



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.

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Annual Meeting Scheduled for March 3

By Dorothea Malsbary

The 2007 Annual Meeting of the Chesapeake and Ohio Canal Association will be held on Saturday, March 3 at the American Legion Hall in Williamsport at 400 South Conococheague Street, opposite the Fire Hall. At 1:00 p.m., a "Meet the Candidates" hour will allow an opportunity to become acquainted with the nominees for officer and director positions (see page eight where their statements begin). The meeting itself will follow at 2:00 p.m.

Two optional activities will be provided in the morning, both starting at 10:00 a.m. The first option is a visit to the Williamsport Town Museum. The museum will be opened for us and includes artifacts of the town and the canal. On hand to share their experiences will be descendants of canal captains. The second option is to join a hike being led by Tom Perry up to the barrier above Dam #4, beginning with coffee at the Western Maryland Sportsmen Club (WMSC) at 10:00 a.m.

Directions: take Route 632 off I-70 South to the community of Downsville, and cross over the intersection where Rt. 632 becomes Dam #4 Road. Follow this to the WMSC up the hill on your right. There is plenty of parking there. After we gather we will talk about the detour, Big Slackwater and its restoration.

You may bring a lunch or patronize one of the restaurants in the Williamsport area, then come to the Legion Hall to meet the candidates and attend the meeting. After the meeting, Happy Hour will begin at 4:30 p.m., followed by dinner at 5:30 p.m. Williamsport mayor James McCleaf will be the speaker for the after-dinner presentation.

To make reservations for the dinner, please use the form inserted in this newsletter. It is not necessary to register for the morning programs. We look forward to your presence, to hearing about the year past and making plans for the new one.



Scenes From a Boat Launch

On September 9 the *Charles F. Mercer* came home to the C&O Canal.

Left, the *Mercer* approaches Lock 20. Right, mules Molly and Ada wait on the towpath with park ranger Mark Myers and friend to be hitched to the *Mercer*. Read more inside on p. 7.

Photos: Matt Jillings, Friends of Great Falls Tavern



NEWS AND REPORTS

WORLD CANALS CONFERENCE IN BETHLEHEM

by Dave Johnson

The 19th annual World Canals Conference (WCC) convened on September 12, 2006 in Bethlehem, Pennsylvania. The theme was "Industry to Recreation: Greening the Coal Canals". During the week, delegates visited the Lehigh, Delaware, Morris and Delaware & Raritan Canals. Planning, programs, logistics, entertainment, meals, field trips and meeting facilities were all excellent. The conference co-chairs, Rayne Schnabel, special projects coordinator for the Delaware & Lehigh National Heritage Corridor, and Tom Smith, director of public programs at the National Canal Museum, organized and ran a meeting that will be remembered for its outstanding speakers and well-executed precision.

Papers presented during the morning sessions covered a wide scope of subjects, divided into concurrent tracks, so that delegates could choose from three speakers during each period. A few of the many eminent and excellent speakers included Dr. Emory Kemp of W.V.U.'s Institute for History and Technology and Industrial Archeology; Abba Lichtenstein and Denis McMullan, who spoke on the restoration of the Monocacy Aqueduct; Dr. Roger Squires, of Britain's Inland Waterways Association, who talked on the Manchester Ship Canal; Robert Passfield, retired historian for Parks Canada, who addressed technology transfer in the evolution of hydraulic lift locks; David Beebe, on the creation of the Camillis (N. Y.) Erie Canal Park by an all-volunteer group; and David Edwards-May, on the regeneration of historic canals throughout Europe. The programs were arranged by Lance Metz, historian at the National Canal Museum, who put together one of the most outstanding panels of speakers of any conference to date. The only regret is that it was not possible to attend all of the presentations.

Afternoon field trips took delegates to the four canals in the Lehigh-Delaware corridor. On Tuesday we went to Hugh Moore Park in Easton for lunch, tours of the National Canal Museum and the new Emrick Technology Center, and a ride on the *Josiah White II*, the park's mule-drawn boat on the Lehigh Canal. On Wednesday we toured the flood-damaged upper portions of the Delaware Canal, as far down as New Hope. The three floods that hit the Delaware River in 2005 and 2006 have left the canal looking like the C&O did in 1996. We also visited the Prallsville Mill complex on the Delaware & Raritan Canal feeder in New Jersey. Thursday's tour went to Plane #9 West on the Morris Canal in New Jersey, and then to the former Bethlehem Steel works in Bethlehem. Each day's tour ended with dinner and entertainment.

On Friday a group of delegates, including several from the C & O, toured the western portion of the Morris Canal in New Jersey, including a visit to Waterloo Village and to the museum at Lock 7 West. Several delegates drove to Morristown in the evening to attend the monthly meeting of the Canal

Society of New Jersey, where Dr. Squires gave a slide presentation on canals as engines for economic renewal. He showed how restored canals in the United Kingdom have aided the re-birth of derelict town centers, sustained country pubs and rural shops by bringing in new leisure trade, and play a key role in heritage preservation and economic regeneration.

Approximately 125 delegates from the United States, Canada, Great Britain, Eire, France and Finland attended the conference. Attendance from Europe was lower than anticipated, perhaps because of the recent threats to air travel. In addition, a group of about thirty-five charter school students from Rochester, N.Y., participated. The C & O Canal was represented by 21 delegates from the Association and the National Park Service.

The World Canals Conference is a forum of advocates, historians and managers of canals and waterways worldwide, dedicated to the preservation and enhancement of these resources through the exchange of information, education and increased public awareness of their value.



The C&O Canal Association was out in full force at the 19th annual World Canals Conference. 1st row: Ken Rollins, Nasra Sakran, Rachel Stewart, Mary Fondersmith (both seated), Sonny DeForge.

2nd row: Dave Johnson, Karen Gray, Barbara Collins, Sam Tamburro, Helen Shaw, Pat White.

3rd row: Leslie Broidhead, Patricia Haynes, Jennifer Onufer, Tina von Schweinitz.

4th row: John Fondersmith, Bill Burton, Carl Linden, Bill Justice, Barbara Sheridan, Marlow Madeoy.

Photo Courtesy of Nasra Sakran

The conferences have been held annually since 1988, with North American sponsors hosting those in even-numbered years and Europeans in the odd years. The C&O Canal Association and the National Park Service hosted the fifth conference in 1992.

The next World Canals Conference will be held in Liverpool, England, under the sponsorship of the Inland Waterways Association (IWA). The theme will be "New Opportunities for People and Places" and the dates selected are June 13 – 15, 2007.

AUTUMN ON THE BILLY GOAT TRAIL

On October 21 Pat White led a Continuing Hike on the Billy Goat Trail, followed by a cookout at Carderock. The day was capped off by “Life and Death on the C&O Canal”, a seasonal treat enjoyed by all.



Top: Nasra Sakran and Elizabeth O'Neill on the Billy Goat Trail.

Middle: Pat White attends to Joy Chambers' hiking boot.

Left: Back at Great Falls Tavern for “Life and Death on the C&O Canal”.

Photos: Rachel Stewart

Roger Squires described how the conference will allow IWA to highlight its achievements over the last sixty years and focus on current campaigns to revitalize Great Britain's inland waterways. There will be a special emphasis on involving the voluntary sector, which has played a significant role in the restoration of many of Britain's canals. Liverpool will celebrate its 800th anniversary in 2007. Additional information and online booking is available on their website at www.wcc2007.co.uk.

As a preliminary event for the 2007 WCC, on June 10-12 the UK Board of the International Committee for the Conservation of the Industrial Heritage will host a conference to review research undertaken since the 2005 bicentenary of the Pontcysyllte Aqueduct and explore its significance in the history and conservation of engineering structures and waterways worldwide. Further details on this event may be obtained from kay.rickard@wrexham.gov.uk. The Mersey River Festival, scheduled for June 15-18, will immediately follow the World Canals Conference in Liverpool. The 2008 conference will be held in Kingston, Ontario and will be hosted by Parks Canada and the Rideau Canal.

The World Canals Conference Steering Committee met in Bethlehem and accepted the proposal from the Municipality of Zrenjanin in the Serbian province of Vojvodina to host the 2009 conference. Zrenjanin is in a central location in the Danube-Tisa-Danube canal network, one of the biggest waterways projects in Europe. It is a unique hydro-engineering system for navigation, flood control, water supply, tourism, fishing and hunting. Building started in the 18th century. The steering committee was very excited to receive this proposal, which will be the first time the WCC will be held in a European venue beyond the British Isles, France/Belgium and Scandinavia.



Above: Sonny De Forge watches Karen Gray as she constructs an aqueduct with building blocks at the National Canal Museum in Easton, PA, visited by delegates to the 2006 World Canals Conference in Bethlehem, PA. Photo: Marlow Madeoy

Through Bike Ride 2006

by Denny Sloppy

And to think I almost missed this ride! Yes, I was delinquent in making my arrangements with Tom Perry to sign up for this year's through ride. An earlier ride elsewhere in the country where we had to ride 68 miles in one day through stifling heat had left me wondering if I wanted to do these kinds of rides anymore. But, as I was thinking about the ride I was about to miss and the nice people who do this ride, I thought to myself: "You will be sorry come January, when you are cooped up in the house, that you could have spent six days outdoors along the beautiful C & O Canal and you passed it up!" So I finally called Tom and, to my delight, he said they had room for one more rider!

The group met outside the Cumberland Visitor Center of the C & O Canal National Historical Park at 10:00 a.m. on Wednesday, October 4. The weather was quite nice – warm, dry and partly sunny. The leaders for this year's ride were Tom Perry, Norman Liebow and Jim Heins. After greeting one another and taking some instruction from the leaders we were on our way. The first stop was only a few minutes into the ride when half the group backtracked to the mile 184.5 marker for a photo opportunity. At the end of the ride this same group got their picture taken at mile marker zero, proving that they did indeed travel the whole length of the towpath. (If you've never been to mile marker zero, I would advise that you go with someone who knows the way as it can be a bit tricky to find.)



Through Bike Riders, 2006: Front row: Dan Ciccarelli, Al Sorkowitz, Heidi Gardner, Sammy Gardner, Tom Perry, Pat Hopson. Back row: Ross Willard, Norman Liebow, Lesley Sorkowitz, Denny Sloppy, Pam Lantz, Barbara Trippel, Bill Trippel. Photo: Jim Heins (Missing from photo: Paul Leatherman.)

We rode on to Oldtown, where we visited the privately owned toll bridge across the Potomac River, two grave sites of the historic Thomas Cresap family, and had lunch at the restaurant now housed in the old school building. Not far from here one of the first humorous incidents of the trip took place. Some of our riders, including our leader Tom, had an encounter with a national park ranger who told them he was sure they

were guilty of something by the way they were acting! If you read last years' account you may remember that we have both campers and those who stay in motels (the "muffins") on this ride. For the first night, the campers stayed at the Purslane Run Hiker-Biker Campsite while the muffins split up between Grandma's Country Kitchen & Inn and Heritage Trail Bed & Breakfast in Paw Paw, West Virginia. The campers rode over to Grandma's Country Kitchen to meet the muffins for dinner. After dinner, while riding back to the campsite in the dark, we dutifully called out "CAR BACK!" as cars approached from the rear to warn the other bikers of approaching cars. One of the "cars" turned out to be our own Ross Willard on his bicycle. He had such a bright bicycle light that we mistakenly took him for a car!

Back at the campsite the campers built a campfire, and at about 8:30 p.m. it began to rain. It was eerily similar to what happened on the 2005 ride. One quick comparison of the 2005 ride and this years' ride as far as weather goes and then I promise I will not complain about the weather anymore: We had quite a bit more actual rain in 2005 than this year; however, Jim Heins gave it some thought and said "You know, once you are wet, you are wet; and it really doesn't make much difference if it rains more."

This ride is what is known as an unsupported ride; that means that you carry everything with you that you will need for the six-day trip. However this year we had a very special SAG wagon (Support and Gear) because Bill Trippel, who rode with us last year, decided to support his wife, Barbara, and graciously carried our extra gear in his van, meeting us each evening and morning. For the campers that meant tents and sleeping bags did not have to be strapped to our bikes. Thank you so much, Bill! What a difference that makes.

After meeting the muffins for breakfast at Grandma's Country Kitchen, we headed off to the towpath and the Paw Paw Tunnel. At the western end of the tunnel we stopped for some pictures. Pat Hopson, who was one of our first-time through trip riders this year, climbed up to the top of the western tunnel portal and from her high vantage point she proclaimed, "Good day my people!" Inside the tunnel if you take your time and scan the brick lining with your flashlight you will find some places where the bricks have been removed and you can get a better idea of how many rows of bricks actually line the tunnel. The National Park Service Web site tells us that the tunnel is 3,118 feet long and is lined with more than six million bricks.

As we rode along the towpath, it was evident people were having a good time. Lively conversations and much laughter could be heard as we rode along. For lunch we stopped at Bill's Place in Little Orleans which is like an oasis in the wilderness. After lunch as we headed on to Hancock. The temperature, which had been near 70 degrees in the morning, continued to cool until it got down to around 50 degrees. A short distance below Bill's place, maybe 10 minutes on a bike, we stopped to climb a steep bank to the former Western Maryland Railroad and have a peek into the Indigo Tunnel. The thing that struck me right away was that the Indigo Tunnel is lined with timbers; like the Paw Paw Tunnel the rock would cave in without some sort of support. As we returned back

down the steep bank, Norman was helping Sammy down when all of a sudden Norman's feet went out from under him and he went flat on his back. It was quite a relief to see Norman laughing as he lay there flat on his back and it's a good thing little Sammy had a hold of him!

Much like last year, because of the muddy condition of the towpath, we switched over to the paved Western Maryland Rail Trail as soon as we could and rode it into Hancock. At Hancock we said goodbye to Heidi and Sammy (Sammy said next year he wants to go to mile marker zero), the muffins checked into the Super 8 and the campers pitched their tents in the Hancock Community Park. Dinner that evening and breakfast the next day was at the Park-N-Dine in Hancock.

Friday we left the Park-N-Dine and rode the Western Maryland Rail Trail to the beginning of Big Pool on the canal. We had picked up something for lunch back at Hancock and we ate our lunch at Fort Frederick, where we watched an interesting video of the history of Fort Frederick and also took a gander inside the fort itself. Riding the towpath in early October many of the leaves are still green and on the trees and the grass was still green. The leaves that have turned and fallen to the towpath are mostly yellow in color. Wildlife that we observed along the way included at least one large black snake, many turtles, wild turkey, white tail deer and ducks among others. At one point I was riding in the middle of the group and away from the other riders when I counted nine wild turkeys crossing the towpath in front of me.

Upon reaching Williamsport the muffins checked into the Red Roof Inn, Ross Willard headed for home back in Enola, PA., Paul Leatherman left us for one night to celebrate a family member's birthday and Jim Heins and I stayed at Tom and Linda Perry's house. Dinner was at Tony's Restaurant in Williamsport and after dinner everyone was invited to Tom and Linda's for hot apple cider and gingerbread in their great room. Tom played a few tunes for us on his pipe organ. While we were having our hot apple cider and gingerbread Tom said, "Now I'm going to bring shots in!" Well, at least that is what the first-timers thought he said. What he really said was, "Now I'm going to bring Schatz in!" Schatz is Tom and Linda's very lovable, big black dog. Tom tells me that Schatz means "treasure". Those of us who rode last year had already met Schatz.

Saturday morning found us eating breakfast at the Waffle House and then we took a detour on roads that brought us back to the towpath at Dam 4 where the Western Maryland Sportsman Club served us corn and chicken soup and ham and cheese sandwiches. Jim Heins led the ride that morning because Tom took the morning off to help with a Lion's Club fund raiser. Leaving Dam 4 we ran into some hard rain for a while but the day ended with clearing skies. Tom offered to show us some of the many caves between Williamsport and the Sharpsburg area, but with all the rain no one seemed to want to stop. There is a large, new highway bridge across the Potomac at Shepherdstown which is very impressive because of a switch-back trail that goes from the highway down to the towpath, which seems several hundred feet below. It is an easy ride up the switch-back on a bicycle because of the design. If you are going down, make sure you have good brakes!

On Sunday morning, after having dinner the night before at the Cindy Dee Restaurant in Knoxville, MD and stay-



Paul Leatherman, Denny Sloppy and Jim Heins. Photo courtesy of Denny Sloppy

ing at the Harpers Ferry Youth Hostel above Sandy Hook, we made our way back to the towpath and after a few miles arrived at Brunswick, MD. Here we had breakfast at Mommer's Diner and then took in the sights for a couple hours – the town was abuzz with activities for Railroad Days as the people of Brunswick celebrated their railroad heritage. Our next stop was at Lander Lock (Lock #29) where Dr. George Lewis treated us to a tour of the restored lockhouse and stories about the last lockkeeper there, Mr. "Bugs" Cross, who continued to live in this Lockhouse until 1962. Dr. Lewis also talked to us about the ongoing partnership of this Association to the Catoctin Aqueduct Restoration Fund, Inc. and the C & O Canal National Historical Park to rebuild the Catoctin Creek Aqueduct. Having seen the results of prior projects – the restored Lander Lockhouse, the new packet boat at Great Falls, the restored Monocacy Aqueduct among others – it gives me great pleasure to belong to such a wonderful organization as the C & O Canal Association.

Sunday evening the muffins took the ferry boat at White's Ferry over to Leesburg, VA, staying at either the Comfort Suites or Days Inn. While they had fine dining in Leesburg the campers had a hearty meal at White's Ferry and then rode to the Turtle Run Hiker-Biker campsite. Monday morning we all met at White's Ferry to begin the final leg of our journey to Georgetown. Monday turned out to be a picture-perfect day, as blue skies and sunshine dominated and the temperature was nice for riding. This made for a nice view of the new packet boat at Great Falls and one of the most picturesque portions of the whole trip: the newly opened Wide Water area below Great Falls.

In addition to those already mentioned, first-time through trip riders Al and Lesley Sorkowitz and repeat riders Pam Lantz and Dan Ciccarelli rounded out this year's group.

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If you have ever thought that you would like to ride the whole distance of the C & O Canal, but were intimidated by the thought of going it alone, this ride may be for you. Just make sure you and your bike (especially the tires) are in good shape (the voice of experience here!) and let Tom Perry know early that you'd like to go. Also, prepare for rain and mud as it is almost inevitable on a six-day ride. Jim and Norman are there to help with flats and minor mechanical problems. I can't say enough about Tom, Jim and Norman and how they conduct this ride. The three of them have strong personalities that complement each other well and believe me, there is never a dull moment! Thank you leaders and riders alike, and thank you to everyone along the way who make this trip possible. Finally, thank you to Linda Perry for inviting us all into your home.

For more pictures from this year's through ride, see pp. 22.

If You Like Jigsaw Puzzles, Be Sure To Visit the Catoctin Aqueduct

By George Lewis

When the Catoctin Aqueduct restoration effort began in 2005, several members of the C&O Canal Association, along with interested folks in the Catoctin Creek area and a few members of the current C&O Canal National Historical Park (C&OCNHP) staff, were aware that original cut stones from the partially collapsed aqueduct (1973) could still be found in Catoctin Creek between the aqueduct and the creek's confluence with the Potomac River.

As the aqueduct restoration project matured, the desire to recover and use as many of the original stones as possible became unanimous. Recovery and utilization of original cut granite stones was then incorporated into the engineering feasibility study developed for restoration of the aqueduct. Estimates of the number of stones that may be available to be incorporated into the restored aqueduct ranged from 40 – 50, representing a small fraction of the total number of stones necessary to reconstruct the two collapsed arches of the three-arch aqueduct would have to be cut anew and shipped, from an as-yet-to-be-selected quarry to the Catoctin Creek site. New cut stone accounts for a major portion of the \$2.5 million needed for the restoration.

During the summer of this year, members of the project team noted that a curious tree- and shrub-covered dirt mound, one hundred or so feet in length, spanned the width of the canal prism just downstream from the eastern approach to the aqueduct. Eventually, a small window was opened into the mound and cut stone was identified. Hopes were raised that possibly another 40 – 50 of the original cut stones lay just below the surface of the dirt mound.

In mid-October a C&OCNHP team, led by Dan Copenhaver and Randy Astarb, opened the mound and were pleasantly surprised by what they found: more original cut

stones. Two and a half very exciting weeks of careful excavation, examination, sorting, stacking and cataloguing followed. At this time it appears that 250 – 300 of the original stones, in addition to those yet to be recovered from Catoctin Creek, will be available to be used (some to be placed in their original 1832 – 34 locations) in the restoration of the aqueduct.

At the publication of this newsletter, this wonderful 172-year-old jigsaw puzzle of enormous stones is in clear view, both in the prism and on the river side of the towpath. Keystones, barrel stones, parapet stones, coping stones, ring stones (lions, and tigers and bears, oh my!) and more are all there for you to see and examine; and also to entice you to once again become totally and hopelessly enchanted with the magic of the C&O Canal – and possibly for the first time with the myths and mysteries of the Most Beautiful Aqueduct on the Line.

Our thanks go out the C&OCNHP professionals, who over 30 years ago had the vision to recover and preserve for future use many of the stones of the collapsed Catoctin Aqueduct; the folks who this month have made it possible for us to marvel at, speculate about, and prepare to assemble, this most wonderful stone puzzle.



Above: Hundreds of the original cut stones used to build the Catoctin Aqueduct in 1832-34 were recovered from Catoctin Creek and buried after the Aqueduct collapsed in 1973. Recently the stones were recovered from the canal prism east of the Catoctin Aqueduct site. Shown here are less than half of the stones recovered thus far.

Below: Randy Astarb, C&OCNHP on-site supervisor for the Catoctin Aqueduct Restoration Project, identifies and records the shape and size of each recovered stone; information that will facilitate the return of many of the stones to their original 1834 location in the soon-to-be restored Catoctin Aqueduct. Photos: George Lewis



Along the Towpath

The Dedication of the *Charles F. Mercer*

By Matt Jillings, *Friends of Historic Great Falls Tavern*
Special to "Along the Towpath"

A crowd of about 300 gathered near the Great Falls Tavern on the morning of September ninth for the dedication of the new packet boat *Charles F. Mercer*. The event marked the completion of a successful fund raising campaign spearheaded by the Friends of Historic Great Falls Tavern, and generously supported by the C&O Canal Association, to commission a replacement for the old *Canal Clipper III*. Cracks in the concrete hull rendered the old *Canal Clipper* inoperable in 2003.

The dedication ceremony began under a marquee, with the new boat docked behind the podium. Kevin D. Brandt, Superintendent of the C&O Canal National Historical Park, served as master of ceremonies. Elected officials, who have all supported the fund raising campaign, gave short speeches. Of the \$545,000 needed, \$200,000 was donated by the State of Maryland and another \$35,000 by Montgomery County. Many speakers praised the efforts of the children of nearby Seven Locks Elementary School. In 2004, the third-graders were so disappointed at not being able to ride the *Canal Clipper* they started collecting money for a new boat. Bake sales and posters helped bring in over \$3,000. Their enthusiasm came to the attention of the Friends, who quickly picked up the fund-raising baton. Seven Locks children were in the crowd, as were youngsters from Monocacy Elementary School, who had raised another \$2,000. A theme throughout the ceremony was that this is the community's boat, as thousands of people have contributed to making it happen.

The crowd, within which the C&O Canal Association were well represented, rose to give a standing ovation to Don Harrison, president of the Friends, and member of the three person fund-raising steering committee, along with Elie Cain and Jo Reynolds. Don, Elie and Jo have all shown great leadership and worked tirelessly to see this project succeed.

Don acknowledged Scarano, Inc. of Albany, NY, builders of the boat. The 58-foot-long, double decker weighs 7.5 tons. In a compromise between durability and historical accuracy, the hull is made from aluminum, trimmed so well that no one would guess the hull is metal. The cabin and decks are of Port Orford cedar from Oregon and Douglas fir. The colors – a gray, red and black hull, white cabin and dark green shutters – are drawn from a historical description of a C&O packet boat. The upper deck has wooden benches beneath a plain canvas canopy. The craftsmanship far exceeded everyone's expectations.

The crowd relocated to the dock, where much to everybody's surprise, park ranger John McCarthy, portraying Charles Fenton Mercer, President of the C&O Canal Company from 1828 to 1833, emerged from within his namesake craft. The actor delivered an impassioned speech Charles Fenton Mercer had once given the U.S. Congress in his capacity as a Representative from Virginia.

In the absence of records as to what was said at the launch of a C&O packet boat, Kevin Brandt drew upon his imagination to wish the boat a long, successful and safe working career on the canal. Handouts were passed around, and the spectators invited to join in speaking the words of dedication. The ceremony culminated with Don, Elie and Jo breaking a bottle of champagne over the railing of the new boat. (To avoid littering, the bottle was sheathed in a plastic bag).

Then a park ranger, Warren Kasper, in costume of the 1870's, called all those fortunate enough to be holding one of the 70 tickets to the first voyage. The *Mercer* entered Lock 20, where it locked through to the musical accompaniment of a period band. Once the upper lock gates opened the *Mercer* was hitched to Molly and Ada, two mules waiting patiently on the towpath in the late summer sun. The colorful packet boat was then pulled along, in the direction of Swain's Lock, marking the return of the interpretative history program to the C&O Canal at Great Falls.

"This brings the past into the future," said Superintendent Brandt. "Thousands of school kids are going to ride this boat. They're going to have a lifetime impression of what it feels like to be on a canal."

Tours resume in April 2007. Call the Great Falls Tavern Visitor Center (301-767-3714) for details.



The Charles F. Mercer on September 9, 2006. Photo: Matt Jillings

2007 Towpath Tags

The 2007 towpath tag, featuring the Catoctin Aqueduct, is now available at all C&O Canal NHP Visitor Centers, or by sending your suggested donation of \$5.00 to the C&OCA, P.O. Box 366, Glen Echo, MD 20812-0366. Please make your check payable to the C&O Canal Association, and we will pass your donation on to the National Park Service.

NOMINATIONS FOR OFFICERS AND DIRECTORS

Under the bylaws of the C&O Canal Association, elections are held at each annual meeting. The Association's officers, except the directors, are elected to serve for a term of one year, and five of the directors are elected to serve for three years. In addition, a nominating committee is chosen at the annual meeting to nominate a candidate for each office to be filled the following year. Additional nominations from the floor are also permitted at that meeting.

Members assembled at the 2006 annual meeting selected a nominating committee chaired by Christine Cerniglia and including members Carol Galaty, Blair Bower, Laura Gillian, Jim Heins and Al Shane. Incumbent officers for Secretary and Information Officer have agreed to run again, and new candidates were identified for the positions of President, First and Second Vice Presidents and Treasurer. Two of the incumbent directors have agreed to run for another term, and three new candidates have been nominated to run for the remaining director positions.

We are pleased to find an enthusiastic group of members willing to serve and support our Association. Thanks, too, to the nominating committee for engaging in a very collaborative process to develop the slate.

The nominating committee's slate of C&O Canal Association officers and directors for 2007 is as follows:

OFFICERS

President:

Carl Linden, Bethesda, MD

I served as Association president on two previous occasions (1972-74 & 1994-95), as a long time member of the board, and in recent years as chair of the Monocacy Aqueduct Committee and its successor, today's Projects Committee.

The C&O Canal NHP in recent years has been hit by a steady shrinkage in the funding it needs to keep afloat. The park is now in danger of running aground. Kevin Brandt and his staff are under the gun to cut park activities down to "core operations" (meaning the bare minimum for survival). Maintenance of key canal structures (aqueducts, culverts, towpath, locks, etc.) is at the very core of the core operations. The Association is helping. The Monocacy, Widewater and Canal Boat projects are accomplished! Now we are working to see the Catocin rebuilt and the long towpath break at Big Slackwater repaired. The momentum we have gained on canal projects must be sustained and developed. Despite all obstacles, we must devote our energies to fulfilling the vision of a C&O National Historical Park continuous and unbroken from Washington to Cumberland.

Our other main task is to keep our representatives and the public informed of the pressing needs of the canal park.

They need to know that additional resources are imperative if we are to prevent the canal park from gradually falling into ruin. The Association was the progenitor and now is the guardian of this unique national park of the nation's capital. I am confident that we will not shy away from these key tasks. Rather, let us take them up with alacrity and a strong sense of our calling to do so.

First Vice President:

Rachel Stewart, Arlington, VA

We members of the C & O Canal Association paint fences, bollards and mule barns. We raise funds to replace a canal boat and to restore flood damaged structures. We protect the park from unwanted and inappropriate land swaps or intrusive construction. My direct experience with the C & O Canal Association began when I met a woman in the spring of 1984 who had participated in the Thru-Hike that year. I'd never heard of the organization, but I'd visited the Canal since childhood to fish and canoe with my dad. And so I joined. In the early 1990s I was the Secretary of the Association, and a director during the rest of the 1990s. I was on the board for nine years, and now I enthusiastically participate in volunteer work projects (see above) and hikes. I'm honored to be asked once again to serve as an officer.

Second Vice President and Level Walker Chairman:

Bill McAllister, Lanham, MD

My wife and I were paddling the flat water around the put-in at the Brunswick Family Campground when we saw a group of canoes take off down river. We wondered what club it was because we had been searching for such camaraderie on the river. As we took out to return to our camp site, there was a flag left behind by the group.

C&O Canal Association was proudly displayed on the banner. Later that week, we found a listing in the phone book, requested literature, joined and went on the Paw Paw trip for the first time that year, about 1995.

Since then we have participated in most Paw Paw canoe camping trips, hiked several times with Pat White on the Continuing Hike series, attended several annual meetings and performed Level Walker duties on our level. The first year of that duty was particularly memorable because it was right after the floods of 1996. We took about a half dozen large trash bags of debris from the dry canal bed.

I am about to retire from government service. Serving as Second Vice President and Level Walker Chairman will afford me the opportunity to give back through volunteerism and to get acquainted with the other advocacy work of our Association.

Recording Secretary:**Bill Holdsworth**, Rockville, MD

I would welcome the opportunity to continue to serve as the secretary of the C&O Canal Association, an organization that plays a vital role in maintaining one of the nation's historic treasures. I have been a member of the Association for over 10 years. I have served as secretary for the past year. I participated in the in the 2004 Douglas Hike. I organized the motel shuttle operation for those hikers not wishing to camp. The 2004 Douglas Hike was my second thru-hike. I work as a Program Manager in the Finance Office of the National Oceanic and Atmospheric Administration.

Treasurer:**Carol Popper Galaty**, Washington, DC

My husband, Gil Hill and I have been members of the C&O Canal Association for over 30 years and have at times taken active roles in the Association. After the thrilling experience of taking part in the 2004 Douglas Thru Hike, and attending the World Canals Conference in Sweden, I feel it is again time for me to offer to help out and to pay back a little of the gifts the Association leaders have given me as a member. I have, therefore, decided to run for Treasurer. Our four children are now grown, married and moved to various parts of the globe, and Gil and I are now retired. However, for those who don't know me and are interested in knowing a bit more about my background, following is a brief overview of my career.

I have served as Director, Office Of Program Development, Maternal and Child Health Bureau, Health Resources Administration, the Public Health Service, Department of Health and Human Services (HHS); Director, Health Benefits Integration, Director, Washington Liaison Office of the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS), and Deputy Director, Information Resources Operations, Office of the Assistant Secretary of Defense (Health Affairs), DOD, at the Pentagon; Director, HEW Secretariat For The International Year of the Child and Senior Consultant, Health Care Coverage, Office Of Child Health Affairs, Office of the Assistant Secretary For Health, HHS; Assistant Executive Director, Committee For National Health Insurance and Health Security Action Council, United Auto Workers; Founder And Director, Planned Parenthood Of Green Bay, Green Bay, Wisconsin (1969-1975); Assistant Director, Secretary's Regional Conferences On Health Care Costs, Office of the Secretary, Department of Health Education and Welfare (HEW); Health Insurance Analyst and Management Intern, Bureau of Health Insurance, Social Security Administration, HEW; Teacher, Peace Corps, Ghana, West Africa (1964-1966).

Information Officer:**Bill Onorato**, McLean , VA

William T. (Bill) Onorato is a retired World Bank lawyer who is an avid outdoorsman and environmentalist. He has traveled the world extensively, both professionally and recreationally, having hiked and trekked recently in Nepal, Tibet and Patago-

nia. He is a regular user of the C&O Canal towpath and a level walker for two levels in the Great Falls area. Bill received his advanced degrees from Cornell, Penn Law School and the University of Cambridge. In his long professional career he worked for major corporations such as Chevron, Getty and Chrysler before joining the World Bank as a legal adviser. He lived in both northern and southern California, London and Geneva before settling down for the last 21 years in McLean, VA. He has served one busy term already as the C&O Canal Association's Information Officer.

BOARD OF DIRECTORS**Bill Burton**, Warrenton, VA

I joined the C&O Canal Association in 1998 for the fellowship with others who enjoy many of the same activities that I do (hiking, canoeing and camping) and who also share the same appreciation of the C&O Canal NHP. For the past five years I have served as second vice president and supported the Level Walker program as Level Walker Chairman.

During this time I have learned to truly appreciate both the historical and recreational benefits of the C&O Canal National Historical Park. If elected as a director, I will accept the responsibility for, and do my best to continue, the Association's efforts in the preservation and protection of this great resource. The value of the C&O Canal NHP can not be over emphasized. It is essential to ensure that this historical canal will be available for future generations to enjoy and to last year after year, all the better to learn and appreciate the role of canals in our nation's history.

Ron Howard, Rockville, MD

I have enjoyed numerous splendid experiences along the C&O Canal over the years: biking, hiking, camping and canoeing with family and friends; including one bike trip from Cumberland to Georgetown. This national historical park is truly a treasure – a magnificent gift. Having been a member of COCA for a long time, I've been a level walker for level 24 since 1995, and a few years ago took on level 21 as well. I participated in the 1999 Justice Douglas thru-hike. In March 2004 I was elected to the Board of Directors to complete a vacant position that had two years remaining. During that time I've served on the finance committee, represented COCA on the C&O Canal Stewardship Task Force (initiated by Representative Chris Van Hollen, as a result of the Daniel Snyder tree-cutting controversy), volunteered on the dry-docked Canal Clipper during the summer of 2005 in the campaign to generate funding for the new boat, and more recently substituted as COCA "store manager". I look forward to continuing serving on the Board of Directors.

(Nominations continue on p. 10)

NOMINATIONS (CONTINUED)

David M. Johnson, Bethesda, MD

I have been a member of the C & O Canal Association since about 1980. I have served as president, 1991-1994; treasurer, 1989-1991 and 1995-2004; and director, 1985-1989. Currently I serve on the editorial and special projects committees. I am also a member of the boards of directors of the American Canal Society (since 1992; currently recording secretary,) the Pennsylvania Canal Society (since 1991,) and the World Canals Conference (currently serving on the site selection committee.) I have been an active volunteer at the C&O Canal National Historical Park since 1983, and have assisted at the Great Falls Tavern visitor center since 1990. I retired from the Department of the Navy, where I was a financial manager.

The C & O Canal Association offers many different things to many people – recreational and social activities, volunteer opportunities, publications, etc. However, the Association's primary mission is to be an independent advocate and watchdog for the canal, dedicated to ensuring that protection, conservation and development of the C&O Canal National Historical Park are in conformity with the concepts under which the park was established. This is the most important role of the board of directors, and one which I will wholeheartedly support.

Thomas L. Perry, Williamsport, MD

I am a former president of the Association and have served as chair of programs. At the present time I am a level walker, board member whose term is expiring, chair of Big Slackwater Committee and a coordinator for biking and camping trips on the towpath and rail trails. My wife and I live in Williamsport, the town closest to the middle of the Canal, so I represent an upstream perspective on the challenges and opportunities which face our Association at the present time.

Marion Robertson, Chevy Chase, MD

It was love at first hike.

I joined the C&O Canal Association in 2004 so I could participate in the Douglas Through-Hike. I didn't really know what to expect. I found people I liked, flowers galore and a place that was wonderful to experience. Since then I've enjoyed many of the hikes and "paddles", deepening my appreciation of the C&O Canal National Historical Park, not only as a lovely recreational facility but as an interesting place which is part of our American history. The opportunity to serve on the board of the Association is one I welcome with enthusiasm.

My major in college was biology and it still interests me greatly. Since retirement from the Maryland State Health Department, I have been volunteering at the National Zoo as an interpreter with the Large Mammal program (elephants, hippos and giraffes) and the Panda program. I also love the more

mundane animals found along the towpath, such as beavers, turtles and especially the dragonflies. I think it is important to protect them and their habitat not only for our enjoyment but for those coming along behind us.

As a long-time gardener, I reveled in the springtime display of flowers on the through-hike. The bluebells were spectacular, as were the trout lilies and Dutchman's Breeches, not to mention the rarer plants like the Jeffersonian Twinleaf. I would like to be part of the effort to encourage and maintain the native species in the park.

Therefore, as a fan of the park, I am interested in fostering its recreational attributes, its historical heritage and its rich botanical and biological resources by participating in the work of the board of the C&O Canal Association. I hope you will vote for me. Thank you.

COMMITTEE REPORTS

Environmental Committee Report

by Ned Preston

Georgetown University's proposal to establish a large private boathouse on a site within the C&O Canal National Historical Park remains a matter of concern. The National Park Service continues to review a draft Environmental Assessment in which construction of such a facility is listed as the preferred alternative. On November 13, however, a new development seemed to offer hope that the agency may alter its approach to the issue. NPS Deputy Director Steve Martin met with Bob Norris, a D.C. resident who had written to advocate a full Environmental Impact Study (EIS) for the entire Georgetown waterfront. I also attended the meeting, as did members of the Audubon Naturalist Society, Coalition for the Capital Crescent Trail, Potomac Conservancy and Sierra Club. Mr. Martin showed interest in the group's concerns, and indicated that his agency was giving serious consideration to preparation of an EIS.

Later that week, C&OCA president Robert Perry sent a message to Martin reconfirming that our Association remains opposed to building a private boathouse within the canal park; however, the president's message welcomed the prospect of a comprehensive EIS as a means of resolving the issue in a way that would satisfy the true interests of all parties.

On November 30, C&OCA representatives attended a meeting of the C&O Canal Stewardship Task Force established by Rep. Chris Van Hollen (MD-8). The group reviewed the status of its recommendations for further strengthening Montgomery County's Forest Conservation Law.

COMMITTEE REPORTS, con't

2006 VIP Season Ends

By Jim Heins

On September 23, 12 volunteers (including three non-members of the C&OCA) showed up at Great Falls to give the mule barn a much-needed second coat of paint. Although rain was in the forecast, due in part to an effective rain dance on the part of several volunteers the weather cleared and we were able to complete the project.

As usual, Dave Tune, volunteer coordinator for the C&O Canal NHP, was well organized and provided us with all necessary supplies and tools. Barbara Collins, also of the Park Service as well as an Association member, once again provided much-appreciated morning snacks. Some of the group remained afterward to have lunch together. The rest of you just don't know what you are missing – satisfaction of a job well done and time spent with others who also share the affection of our great park. The November project was postponed until next year which resulted in the mule barn painting being the last project this year.

In this issue of "Along the Towpath" you will find the 2007 calendar of activities. Dates for VIP (Volunteers-in-Parks) work parties are listed beginning in March and ending in November. The specific activities in which we will be involved have been omitted at this time. This will allow us to better schedule projects based on needs at the time. We suggest you put the project dates on your calendar. If you are on the VIP e-mail list, you will hear from us two to three weeks prior to each project as to the type of activity. You can then decide if you can help or not. If you are not currently on our e-mail list and would like to be, please contact us (see below).

Our first project of the year will be to support the Potomac Watershed Clean-up scheduled for Saturday, March 31 from 9 a.m. -12 p.m. We can use loads of help for this one, and we will happily accept sign-ups at anytime.

For more information, to be added to our e-mail list or to sign up for a project, contact Jim Heins or Steve DeLanoy at c&ocanalvip@toyhouse.org or call Jim at 301-949-3518.

GREAT FALLS TAVERN TO CLOSE FOR REPAIRS

By Dave Johnson

The Great Falls Tavern Visitors Center will close for repairs and renovations on or about January 11, 2007 and will remain closed through August. Major work to be done includes upgrading the plumbing, electrical, heating and air conditioning systems; interior painting, plastering and new carpeting. In addition, new exhibits in the museum will be designed to create the ambience of a 19th-century country inn.

Along the Towpath

During the time the Tavern is closed, a temporary visitor contact point will be housed in a modular building near the snack bar. Concurrent with the Tavern closure, work will be done on the masonry and gates of Lock #20. This has necessitated draining the canal in the Great Falls area. That project should be completed by April, so the *Charles F. Mercer* can begin its season on schedule.

Bikers Donate to Catoctin Aqueduct Restoration Fund

By Tom Perry

For several years already, the October Through Bike Riders have been making contributions to various good purposes upstream and downstream along the towpath. This year's recipient was the Catoctin Aqueduct Restoration Fund, whose sponsors are working hard to come up with the matching funds they need for this project by February 2007.

Each of our riders pays a non-refundable registration fee. Beyond that a generous challenge gift encouraged others to cough up a little more. The result was a total of \$1,000 for the Aqueduct, plus \$100 for the Big Slackwater Fund of our Association. For our group, it is a pleasure and brings much satisfaction year after year to see the good we have had a hand in bringing about. Thanks to our bike riders for setting a good example!

2007 Membership Renewal Information

Annual membership in the C&O Canal Association (C&OCA) runs from January 1 through December 31, so now is the time to renew your membership for 2007 if you haven't already done so. A renewal form is enclosed in this issue for your convenience.

If you have recently joined the C&OCA or have renewed in the past for multiple years, please check the label on this newsletter for your actual expiration date.

Your continued membership and support are vital to assuring that this valuable resource will be here in the future for all to enjoy. Remember, the C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions to the funds are tax-deductible to the fullest extent of the law.

Barbara Sheridan
Membership Coordinator
membership@candocanal.org

C&OCA 2007 CALENDAR OF EVENTS

DATE	DAY	EVENT (visit candocanal.org for updated event info)
Dec. 31, 2006	Sun.	New Year's Eve Hike, 2 p.m. Meet at Monocacy Aqueduct (mile 42.2). Contact Pat White (301/977-5628)
Jan. 1, 2007	Mon.	New Year's Day Hike, 10:30 a.m. Meet at Monocacy Aqueduct (mile 42.2). Contact Pat White (301/977-5628)
Jan. 19	Fri.	C&O NHP Commission (the federal advisory commission) meeting, 9:30 a.m. Contact Superintendent Kevin D. Brandt (301/714-2201)
Jan. 28	Sun.	Continuing Hike Series, 10:30 a.m. Meet at McKee-Beshers Wildlife Area, Hunting Quarter Rd. western parking lot (about mile 27). Contact Pat White (301/977-5628)
Feb. 4	Sun.	Board Meeting at Williamsport Memorial Library, 1 p.m.
Feb. 24	Sat.	Continuing Hike Series, 10:30 a.m. Meet at Dargan Bend Recreation Area (mile 64.9). Contact Pat White (301/977-5628)
Feb 25	Sat.	Continuing Hike Series, Meet at Antietam Campground, 10:30 a.m. to walk downstream. Park near the aqueduct. Contact Pat White (301/977-5628)
March 3	Sat.	C&OCA Annual Meeting at Williamsport American Legion Hall, 2 p.m. Two options for activities. 10 a.m.; Meet the Candidates, 1 p.m.; Meeting, 2 p.m.; Happy Hour, 4:30 p.m.; dinner, 5:30 p.m. A registration form is inserted in this issue. See p. one for details.
March 25	Sun.	Continuing Hike Series, 10:30 a.m. Meet at Paw Paw Tunnel (mile 156). Contact Pat White (301/977-5628)
March 31	Sat.	VIP work party, Time TBD. Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
March 31	Sat.	Geology Series Walk #1, 10:00 a.m. Meet at Western Maryland Rails to Trails parking lot at Big Springs/Fort Frederick Exit 12, off I-70 and then car pool to sites. Contact Marlow Madeoy (703/723-6884)
April 1	Sun.	Board Meeting at Glen Echo Town Hall, 1 p.m. 6106 Harvard Ave.
April 20	Fri.	C&O NHP Commission (the federal advisory commission) meeting, 9:30 a.m. Contact Superintendent Kevin D. Brandt (301/714-2201)
April 21	Sat.	VIP work party, Time TBD. Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
April 21	Sat.	Birding walk at Violette's Lock (Lock 23), 7 a.m. From River Rd. (Rt. 190) take Violette's Lock Rd. to parking area. Contact Jack Devine (301/947-7400) by Apr 14.
April 28	Sat.	Douglas Memorial Hike, featuring the Oldtown and Paw Paw area. Buses will provide transportation for 10- and 5- mile hikes. More information in the March issue.
May 5-6	Sat.-Sun.	Bike trip in the Sharpsburg area. Contact Tom Perry (301/223-7010)
May 6	Sun.	Continuing Hike Series, 10:30 a.m. Meet at Violette's Lock (mile 22). Contact Pat White (301/977-5628)
May 19-20	Sat.-Sun.	Two one-day canoe trips on the Monocacy River. Contact Barbara Sheridan (301/752-5436)
May 26	Sat.	VIP work party, Time TBD. Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
June 2	Sat.	Presidents' Day at Bill's Place—breakfast at 9:00 a.m., with hike to follow. More information in the March issue.

DATE	DAY	EVENT (visit candocanal.org for updated event info)
June-Sep.	Sat.-Sun.	Volunteers needed to staff the lockhouse at Lock 75 to welcome visitors. Contact William Bauman (540/888-1425)
June 3	Sun	Board Meeting at Williamsport Memorial Library, 1 p.m.
June 9	Sat.	Potomac River Family Festival, Brunswick Family Campground. Contact Dward Moore (301/834-6007)
June 13-15	Wed.-Fri.	World Canals Conference, Liverpool, UK. For more information visit www.wcc2007.co.uk
June 16	Sat.	Hancock Barge Bash. More information in the March issue.
June 16	Sat.	One-day canoe trip at Violette's Lock (Lock 23). Contact Sonny DeForge (301/530-8830)
June 23	Sat.	VIP work party, Time TBD Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
June 23-24	Sat.-Sun	Oldtown Summer Fest. Contact Rita Bauman (540/888-1425)
July 7-8	Sat.-Sun.	Cumberland Canal and Rail Fest. Contact Rita Bauman (540/888-1425)
July 14	Sat.	Canoe trip, Brunswick to Monocacy. Contact Barbara Sheridan (301/752-5436)
July 20	Fri.	C&O NHP Commission (the federal advisory commission) meeting, 9:30 a.m. Contact Superintendent Kevin D. Brandt (301/714-2201)
July 21	Sat.	VIP work party, Time TBD. Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
Aug. 5	Sun.	Board Meeting at Glen Echo Town Hall, 1 p.m. 6106 Harvard Ave.
Aug. 18	Sat.	Canoe trip, Old Patowmack Canal, Virginia. Contact Sonny DeForge (301/530-8830)
Aug. 25	Sat.	VIP work party, Time TBD Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
Aug. 25-26	Sat.-Sun	Williamsport Days. Contact Tom or Linda Perry (301/223-7010)
Sep. 8	Sat.	Canoe trip in the area of Balls Bluff. Contact Bill Burton (703/801-0963)
Sep. 9	Sun.	Happy Birthday, Montgomery County! Beall Dawson House, Rockville. Contact Rita Bauman (540/888-1425)
Sep. 15	Sat.	VIP work party, Time TBD. Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
Sep. 29-Oct. 1	Sat. - Mon.	Canoe trip in Paw Paw Bends area; itinerary to be announced later. Contact Barbara Sheridan (301/752.5436)
Oct. 3-8	Wed.-Mon.	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301/223-7010)
Oct. 7	Sun.	Board meeting at the Williamsport Memorial Library, 1 p.m.
Oct. 13	Sat.	VIP work party, Time TBD. Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
Oct. 19	Fri.	C&O NHP Commission (the federal advisory commission) meeting, 9:30 a.m. Contact Superintendent Kevin D. Brandt (301/714-2201)
Oct. 20	Sat.	Continuing Hike Series, Noon. Billy Goat Trail, B & C Loops, Carderock (mile 10.4). Contact Pat White (301/977-5628)

C&OCA 2007 CALENDAR OF EVENTS (con't)

DATE	DAY	EVENT
Oct. 20	Sat.	Potluck Dinner, 4 p.m. Carderock (mile 10.4). Contact Pat White (301/977-5628)
Nov. 3	Sat.	Heritage Hike and dinner in the Harpers Ferry area.
Nov. 10	Sat.	Geology Walk Series #2, 11 a.m. Meet at C&O Canal NHP parking lot off Rt. 56 near the town of Paw Paw. Contact Marlow Madeoy (703/723-6884)
Nov. 17	Sat.	VIP work party, Time TBD. Contact Jim Heins (301/949-3518), Steve DeLanoy (301/879-0013) or c&ocanalvip@toyhouse.org
Nov. 18	Sun.	Continuing Hike Series, 10:30 a.m. Hancock Visitors Center (mile 123). Contact Pat White (301/977.5628)
Dec. 1	Sat.	Frostbite Hike, 10:30 a.m. Fletcher's Boathouse to Georgetown. Contact Carl Linden (301/229-2398)
Dec. 2	Sun.	Board Meeting at Glen Echo Town Hall, 1 p.m. 6106 Harvard Ave.
Dec. 31	Mon.	New Year's Eve Hike, 2 p.m. Meet at White's Ferry (mile 35.5). Contact Pat White (301/977-5628)
Jan. 1, 2008	Tues.	New Year's Day Hike, 10:30 a.m. Meet at White's Ferry (mile 35.5). Contact Pat White (301/977-5628)

NOTE: Liability waivers are required for C&O Canal Association-sponsored activities other than meetings, festivals and similar events.

THE ASSOCIATION WELCOMES NEW MEMBERS

Richard ALLEN	Chevy Chase, MD	Dennis M. KRIZEK	Gaithersburg, MD
Ruth BUCKLEY	Chevy Chase, MD	Wilma LA MEE	Arlington, VA
Barbara BUEHL	Oldtown, MD	John W. LEAGUE	Williamsport, MD
Lora & Dallas CAHILL	Attica, OH	Hester LEHNERT	Burtonsville, MD
Joy CHAMBERS	Washington, DC	Margie MARTIN	Gaithersburg, MD
Thomas F. CONLON	Cumberland, MD	Robert W. MASINCUP	Churchville, VA
Washington Co. CONVENTION		Patricia MCMILLEN	Potomac, MD
& VISITORS' BUREAU	Hagerstown, MD	Gantt & Kory MILLER	St. Louis, MO
Steve & Margaret CROCKETT	Bethesda, MD	Carolyn OSBORNE	Bethesda, MD
Daniel & Suzette CUMBERLAND	Germantown, MD	Reenie PARRIS	Germantown, MD
Stephan C. EASTHAM	Cumberland, MD	Tom & Anna PINES	Potomac, MD
Robert L. EBERT	Cumberland, MD	Amy K. PRATT	Herndon, VA
Jon M. EDMONDS	York, PA	Barbara ROBINSON	Lewes, UK
Timothy M. ELLIOTT	Timonium, MD	Sandy & Monda SAGALKIN	Sharpsburg, MD
Irene EWING	Bethesda, MD	Carrie SAUER	Washington, DC
Mark HAMILL	Plainfield, NJ	Thomas & Joyce SCALLY	Martinsburg, WV
Caleb & Helen HATHAWAY	Silver Spring, MD	John W. SCHELL	Parksville, MD
Marilyn HEINTZLEMAN	Kensington, MD	Ben & Joyce SCHLESINGER	Bethesda, MD
Phil & Jean HOCKER	Alexandria, VA	Richard & Karen SCHLOSSER	Fallston, MD
Fern JARMULNEK	Herndon, VA	Carol & David SMITH	Gaithersburg, MD
Matt and Lee Anne JILLINGS	Bethesda, MD	Jilla Diane SMITH	Oldtown, MD
Tom & Anne KERFOOT	Shepherdstown, WV		(con't on p. 21)

FROM THE ASSOCIATION

From the President

Our organization is blessed with an extremely talented membership that is dedicated to the C&O Canal and the canal's preservation. An organization relies on the strength of its leaders – strong leaders, strong organization and vice versa. Each member in his/her own way brings to the table talents and abilities that sustain and perpetuate the organization. Such is the case with the C&OCA. But change is inevitable – sometimes good, sometimes not so good.

In October, First Vice President Barbara Sheridan tendered her resignation. Personally, I will miss her sage advice and most capable assistance. I understand that Barbara will continue as Membership Chair, a position that she has held for many years and one in which she has admirably performed. Yet again the C&OCA will prove its mettle, regroup and move ahead with the volume of business at hand. Join me in thanking Barbara for her service.

I hope each of you enjoyed the company of friends and family at Thanksgiving, and that your Christmas, Hanukkah or other holiday is safe. May the New Year find you and yours in good health and spirit.

Best Wishes.

— Bob

C&OCA Youth Membership Committee

By Marlow Madeoy

The Youth Membership Committee of the C&O Canal Association has started up with Marlow Madeoy as its chair. The committee was created with the goal of reaching out to more young people to let them know what the Association has to offer. This will be a great opportunity for interested younger folks to get involved with local civic organizations, such as ours, that participate in environmental quality and historic preservation. Since environmental and historic awareness might be on their agenda, they could participate as junior level walker to observe the activities and changes along the towpath, for example. There are schools and colleges around the region that our associate members could visit to present our objectives. If you are interested in participating in the Youth Membership Committee, please contact Marlow Madeoy at 703-723-6884 or by e-mail at nancymadeoy@aol.com

From the Editor

This late spell of warm weather has been a boon for towpath enthusiasts—here's hoping you've been able to take advantage of it. Even when the cold finally settles in, as it likely will have by the time you read this newsletter, the canal will still beckon with beautiful scenery, wide open skies and nature everywhere you look. Don't let the temperatures keep you inside: make enjoying this wonderful national park— and supporting the good work of the C&O Canal Association— your New Year's Resolution. See you on the towpath!

— Jennifer

Continuing Hikes 2007

By Pat White

Hikes in 2007 will be somewhat more strenuous than those in 2006. Bring water and lunch or a snack.

In January, weather permitting (less than six inches of snow and minimal water in the Canal at Horsepen Branch Hiker-Biker) we will meet at the McKee-Beshers parking lot on Hunting Quarter Road and hike through the wildlife area to the Hiker-Biker, then along the towpath and back into the wildlife area by a different route to the parking area.

We will investigate a Colonial-era iron mine on the February hike with the possibility of an optional excursion to Fort Duncan. In March our goal will be finding the five remaining surveyors' transit stones on Tunnel Hill. Dinner with the group in PawPaw or Hancock is optional. In early May we will hike from Violette's Lock to Pennyfield Lock with two return options.

The strenuous option is to return to Violette's Lock by way of Blockhouse Point Regional Park (round trip mileage about seven-and-a-half miles). The less strenuous option is to return via the towpath (round trip about five miles).

After breaking for the summer, hikes will resume in October with the traditional afternoon Billy Goat Trail hike (B&C Loops) followed by a potluck dinner and, hopefully, Life and Death on the Canal in the evening. The November hike will utilize both the towpath and the rail trail for an easy six-mile round-trip to Little Pool and back.

Editor Needed

If your New Year's Resolution is to volunteer, here's your chance! "Along the Towpath" seeks an editor with strong computer skills and a love of the C&O Canal. For more information, please contact editor@candocanal.org

ON THE LEVEL by Level Walker Chair Bill Burton

By mid-November 193 reports were received on 54 levels, compared to 131 reports covering 51 levels last year at this time. This is a significant increase in the volunteer efforts of the level walkers and hopefully the remaining levels will be covered by year-end. All of the time spent walking the levels, collecting trash, keeping an eye on the park, identifying potential safety concerns or items needing maintenance and submitting reports to document the work is greatly appreciated.

Also, many level walkers have praised the National Park Service for maintaining the towpath in as one level walker called it "the best condition it has been in for years." NPS has been quick to respond to many of the concerns or maintenance items identified by the level walkers while working with a never-ending "to-do list". They deserve a big round of applause for all of their efforts and all of the volunteer resources the Association can provide in supporting the park we all enjoy.

Please welcome new level walkers **Susan, Bill and Corby Morrison, George Kennett, Charles Mason White, and Nancy Hartman.**

*Level #1 Tidlock to Incline Plane; 8/17, 8/25, 8/31, 9/8, 9/15, 9/22, 9/29, 10/5, 10/13, 10/22, 10/28, 11/10; **John Barnett** noted that a couple of homeless guys were helping him keep the area around Key Bridge cleaned up and the rebuilding of the footbridge at Potomac Street is still underway.*

*Level #4 Cabin John Creek to Lock 14; 10/2; **Carolyn Reeder** reported lots of new graffiti along the access trail and footbridge from MacArthur Blvd. and logs across Cabin John Creek near the mouth of the culvert. 8/29, 10/7; **Larry Heflin** in his reports covering multiple days during August and September noted NPS removed a large truck tire from the towpath and he saw a large turtle nip the nose of an inquisitive dog at Lock 11.*

*Level #5 Lock 14 to Bridge at Cropley; 7/25, 11/1; **Bobbie Thorberg** sighted a pair of wood ducks and noted some trees between Lock #14 and the first Carderock parking lot had patches or bands of red or yellow paint on them, maybe serving as markers for someone.*

*Level #7 Great Falls Tavern to Swains Lock (21); 10/21; **Alan and Rebecca Hedin** commented on how good it was to once again see mule tracks on the towpath at Great Falls.*

*Level #8 Swains Lock (21) to Pennyfield Lock (22); 8/31; **Dottie Cousineau** noted an old unsightly rowboat had been removed.*

*Level #9 Pennyfield Lock (22) to Seneca Aqueduct; 9/22; **John McGraw** reported the parking lot at Pennyfield was full and encountered a large number of hikers and bikers. 8/22, 11/10; **Mike Schuchat** commented on the new display at Lock 23 which includes a satellite picture of Inlet Lock 2 and Lock 23; also noted a fallen tree was across the prism west of Blockhouse Point but kayakers seem able to duck under it.*

*Level #10 Seneca Aqueduct to Milepost 25; 11/11; **Charles Mason White** cleared the towpath of numerous sticks and small tree limbs, but otherwise reported the towpath in excellent shape.*

*Level #11 Milepost 25 to Sycamore Landing; 10/10; **Marv and Sandy Kahn** reported the towpath in better shape than it has been in years.*

*Level #12 Sycamore Landing to Edwards Ferry; 8/26; **Pat Hopson and Carol Ivory** picked up 11 large bags of trash,*

*mostly from the parking areas at Sycamore Landing and Edwards Ferry, but reported the Chisel Branch Hiker-Biker was very clean. 11/12; **Stephen Pollock** reported that the Sycamore Landing area is cleaner now and patrols seem to have stepped up.*

*Level #13 Edwards Ferry to Harrison Island; 11/12; **Stephen Pollock** reported hearing gunfire from the river side of the towpath in the direction of Harrison Island.*

*Level #15 Whites Ferry to Woods Lock (26); 9/17; **George Wyeth** remarked the significant erosion on the towpath had been fixed and saw a deer swimming in the river.*

*Level #16 Woods Lock (26) to Monocacy Aqueduct; 10/1; **Michael Cianciosi** noted the downspout at Lockhouse 27, which had been previously reported damaged, is now fixed.*

*Level #17 Monocacy Aqueduct to Nolands Ferry; 8/26; **Emily Kilby** commented the restrooms at the Monocacy Aqueduct needed to be serviced, but the towpath was virtually trash-free. 9/10; **Eric Wentworth** commented on the substantial trash around the boat ramp at Nolands Ferry and the condition of the porta-potties at Nolands Ferry and Indian Flats.*

*Level #19 Point of Rocks to Catoctin Aqueduct; 10/2; **Marlow Madeoy** reported construction equipment in the prism removing stones placed there after the collapse of the Catoctin Aqueduct in 1973.*

*Level #20 Catoctin Aqueduct to Lock 30; 10/4; **Emily Kilby** encountered a biker group, "Old Folks on Spokes", and noted several muddy areas were widening as people went around the edges.*

*Level #21 Lock 30 to Lock 31; 10/6; **Doug Zveare** encountered over 100 bikers; one stopped and thanked him for collecting the trash. 11/7; **Ron Howard** collected four large bags of trash, which a Park Service worker offered to haul away.*

*Level #22 Lock 31 to Lock 33; 9/16; **Lisa Angstadt** reported an overturned potta-potty at Weverton (which didn't belong there) and spotted two muskrats enjoying lunch in the canal. 8/19; **Pat and Ken Heck** picked up a large amount of trash and encountered numerous hikers, bikers, paddlers and fishermen.*

*Level #24 Dam #3 to Dargan Bend; 11/13; **Howard McGowan and Charlie Brown** removed many small branches from the towpath. 11/10; **Ron Howard** explained to some visi-*

tors that the remote picnic area at the Huckleberry Hill Hiker-Biker was for hikers, bikers and campers.

*Level #25 Dargan Bend to Lock 37; 11/13; **Charlie Brown** and **Howard McGowan** encountered only a few bikers and an NPS worker at Dargan Bend.*

*Level #26 Lock 37 to Antietam Aqueduct; 10/28; **Jack** and **Karen Forster** met a walker on the towpath who said his first wife had been the granddaughter of a canal boat captain.*

*Level #27 Antietam Aqueduct to Shepherdstown Lock (38); 9/17; **Roy Shilling** and **Marce Tissue** remarked the towpath is healing after the construction of the new bridge at Shepherds-town.*

*Level #29 Lock 39 to Snyders Landing; 8/23; **Jack Magarrell** noted that low spots in towpath had been filled in by NPS and the towpath was trash-free and in excellent condition.*

*Level #30 Snyders Landing to Lock 40; 9/4; **Hilary Walsh** spotted two baby deer wandering around in a nearby farmer's field.*

*Level #31 Lock 40 to Marsh Run Culvert; 8/26; **Margie Knott** noted the paws paws are coming along and disturbed a baby fawn with her mother.*

*Level #32 Marsh Run Culvert to Dam 4; 10/25; **Dave** and **Kathy Peterson** reported erosion on the hill coming down from the dam level near the gatehouse.*

*Level #33 Dam 4 to McMahan's Mill; 10/8; **Karen Gray** reported that trees across the path near the barrier at Big Slack-Water have now been cleared.*

*Level #34 McMahan's Mill to Opequon Jct. Hiker-Biker; 9/20; **Tom Perry** with **Gary Naugle** were surprised to find a wooden ladder off the towpath at mile 88.4 and removed five bags of trash around the fishing areas.*

*Level #35 Opequon Jct. Hiker-Biker to Lock 43; 11/5; **Stephen Williams** spotted wild turkeys roosting in a tree, and an eastern bluebird.*

*Level #37 Falling Waters to Lock 44; 8/10; **Russ Meinke** picked up trash but was caught in the rain before getting off the towpath.*

*Level #38 Lock 44 to High Rock Quarry; 9/23; **George Kennett** reported graffiti on the Rt. 11 bridge trestles and spotted three deer.*

*Level #39 High Rock Quarry to Nettle RR Bridge Piers; 11/2; **Jean Swank** reported the towpath in good shape and collected an abandoned cooler and beverage containers left from a picnic.*

*Level #40 Nettle RR Bridge Piers to Dam 5; 11/3; **Bill Hibbard** commented on the perfect weather and colorful foliage.*

*Level #44 Fort Frederick to Ernstville; 8/27; **James Biasco** commented the towpath was in great shape and with very little trash to be picked up. 8/17; **John Bowman** reported the towpath in great condition but the lush vegetation prevented checking the culvert cave-in at mile 114.43.*

*Level #45 Ernstville to Licking Creek Aqueduct; 8/7; **Joe Kochenderfer** reported the sign at Licking Creek Aqueduct and the trash bag box and post at the HBO were missing. (NPS will replace them, but commented there is frequent vandalism in this area.)*

*Level #47 Little Pool to Hancock; 8/15; **John Betting** suggested that bait containers should be biodegradable since that seemed to be the predominate trash item.*

*Level #51 Dam 6 to Sideling Hill Aqueduct; 11/10; **Bill** and **Chris Holdsworth** reported the brown sign marking Feeder Dam #6 had been removed and thrown into the Inlet Lock.*

*Level #52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct; 8/15; **Roger Winter** noted the grass along the towpath was heavily overgrown just before an NPS work crew showed up to take care of the problem.*

*Level #53 15 Mile Creek Aqueduct to Lock 59; 9/17; **Mary** and **Steve Huebner** encountered a lot of traffic on a beautiful day.*

*Level #54 Lock 59 to Lock 60; 9/27; **Dennis Kubicki** reported the level surprisingly clean and had a beaver swim beside him as he walked down the towpath.*

*Level #61 Town Creek Aqueduct to Lock 68; 8/21; **Steven Johnson** startled a sleeping doe beside the towpath that just stood up, blinked and walked away.*

*Level #62 Lock 68 to Oldtown; 9/13; **Bob** and **Joan Mischler** reported mile marker 165 was lying on the side of the hill opposite the canal.*

*Level #68 Evitts Creek Aqueduct to Wiley Ford Bridge; 9/28; **Bob** and **Joan Mischler** removed trash on a gorgeous sunny day.*

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

Norm & Kate GUNDERSON	Estate of Paul W.
John & Elin HAAGA	TOURIGNY
Lisa HENDRICK	Ronald & Alice WANGE
Gil HILL & Carol GALATY	Mary Elizabeth WOOD-
Norman LIEBOW	WARD
Gary L. MOORE	
John & Mickey REED	
Richard C. ROONEY	



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

C&O Canal Freighters

Most of us are familiar with the C&O Canal coal-carrying boats (often called freighters) that are frequently portrayed in operating-era photographs of canal scenes, and that represent the largest boats that could be passed through the canal's shortest locks. However, cargo-carrying boats clearly varied during the years of canal operation, and did so more than the existing photographs suggest. Unfortunately much is unknown about the non-standard vessels, and there are even basic mysteries about the "standard" C&O Canal freighter—the subject of this column.

One of the most embarrassingly uncertain issues for C&O Canal historians concerns the length of the canal's standard freighter. While the usual width cited for the boats of 14 feet, 6 inches poses no great problem for our 15 feet-wide locks, the boats are often described as being more than 90 feet long. This is problematic as the original 100-foot specification for the lock chambers included the downstream gates, and thus does not represent the actual "usable lockage" (what a boat would fit into), which was closer to 90 feet. Although many locks were longer, especially those lengthened in the 1870s and early 1880s, both Davies and Hahn identify the usable lockage of the shortest locks as within inches of 90 feet. For Davies that is Lock 36, which he states is 89 feet, 11 inches in length; [1] and for Hahn that is Lock 13, said to be 90 feet, three inches long. [2]

The complexity of the issue is increased by a C&O Canal National Historical Park drawing of a C&O Canal freighter made by the Branch of Plans and Designs in Washington, D.C. in 1939 from field measurements of a derelict boat at Hancock. [3]

This drawing shows the length of the boat as slightly over 93 feet. Clearly, however, if even two locks are as short as 90 feet, give or take one to three inches, no boat of a greater length could have made the trip from one terminus to the other.

Whatever the length of the longest boats on the canal, they could not be so long that there was no leeway to keep the boat from hitting the downstream gate when entering a lock. Bringing a fully loaded freighter that could weigh as much as 150 tons to a complete stop before it hit the lower gates was no small feat. In addition, considerable care in letting out the snubbing rope was required to keep the boat from hitting or rubbing the mitred toe posts of the gates when the sluice valves (the small gates at the bottom of the miter gates) were opened to raise or lower the lock's water level. That process produces significant turbulence and results in the boat bumping around in the lock and pulling on the snubbing lines, which must be slowly released or their slack taken up as the boat falls or rises

in the lock. Ultimately, then, to keep the boats from damaging the gates and to provide a realistic margin for some forward and backward movement while locking through, it seems most likely that the boats would have had a maximum length closer to 89 feet than 90 feet.

An explanation for what would seem to be an excessive length for the boat in the NPS drawing may be that it had simply loosened up and settled over the years between the canal being closed and the boat being measured (1924–1939). Such changes could easily have resulted in the boat seeming to be longer than it originally was. Significantly, in the information in the lower left corner of the drawing we find the statement "dimension data incomplete".

The issue of the length of the big freighters is further complicated by the recommendation of Benjamin Wright, the first chief engineer on the canal, that the maximum size of the boats be 90 feet by 14 ½ feet. [4] This, he stated, was set by the lock length of 100 feet, which, as already noted, did not include the gate pockets and therefore did not represent the actual usable chamber between the pockets. Wright's dimensions do not appear to provide a safety margin for the boat as it comes into the lock, or "wobble room" for its movement as water level is changed in the lock.

Ultimately, this matter of the maximum boat length and the usable chamber length of the shortest lock comes down to one of two possibilities: that there is an error in the measurements of the usable chamber of the shortest locks, or that we do not understand something about the measured length of the longest boats. In the latter case it has been suggested that the length of a fully extended rudder might have been included in the boat length. If so, when the rudder was folded in, the boat's length would be less. But this is not credible given that the absolute maximum length of the actual boat would have been the critical number for a boat builder or operator. In any case, the NPS drawing does not include the rudder in its 93-foot length.

A further issue raised by the 1939 drawing (labeled "Chesapeake and Ohio Boat Design") is the number of hatches over the cargo hold. Most photographic images of the canal freighters date from late in the 19th century to the canal's closure in 1924 and generally show seven hatches on each side of the hay house at the center of the boat, for a total of fourteen hatches. The 1939 drawing, however, shows two hatches on each side of the hay house, for a total of four. It took two men, one on each end, to move the smaller hatches, and would likely have taken at least four men (one at each corner), if not more, to move the larger ones.

A clue to the four-hatch boat design in the drawing might be found in Harlan Unrau's massive, unpublished history of the C&O Canal [5] in which he cites a September 26, 1918 "Washington Evening Star" article that reported on the arrival at Georgetown of ten government canal coal barges constructed at Elizabeth City, North Carolina. The possibility that the derelict boat that served as the model for the park's boat drawing

may have been one of these federal coal boats is supported by the fact that the notes in the lower left corner of the drawing indicate the planks on the sides and bottom of the boat and the hold floor, etc., were “Georgia pine” (although the curved planking, bow, and stern were of oak). While that is one of the many common names for the longleaf pine, the use of that name here may reflect that a more southern wood was used on these boats. Also, special equipment, or a large number of available workers to move the larger hatches, might well have been readily available to the federal boats at both the Cumberland loading wharfs and the federal coal depots near the eastern terminus.

This brings us to the issue of boat ownership and naming conventions. It is commonly noted that boats with colorful names disappeared from the canal after the Canal Towing Company (CTC) was established in 1902, as the CTC boats were identified with the company name and a number. Prior to 1902, however, the Consolidated Coal Company assigned its boats a number along with its company name. Consequently only in the case of CTC boats can we know for certain that we are looking at an image from 1902 or later. (Incidentally, the Canal Towing Company should not be confused with the C&O Canal Transportation Company that operated the canal under a contract with the receivers beginning on January 1, 1896.) [6]

If we go back to just after the canal reached Cumberland in 1850, we find the C&O Canal Company board of directors was focused rather intensely on the diversity of design in the boats using the canal. In 1851 they established new regulations for the toll-paying boats, and they created seven categories of vessels:

Class A - “Decked boats of substantial build, carrying one hundred tons and upwards”

Class B - “Boats of similar construction, carrying less than one hundred tons”

Class C - “Boats not decked, of substantial build, carrying one hundred tons and upwards”

Class D - “Boats of similar construction, carrying less than one hundred tons”

Class E - “Long boats and scows, decked or not decked, of substantial build”

Class F - “Gondolas and other floats designed for temporary use”

Packets - “Boats used chiefly for the transportation of passengers” [7]

The length, width and draft of the boats in each category varied, with boats as short as 58 feet, 10 inches and widths as little as nine feet, one inch. However – relevant to the mystery of the maximum length of C&O boats or of the length of the usable chamber of the shortest locks –some Class A and Class C boats were said to be 92 feet in length.

Some 223 boats were registered that year, resulting in the following distribution [8]:

Class A	9
Class B	49
Class C	108

Class D	41
Class E	10
Class F	6
Packet	1

By the end of the Civil War, the C&O Canal Company had lost much of its grain business to the railroads, and coal was rapidly becoming its primary cargo. Chapter 11 of Unrau’s history is titled “Boats and Navigation”. In it he notes that of the 391 boats operating on the canal in 1875, 283 were operated by coal companies. In addition he tells us:

Of the remaining 108 boats on the canal, eight were listed as grain boats, one as a brick boat and one as a limestone boat. The other 91 were classified as “outside boats”, presumably for the use of general trade.

It is likely that it was not until the late 19th century, when the Cumberland boat builders monopolized the boat building business and the Canal primarily served the coal companies, that the familiar C&O freighter achieved its place of dominance on the C&O Canal.

[1] Davies, William. *The Geology and Engineering Structures of the Chesapeake and Ohio Canal: An Engineering Geologist’s Description and Drawings*. (Limited publication, 1999, C&O Canal Association) p. 219

[2] Hahn, Thomas. *Towpath Guide to the C&O Canal*. Harpers Ferry Historical Association, 1997. p. 35

[3] E-mail correspondence between Karen Gray at the Hagerstown C&O Canal NHP headquarters, and Harlan Unrau and Scott Pawlawski at the NPS Denver Service Center; August, 2005.

[4] Wright to Mercer, February 3, 1830, Letters Received, C&O Canal Company (as cited by Unrau, note 3 in chapter 13 of his history.)

[5] Harlan D. Unrau was an historian with the C&O Canal Restoration team in the mid-1970s. He is responsible for a significant number of important Historic Structure Reports and other studies done in the early years of the C&O Canal NHP, as well as a sixteen-chapter “history” written by hand. At some later date, the history was transcribed by typists (with many errors, unfortunately) and the typed version was poorly bound in six volumes. Volunteers are currently transcribing Unrau’s history into MS Word files with the intention of making them available to researchers at some point in the (hopefully) not too distant future.

[6] Sanderlin, Walter S. *The Great National Project: A History of the Chesapeake and Ohio Canal*. Baltimore: Johns Hopkins Press (1946) p. 267.

[7] *By-Laws, Rules, and Regulations: In Force on the Chesapeake and Ohio Canal*, 1st April 1851 (Baltimore, 1894), pp. 4-9 as cited in the Unrau history, Chapter XI, Boats and Navigation.

[8] Record of Boat Registrations, 1851-74, C&O Co. as cited Unrau, Chapter 11.

ACROSS THE BERM

*So hold the channel, Captain, 'til we meet those gone before,
At the everlasting snubbing post, along some happy shore.*

— Charles Matlock Hummer

Harold A. Larsen

April 5, 1920 – August 13, 2006

By Jane Larsen

Harold Anders Larsen, 86, a retired CIA intelligence officer, died August 13 of heart and lung ailments at the Capital Hospice center in Arlington, Virginia. He lived in McLean.

Hal began his intelligence career in World War II when he served with Army Air Corps intelligence units in Southeast Asia. In 1947 he went to Germany for assignments with the Office of Military Government U.S. (OMGUS) and the High Commission for Germany (HICOG). In Germany, he joined the CIA in 1952 and had additional tours of duty in Germany and at CIA headquarters in Washington. His field was the (former) Soviet Union and Eastern Europe. His posts in Germany included Berlin, Bonn, Nuremberg, Bad Nauheim, and Frankfurt. In Frankfurt he met and married his wife, the former Jane Miremont.

Hal was born of Danish parents in Viborg, South Dakota on April 5, 1920. He graduated from the University of Iowa and did graduate work in Soviet studies and political science at the American University in Washington.

After retiring in 1981, Hal became a management consultant with the U.S. Customs Service, where he dealt with intelligence and security functions of that agency.

Hal was active in many retirement groups, including the Central Intelligence Retirees Association and the Association of Former Intelligence Officers. He also participated in programs of the Arlington Learning in Retirement Institute. He belonged to several conservation organizations and was president of the C&O Canal Association for five years in the 1980s and 1990s. An amateur architectural historian, he contributed to the Virginia volume of the *Buildings of America* series (Oxford Univ. Press). He was received into the Catholic faith in 1956 and was a longtime member of St. Luke Parish in McLean.

Hal's interests included historic preservation, hiking, biking, the performing arts and local history. He enjoyed raising flowers and children and was fond of Frank Sinatra and martinis.

Surviving are his wife of 55 years, Jane Larsen of McLean; a daughter, Anna Porter of Beaverdam, Virginia; a son, Anders Larsen of McLean; a brother and sister in California; and two grandchildren.

"He gave us joy; we loved him well."

Hal Larsen – a Devoted Canaller

By Carl Linden

It was with sadness that we recently heard of Hal Larsen's crossing the berm. Hal served us well as president of the Association from 1986 to 1991. He also played a major role in Association affairs over many years as a member of the board of directors. He and his wife Jane generously contributed to our canal causes.

Devoted to the Canal, Hal and Jane were companions and good friends on our hikes and in our gatherings. On our hikes Hal was always well decked out in an outfit most fitting for journeys along the canal. He was a canaller most debonair. Hal and Jane were most gracious and generous hosts when our members gathered at their home on various occasions.

We knew Hal as an accomplished writer. He wrote with high skill and verve. He enlivened his texts with fine touches of humor. We looked forward to his reports in "Along the Towpath" giving us the latest news on English canals. He often included unusual items on English canal history. This delightful series of articles will always remain literary gems in the annals of the C&O Canal Association.

Jane Larsen provides us with details of Hal's life in the article above mine. Behind this modest factual account there is much, much more to be said of his remarkable life and career than can be told in a few lines here.

Hal was a bona fide member of the "greatest" generation. He fought in World War II. He risked life and limb as an Army Air Corps intelligence officer over and in the jungles of Southeast Asia in the war with Japan. After the war he engaged our Soviet adversary in the Cold War, once more as an intelligence officer, this time in Central Intelligence. His weapons of choice were his own sharp mind and expertise in his special field of knowledge, the communist system. Suffice it to say that Hal devoted much of his life to the service of his country.

Hal Larsen was a man of parts, a fine colleague and friend. We in the Association who knew him will remember him well.

Farewell to Hal

By Dave Johnson

Members who joined the Association after Hal Larsen withdrew from active leadership because of failing health can not appreciate what a major impact he had on the Association's direction in the 1980s and '90s. He served as president for an unprecedented five consecutive terms, during which time the Association made major strides in membership growth and became involved in numerous major issues.

Hal, who passed the last lock on August 13, 2006, was elected to the board of directors in 1985 and was chosen as

president a year later. His leadership abilities were immediately apparent,

and he carefully guided the Association through a period of challenges to the park's environment and integrity. He stepped down after his fifth term as president but continued to serve as vice president for another three years.

As vice president from 1991 to 1994 he undertook the enormous project of assembling and organizing the Association's files and archives. These included collections of canal materials, photos and documents donated to the Association as well as the society's records. His work on the organizing committee for the 1992 World Canals Conference, which was hosted by the Association and the Park Service, was also very important.

He later returned to the board of directors, where his reasoned and responsible approach to many issues muted the often exuberant and extreme suggestions of some of his more excitable colleagues. Even after he was unable to actively take part in Association activities, Hal contributed a regular column on British waterways to the newsletter.

Hal had a distinguished war record in the Army Air Corps in the South Pacific, and a long, important career in the government, including many years of overseas service, before he began his "second career" with the C & O Canal Association. He liked a very dry martini.

Hal's philosophy concerning the C & O Canal National Historical Park was simple. He wrote in his column in 1988 that "The Association believes nothing may encroach on the park. This long, narrow space is a national landmark . . . and its importance transcends the region and the state. The park as a national monument belongs to the American people, and we who live in this region and state hold it in trust for the nation."

He liked to get his mottoes from Shakespeare. One of his favorites, from Richard III – with which he chastised board and general membership alike – was "Talkers are no good doers." Hal Larsen was definitely a "doer."

NEW MEMBERS (con't)

Mike SPINNLER	Hagerstown, MD
Paul & Sarah STOKELY	Mt. Airy, MD
Anne E. SUMNER	Bethesda, MD
Albert TWANMO	Bethesda, MD
John W. URMAN	Arlington, VA
Mary Jo VERVEKA	Bethesda, MD
Ira W. WAGNER	Bethesda, MD
Natalie & Jerry WALKER	Falling Waters, WV
Ronald WANGE	
& Alice TOME	Bethesda, MD
Maureen WILLIAMS	Germantown, MD
J. Randy WILSON	Spartanburg, SC
Anne P. WRIGHT	Boonsboro, MD

Along the Towpath

ON THE BOOKSHELF



"North American Waterways: Map and Index"

by David Edwards-May
(Pub. Euromapping, 2005)

Reviewed by Carl Linden

David Edwards-May is a leading authority on inland waterways and navigation worldwide, especially in Europe and North America. His "North American Waterways: Map and Index" is a companion to his earlier guide and map entitled "European Waterways Map and Directory". A first-rate work of scholarship and research, "North American Waterways: Map and Index" provides a comprehensive overview of canals, navigations and waterways throughout the United States and Canada. The map shows water routes both past and present with clarity and in detail. The map is scaled at 1:3,300,000. The map is a fine work of cartographic art that folds out nicely from the booklet's back cover. It is just a bit larger than two by three feet and is printed on a glossy, durable and quality stock. Nothing quite like it has been published during the past century.

The accompanying booklet contains a quick reference index, an alphabetically organized listing of North American canals and waterways with key information on each, a guide to heritage sites and visitors centers, a list of other sites to discover, an index to key waterway structures, an index of lakes and reservoirs, an index of towns and cities, major features of inland water transport, and a final section on source materials, charts, Web sites, waterway guides and a selected list of books. All this is done with admirable brevity in a mere sixty-four pages.

"North American Waterways" should be in the library of all who are interested in or inspired by inland waterways of all sorts. It should be kept close at hand by anyone, whether novice or expert, who enjoys discovering and exploring our continent's myriad of waterways, canals and navigations old and new.

As you might suspect, the author is a long time supporter of efforts both to restore and rejuvenate historic canals and also to preserve and promote today's inland waterways. That clearly includes our efforts to support the C&O Canal. David Edwards-May's generous offer is too good a deal for us canallers to pass up.

NOTE: If you would like a copy, send your request and a check for \$28 if you live in Maryland (this amount includes postage and MD tax) or \$26.75 if you live outside MD (this amount includes postage) to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366.

The author's price is \$25. He is generously donating \$11 of this amount to our C&O Canal Fund for each book and map we sell.

2006 THROUGH BIKE PHOTO GALLERY



Top: Lesley Sorkowitz and Barbara Trippel at the Seneca Creek Aqueduct. Photo: Denny Sloppy

Bottom: Pam Lantz getting ready to ride somewhere below the Paw Paw Tunnel. Photo: Pat Hopson

Right column, bottom photo: At Bill's Place, Little Orleans, Norman Liebow and Al Sorkowitz fix a flat tire, Ross Willard stretches his back and Denny Sloppy inspects his bike. Photo: Pat Hopson

Top: From left: Tom Perry, Norman Liebow, Heidi and Sammy Gardner, Barbara Trippel, Pam Lantz, Al and Lesley Sorkowitz, Ross Willard, Denny Sloppy and Paul Leatherman at Lock 66. Photo: Jim Heins

Middle: Just below Dam four in full rain gear, from left: Pam Lantz, a mostly hidden Barbara Trippel, Tom Perry, Denny Sloppy, Lesley and Al Sorkowitz, Dan Ciccarelli, Norman Liebow, Jim Heins, Paul Leatherman, Ross Willard. Photo: Pat Hopson



Along the Towpath

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 *
Admin Officer	301-714-2204	Jeannie Denk
Chief, Natural and Cultural		
Resource Mgmt	301-714-2231	Bill Justice *
Chief, Interpretation	301-714-2214	Bill Justice
Natural Resource Program Mgr.	301-714-2224	Scott Bell *
Public Affairs Assistant	301-745-5804	Vacant
Special Use Permits	301-714-5817	John Hitchcock
Chief of Maintenance	301-714-2216	Bradley Hofe
Partnerships Coordinator	301-714-2233	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	Margaret Anderson *
Fee Collection Supervisor	301-299-3603	Paul Johnson

Georgetown Visitor Center

1057 Thomas Jefferson St., NW, Washington, D.C. 20007		
Supv. Park Ranger, Interpretation		Faye Walmsley *

Great Falls Tavern Visitor Ctr.

11710 MacArthur Blvd., Potomac, Md. 20854		
Supv. Park Ranger, Interpretation	301-767-3702	Faye Walmsley *

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	Leigh Zahm *
Cumberland Subdistrict	301-722-0543	
Hancock Subdistrict	301-678-5463	
Ferry Hill Subdistrict	301-714-2206	

Williamsport Visitor Center

205 West Potomac St., Williamsport, Md. 21795		
Supv. Park Ranger, Interpretation		Rita Knox *

Hancock Visitor Center

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

Cumberland Visitor Center

Western Maryland station, Cumberland, Md. 21502		
Park Ranger, Interpretation		Rita Knox

* = Acting

OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation	202-653-5190
Great Falls Tavern Boat Operation	301-767-3714
Boat House at Fletcher's Cove (concessionaire)	202-244-0461
Carderock and Marsden Reservations	301-767-3731

24-HOUR EMERGENCY

(TOLL FREE): 1-866-677-6677
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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 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 this 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 Web site at 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:

Inserted in this issue are forms for Annual Meeting dinner reservations, and renewing your membership.



Happy Holidays!

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