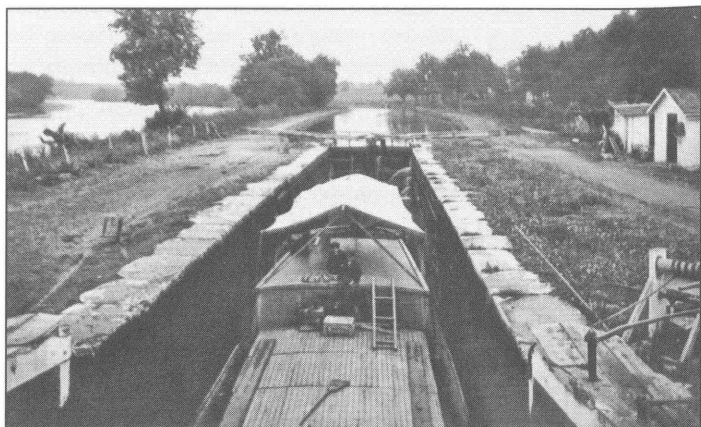


ACCOMPANIED BY THE PAST by Karen Gray

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 BC), Pro Publio Sestio

The Complex World of Locks, Gates, and Dams

Anyone who learns about the canal comes across terms like lift lock, river lock, inlet or outlet lock, stop lock or stop gate and guard lock or guard gate. The fact that these terms are frequently misapplied adds to the confusion most people have about them. Additionally, there is not always agreement on the best term for a



A canal boat exits from a lock on the C&O Canal. (Photo: NPS)

given structure, and the nature of these structures sometimes makes more than one term appropriate. I'll try to sort them out, but, as always, I invite anyone who so desires to add their opinion or further information.

Although most people assume they know what a lock is, a minimal description is important to explain some of the distinctions made below. So: minimally, a lock is a chamber that holds water between two gates that allow the water level within the chamber to be changed and accessed by water craft. Locks also allow for a change of elevation from the water level at one end of the chamber to a different level at the other. That change in elevation represents the "lift" of the lock.

LIFT LOCKS

While all locks provide some lift, the term "lift lock" is usually applied to those that are on the line of a canal and serve primarily to overcome its change in elevation. On the C&O Canal, we generally consider the consecutively numbered locks from Lock #1 in Georgetown to Lock #75—the last lock before Cumberland—as the C&O lift locks. The average lift of these locks is 8 ft. These 74 locks overcome the approximately 608-foot difference in elevation between the two termini. (There are only 74 locks in this series because Lock #65 in Tunnel Hollow was not built, re-

sulting in the amusingly-numbered locks #63 1/3rd, #64 2/3rds, and then #66.)

Other locks on the canal could raise and lower boats, although the term "lift lock" is not usually applied to them. One example is TIDELOCK, at mile 0 next to the Thompson Boat House. It allowed boats to pass between the Potomac and the basin formed by a dam across the mouth of Rock Creek, which created a pool about 4 ft. above the mean level of the river. Another example is the RIVER LOCKS category, described in a separate section below.

INLET, FEEDER, or GUARD LOCKS

Inlet locks are so named because they let water into the canal, and these structures (in one case, actually not a lock but a gate) are given the number of the dam with which they are associated. Five inlet locks (#3, #4, #5, #6 and #8) are located on the pool behind their respective dams. Inlet lock #2 is downstream from Dam #2 at the end of the channel bringing water from the pool behind the dam. It is also located adjacent to Lock 23 (Violettes Lock). The Dam #1 inlet structures are also below the dam near the end of their inlet channel, and they will be discussed later under gates. Inlet Locks #3 and #6 also have inlet channels, but the locks are behind the dam with a feeder channel below the locks to carry water to the main channel of the canal. The inlet or guard locks are sometimes also called river locks although that term is more properly used for a type of lock that will be discussed later.

The first lift locks at the upper end of Big and Little Slackwater (Lock #41 and #45 respectively) are often called inlet locks because they admitted boats back into the canal as it resumed. However, these locks are included in the lift lock numbering sequence and—in addition to passing boats between the canal and slackwater areas—their major task is to quickly raise the canal above the mean river level and thereby protect it better from high waters. Finally, please note that the term "inlet" is also applied to structures that let water into the canal, while Locks #41 and #45 locks allow the water that has come down the canal to flow out into the river.

DAMS

The Canal Company built 6 dams (#1, #2, #4, #5, #6, and #8) to create pools of water that could usually feed the canal even during periods when river levels were low. (Dam #7 was not built.) The Canal Company was permitted to draw water from the pool behind a pre-existing government dam (designated Dam #3 by the Canal Company). That dam, about 1.6 mi. upstream from Harpers Ferry, had been built to provide water to the US Armory canal on the Virginia (later West Virginia) side of the river. Originally, all the C&O dams were constructed with wooden cribs filled with rubble-stone. In the 1850s and 1860s, however, masonry dams replaced the original Dams #4 and #5. All the C&O dams, except for #4 and #5, are now largely gone, although there are modern government dams short distances upstream from the locations of the old canal dams #1 and #2.

GUARD WALLS, GUARD LOCKS, AND GUARD GATES

Because structures that let water into the canal behind dams are at river level, these are points where the canal is extremely vulnerable to high waters. To protect these structures and the canal below them from flooding, they are always associated with a high GUARD WALL through which they pass. The lock or gate at the river end is therefore as high as the guard wall and is an important part of that protective structure, justifying the use of the term guard lock or guard gate.

The inlet structures for Dam #1 do not include a lock, but are rather an upper CONTROL GATE that now serves as the primary inlet structure, and below it, a GUARD GATE adjacent to Lock #5. The channel on either side of the guard gate has substantial walls—those downstream from the gate have the appearance of a lock chamber, but do not serve as such because there is no gate at the lower end. Also, note that the guard wall has a concrete coating between the guard gate and Lock #5 to help prevent the wall from washing out when flood waters overtop it.

At Dam #4, a guard wall extends between the river and the canal from the dam's abutment to the inlet lock #4, 1.1 mile upstream from the dam. The inlet lock let water into the canal from the pool behind the dam, but also passed boats to and from Big Slackwater. The current path for hikers and bikers is on the guard wall, rather than on the historic towpath that is lower down, beside the canal. (Sections of the true towpath along this 1.1-mile stretch of canal are not maintained and are impassible.) Where the guard lock goes through the guard wall, the wall makes a sharp turn to connect with the hillside. There is also a supplementary water supply inlet that comes from a control gate a short distance upstream from the lock. It passes through a culvert under the guard wall, into a flume on the land side of the lock, and then into the canal. The upper ends of the #4, #5, #6, and #8 inlet/guard locks are now sealed with a concrete wall that significantly alters their historical appearance.

RIVER LOCKS

Three river locks made it possible for boats to pass between the canal and the river. All three were located at points where considerable commercial traffic was anticipated but where no guard or inlet lock was located. River locks also provide lift, the amount being determined by the difference between the level of the canal at that point and the mean level of the river below. The water to fill these locks came from the canal—although there would always have been some inflow from the river, the amount depending on river levels. At each river lock, a bridge carried the towpath over the entrance to the lock. These bridges had to be high enough to allow boats using the river lock to pass under them, yet not so steep that mules pulling boats along the main canal channel would be unable to go up and over them.

The Goose Creek river locks are 2/10ths of a mile below Edwards Ferry, and are the only STAIRCASE LOCKS on the C&O. In a staircase arrangement, the lower gate of the upper lock serves as the upper gate of the lower lock. Because of their uniqueness on the C&O, it is most unfortunate that these locks have fallen into ruin, making them difficult to interpret and unsafe to study closely. These locks are opposite the mouth of Virginia's Goose Creek. They provided a connection with the Goose Creek and Little River Navigation system that was intended to

serve a large and resource-rich region with many mills. Unfortunately, the system was never completed, and it is likely that the locks were very infrequently used.

The second river lock was opposite Harpers Ferry, just downstream from Lock #33. When it was built, the Canal Company planned to construct a mule bridge across the Potomac so that the C&O freighters could be taken across the Potomac to a wharf at Harpers Ferry. However, this plan failed and the river lock was not well maintained. Due to the tendency of lock walls to slump inwards, the large C&O freighters could not fit into the lock by the time of the Civil War. There is some evidence that it was used by smaller boats coming down the Shenandoah. It was filled in following the 1889 flood, if not before.

The third river lock is upriver from the Boteler Mill dam, which was located about a tenth of a mile downriver from Lock #38. The lock served as an important access point for the shipments from the Botelet establishment, a grist mill that after 1828 turned mainly to the production of hydraulic cement. When the mill was demolished and the dam abandoned, the river fell to its natural level, leaving the lock high and dry.

STOP GATES

There are seven stop gates on the canal. These are frequently misnamed stop locks or guard locks although—like the guard gate beside Lock #5—they are *only a gate*. These can be very simple structures, consisting of nothing but two walls or abutments with vertical grooves into which heavy planks can be dropped to hold back water in the level behind the gate. Stop gates can limit the amount of water passing, or hold it back entirely in the event of a breach in the section below or a need to drain and repair the lower section.

The first and second stop gates—at Great Falls and Dam #4 respectively—could well be called guard gates, as both provide for the towpath and canal to pass through a guard wall. These structures are for flood protection as well as routine maintenance. The Great Falls gate, located upstream from Lock #16, provides for passage of the canal and towpath through a guard wall or levee that stretches for 500 ft. from the adjacent hillside toward the river. After the 1996 floods, the Park Service strengthened the gate and also its beams, which are stored beside the towpath and



The stop gate at Great Falls. (Photo: Karen Gray)

ACCOMPANIED BY THE PAST (CONTINUED)

placed in the gate when flooding threatens. It is hoped that the gate and guard wall will divert future flood waters back into the main channel of the Potomac, protecting the canal's vulnerable Widewater area.

The second stop gate, at Dam #4, is the first of five in the Cumberland Valley (which is known as the Shenandoah Valley south of the Potomac). The guard wall that this gate passes through extends from the top of the dam abutment over to the road along the canal berm. The gate has substantial masonry abutments on either side. The Park Service rebuilt a winch house on top of it to house the gate's beams and the mechanism for lowering and raising them. Today, a bridge around the exterior of the winch house carries pedestrians along that guard wall to the top of the dam abutment.



Dam #4 stop gate and winch house in 1938-39, showing gaps on either side of the gate abutments due to the washing away of the guard wall in the 1936 flood. (Photo: Thomas Hahn Collection)

The other stop gates in the Cumberland valley are: at McCoys Ferry at mile 110.29; at Fort Frederick, below Big Pool where a bridge carries the road from the fort across the canal; upstream from Big Pool, at mile 114.15; and near the lower end of Little Pool, at mile 119.71. These four stop gates occur in a distance of 9.5 miles, bearing testimony to the frequency of berm and prism failures along this especially vulnerable level.

The seventh stop gate is about one mile below the Western Maryland Station in Cumberland, and its primary purpose was to retain water in the terminus basins when the canal below was drained.

NOTES: Two sources for canal terminology are: Thomas Swiftwater Hahn and Emory L. Kemp, *Canal Terminology of the United States*, Monograph Series Vol. 5, 1998: The Institute for the History of Technology and Industrial Archeology, West Virginia University, Morgantown, WV; and Terry K. Woods, *The Ohio & Erie Canal: A Glossary of Terms*. 1995: Kent State University, Kent, Ohio. The mileages in this article are from Hahn's *Towpath Guide*.

INTERNATIONAL CANALS

Do You Fancy International Canals?

by Carol Galaty

Are you a real canal enthusiast, or is your love affair just with the C&O Canal? For those, like many of us, who are fascinated by canals where ever they may be, we have treats in store for you.

Many of us were first exposed to canals as children when we learned to sing "The Erie Canal" around camp fires. Then we discovered that we had a wonderful canal in our own back yard, the C&O Canal. It didn't take us long to begin a love affair with the C&O Canal: biking, hiking, ice skating, walking the dog, and camping along its banks in all seasons and all weather. Then, as adults, we began to hear from friends who rented a canal boat in France, barging through the wine country, or in Germany, ogling castles on the bank.

And so, when tempted last year to attend the 2005 World Canals Conference in Sweden, we couldn't resist, emptied our bank travel accounts, and signed up. The Conference, described by Dave Johnson in the December issue of *Towpath*, was romantic, fun, delicious, beautiful, exciting, wet, cold, sunny, warm, stormy, and amazing. But above all was the fascination of meeting and bonding with people from around the world who were responsible for canals, who worked on canals, who lived on canals and many, like us, who just loved being on canals.

What are your treats?

Well, *first*, the next **World Canals Conference** will take place on September 12 to 14 in Bethlehem, Pa. *Please hold those dates*. This time, you won't have to empty your bank account, just a tank of gas. The event's theme is "Industry to Recreation: Greening the Coal Canals." Pre-conference activities will include a community festival on September 10, as well as canal society meetings and walking tours of Bethlehem's industrial quarter on September 11. The conference itself will take place in the His-



Lockkeeper's house in Hugh Moore Park, one of the conference's tour venues. (Photo: National Canal Museum Collections, Easton, Pa.)

Along the Towpath

toric Hotel Bethlehem, and will include many noted speakers and sessions on aspects of the history of canals and their current status and preservation. Each day, buses will take participants to tour nearby sites, and four exciting post-conference tours are also being offered.

The C&O Canal Association has been asked to assist in preparing for the conference and spreading the word about it. So, if you have any inclination to help, or just want more information, please contact the World Canals Conference at 1-888-423-9345, or visit www.delawareandlehigh.org or www.canals.org.

The *second* of the treats that I mentioned consists of **two new maps** in a series about canals around the world that are now available. David Edwards-May of Euromapping has prepared beautiful, colorful, and well indexed professional maps entitled *Europe: Inland Waterways* and *North American Inland Waterways*. Both are on sale at www.worldcanals.com.

The maps are designed for users, advocates, boaters, and enthusiasts. They offer an overview of inland navigations past and present. Enjoy learning about new canal heritage sites, visitor centers, and restoration -- or use the maps to help plan visits or inland water trips, exploring new possibilities for boating, hiking, biking, camping, and angling.

As David Edwards-May explains, the North American map introduces you to the location and history of over 100 canals throughout North America, from Halifax and Miami on the East Coast to Vancouver and San Francisco on the West Coast. The European Map covers canals not just in what we may traditionally think of as Europe, but in Scandinavia, Russia, and the former Soviet Republics. In these parts of the world, commercial canals are still used, and many have been restored or converted to recreational venues. They are ideal for people who want to have a fun vacation in a relaxed environment, enjoying serene scenery and cruising to new destinations far from their home.

AROUND THE PARK

Swains Lock Concession Closes

(From an NPS news release issued on April 27)

The family-owned seasonal refreshment stand and boat rental at Swain's Lock, located on the C&O Canal National Historical Park, will no longer be open for business. After almost a century, the Swain family has ceased operations.

Family member Bert Swain said, "The Swain family has lived at Lockhouse 21 since the early 1900s, and it was an emotional decision to give up the concession. However, it had run its course and we're looking to the future and working with the National Park Service and other interest groups in finding new ways of utilizing the lockhouse. The family is very eager to stay involved in maintaining connections with the National Park Service and the canal."

C&O Canal Superintendent Kevin Brandt said, "It is sad to see a season begin on the C&O Canal without the

Swains. The family has long been associated with the canal, and they will be sorely missed."

Swain family members began working on the original construction of the canal and also worked as boatmen and lock tenders, operating Swain's Lock at mile 16.6. Jesse Swain was the lock tender when the canal closed down in 1924. The Swains lived at the lockhouse during the flood of 1936, when bridges were destroyed at Harpers Ferry and Shepherdstown, as well as during the floods of 1942 and 1972.

Bollman Bridge Reopens

by Bill Hibbard

With the cutting of the ceremonial ribbon and a parade of dignitaries on May 9, the newly restored Bollman Bridge across the C&O Canal in Williamsport is again open to fishermen, boaters, soccer leagues, and power plant employees.

The Pratt trusses that signify the bridge to towpath users are freshly painted, but they have been retired from active duty after 116 years of faithful service. A set of heavy beams unseen below the deck now carries the load. A new wood deck replaces the splintered timbers and protruding bolts that menaced the tires of crossing vehicles. The foot bridge is higher and sturdier than the old one it replaces, and it now stands on its own piers, no longer an appendage of the main bridge.

The cement mixers and stored timbers are gone from the corner of my back yard, and the route to my driveway is no longer a slalom course among heavy machines and orange barrels. But I'll miss the bustle of workmen and machines and the inspections of daily progress, the coming and going of huge trucks and visits with the government representative.

The Bollman Bridge is located at the foot of Salisbury Street in Williamsport, one block south of the Park visitor center.

EDITOR'S NOTE: We thank Bill Clague for his letter correcting our misleading use of the term "Bollman truss bridge" in the March issue. For the bridge at Williamsport, engineer Wendell Bollman employed a Pratt truss, not the distinctive Bollman truss that he used in many later designs.



Above, Superintendent Kevin Brandt of the C&O National Historical Park and Williamsport Mayor Jim McCleaf cut the ribbon to open the restored bridge. (Photo: Bill Hibbard)

AROUND THE PARK, CONTINUED

Visitor Center Improvements

As renovation work proceeds at the Visitor Center on Georgetown's Thomas Jefferson Street, park personnel are greeting visitors at a temporary facility near Lock 3. The permanent center is slated to reopen later this summer, complete with more space, full accessibility, and better amenities. Meanwhile, new exhibits are being developed for later installation, probably in 2007. The exhibits will interpret the overall history of the canal, the fundamentals of its operation, and the lives of families and individuals whose livelihood depended on the waterway.

A similar phased renovation is projected for Great Falls Tavern Visitor Center. Interior rehabilitation there will be followed by installation of newly-designed displays that will harmonize with the Tavern's 19th Century appearance.



Visitors stroll between the temporary Center in Georgetown and the bust memorializing Justice William O. Douglas, whose vision led to the canal's preservation as a National Historical Park.

New Trail at Shepherdstown

A wide trail connecting the canal towpath to overlook points on the bridge crossing the Potomac River at Shepherdstown is expected to open by the end of June. The trail was constructed by West Virginia's highway department.

National Park Service Summer Activities

The C&O Canal NHP has not yet fully determined its schedule of activities for the season as this newsletter goes to press. Please contact the Visitor Centers for further information.

The **Georgetown Visitor Center** is operating in a temporary facility (see article above). Interpretive canal boat rides in Georgetown are now being offered on the spring schedule of Wed. through Fri. at 11 and 3, and on Sat. and Sun. at 11, 1:30, and 3. From July 1 through Aug. 31 the summer schedule will add a



The Canal Clipper passes through Lock 4 in Georgetown.

1:30 trip on Wed. through Fri., and a 4:30 trip on Sat. and Sun. From Sept. 1 through Oct. 29, the same schedule will be used as in the spring.

Great Falls Visitor Center: A lock demonstration, or an alternative ranger-led activity, will take place through mid-Aug. on Wed. through Fri. at 2 p.m., and on Sat. and Sun. at 1:30 p.m.

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.

Western Maryland: For additional information about programs described below, contact the park's three western Visitor Centers at the numbers and addresses listed on the opposite page. The Williamsport Visitor Center is open Wed. through Sun. from 9 a.m. to 4:30 p.m. The Hancock Visitor Center, which opens seasonally, is now operating Fri. through Tues., 9 a.m. to 4:30 p.m., and will continue through Sun., Sept. 17. The Cumberland Visitor Center is open daily from 9 a.m. to 5 p.m.

Beginning Sat., June 17, the Ferry Hill Plantation in Sharpsburg, Maryland, will be open to the public on Sat's and Sun's from 12:30 to 4:30 p.m. through Labor Day weekend. Guided tours are provided on request. Built overlooking the Potomac River around 1812, Ferry Hill has a rich history with links to the Potomac River, the C&O Canal and the Civil War period.

Several historic lockhouses are open to the public on weekends during the summer and fall.

Lockhouse 29 is open on Sat's from 11 a.m. to 2 p.m., through mid-October. It is located at Lander, between Brunswick and Point of Rocks.

Lockhouse 70 at Oldtown, Md. is open Sat's and Sun's from 10 a.m. to 4 p.m. from May through October.

Lockhouse 75 at North Branch near Cumberland is open on Sat's and Sun's from 10 a.m. to 4 p.m. through Sept. 3, as well as on Labor Day, Sep. 4. The lockhouse is staffed by members of the C & O Canal Association.

Several other regular programs are being offered from the Memorial Day to Labor Day weekends. On Sat's and Sun's from 2 to 3 p.m., lock demonstrations will be conducted at Lock 44, just downstream from the Williamsport Visitor Center. Learn about "locking through" and the locktender's life.

Guided walks through the Paw Paw Tunnel will be offered on Sat's from 2 to 3 p.m. Visitors should meet the park ranger at the Tunnel entrance, located one-half mile from the visitor parking area. Bring a flashlight and wear comfortable walking shoes. The Paw Paw Tunnel, more than 3,000 feet long, is the largest structure along the length of the C&O Canal.

The newly rewatered terminus basin in Cumberland will be the site for guided walking tours and talks on Sun's from 3:15 to 4 p.m.

Along the Towpath

C&O CANAL NATIONAL HISTORICAL PARK

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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	Bill Justice, Acting
Chief, Interpretation	301-714-2214	Bill Justice
Natural Resource Program Mgr.	301-714-2224	Marie Sauter
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
Fee Collection Supervisor	301-299-3603
	Alex Negron, Acting
	Paul Johnson

Georgetown Visitor Center

202-653-5190	
1057 Thomas Jefferson St., NW, Washington, D.C. 20007	
Supv. Park Ranger, Interpretation	Rod Sauter, Acting

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	Al Voner, Acting
Cumberland Subdistrict	301-722-0543	
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	Rita Knox, Acting

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
Carderock and Marsden Reservations	301-767-3731

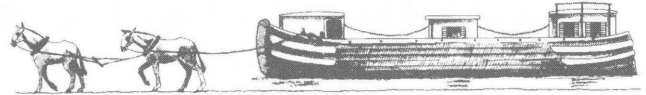
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Along the Towpath is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Articles for publication should be submitted to Jennifer Hanna at the address below, for receipt by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

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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.

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Along The Towpath

Chesapeake & Ohio Canal Association

Please Note:

See page 4 for an important issue that
requires your action on or before
June 15.

~ ~ ~

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.

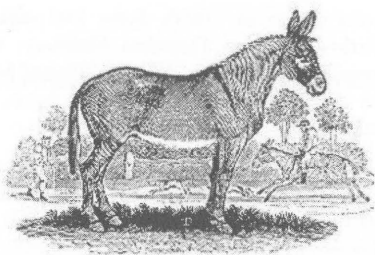
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