

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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NUMBER 1

Douglas Hike to Highlight Oldtown and Paw Paw Areas

By Dorothea Malsbary

The Association's annual William O. Douglas Memorial Hike is set for Saturday, April 28, in the area of Oldtown and Paw Paw. It will feature two options for hiking, a dinner and an evening speaker.

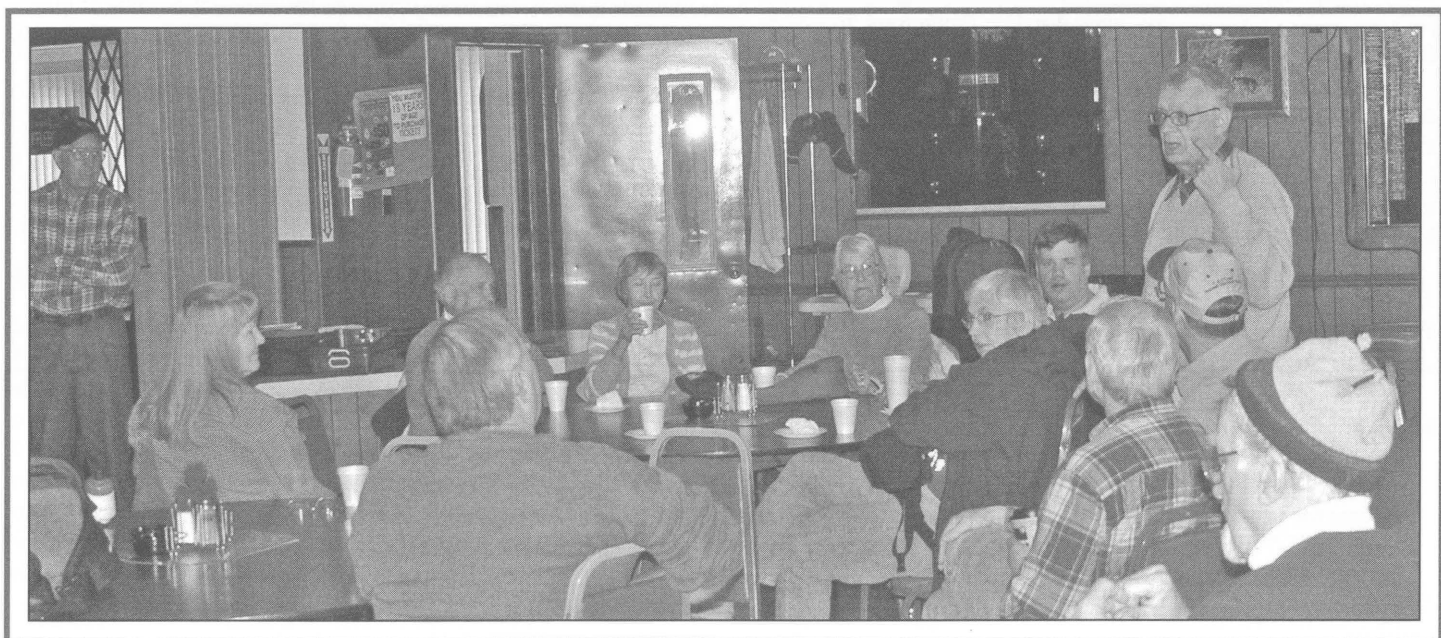
Hike participants should arrive and park at the Paw Paw Tunnel picnic area by 10 a.m. Buses will provide transportation to the starting point of the five- and ten-mile hikes. The first bus will load and depart as close to 10 a.m. as possible, and will travel to the farthest starting point, Oldtown, for those doing the ten-mile hike. If there is room, this bus will also carry hikers who choose to begin at the Town Creek Aqueduct for the five-mile segment. Each rider is asked to contribute a \$5 transportation fee, which will be collected by an Association representative before boarding. Please bring a bag lunch and drink for the noontime meal on your hike.

At 5 p.m., we will gather at the Ali Ghan Club in Cumberland for a cash bar Happy Hour, to be followed at 6 p.m. by a deluxe dinner buffet. The club is located two miles east of Cumberland, off Interstate 68. The cost of dinner is an

all-inclusive \$20. The buffet includes a carving board selection, two additional entrees, soup, salad, dessert and coffee. After dinner, regional historian Albert Feldstein will present a slide show extravaganza entitled "Historic Cumberland" based on postcards from the 1900's.

Included in this issue of *Along the Towpath* is a dinner reservation form, which also includes a place to indicate whether you plan to take the bus to the beginning of your selected hike. The forms must be received by Friday, April 20, after which no additions or cancellations will be honored. Please be sure to check the Association Web site (www.candocanal.org) for the most up-to-date information about the Douglas Hike. If you have questions, the best way to contact me is by e-mail (dmusgrave@alumni.brown.edu), but you may also leave a voice message at 301-942-2528.

Below: Tom Perry briefs members assembled for a hike before the recent Annual Meeting; more news on the Meeting begins on p. 4.



NEWS AND REPORTS

Big Slackwater Report

by Tom Perry

Projects for 2007

As we try to keep before the public the need for restoration of the continuity of the towpath, the Big Slackwater Restoration Committee has adopted two projects for this year, and the Board of Directors has approved them.

First, an art contest through the Washington County Public Schools will seek to involve children in helping us get the word out through their posters, which will be put on display in prominent areas. Prizes will be awarded and winners will be invited to join us at the Heritage Hike and dinner in November.

The second part of this year's thrust will be to make contact with hikers and bikers using the detour from Dam #4 to McMahon's Mill, offering them water and talking with them about the Association's vision. We will also encourage them to sign petitions urging restoration. In order to bring off this outreach, we will need volunteers from our "downstream" membership. We plan to be out on Saturdays: April 14 and 28, June 9 and 23, August 11 and 29, and the entire Labor Day weekend, September 1-3. If you can help, please let me know at 301-223-7010, or e-mail me at leperry@starpower.net.

Maryland to Support Big Slackwater

Early in February, news reached us that the Washington County delegation to Annapolis is introducing legislation appropriating funding toward the engineering design for Big Slackwater. Tom Riford, CEO and President of the Hagerstown-Washington County Convention and Visitor's Bureau, reported to us the enthusiastic and unanimous support of the delegation for what our Association has designated our number one priority: repairing the break in the continuity of the towpath so as to eliminate the need for the dangerous five-mile detour.

Companion bills introduced in the Maryland Senate and House would provide \$200,000 from the state, to be matched from several other sources including NPS and the C&O Canal National Historical Park, and our Association, whose Board of Directors has approved a requested \$15,000, for a total of \$400,000.

We are deeply grateful to the Washington County delegation for taking the initiative in this important project. We thank them and the members of our Association for their

Almost There, No Time to Rest; Clear and Load the Lock

by George Lewis

Although cold weather and high water have slowed preparation work at the Catoctin Aqueduct restoration site, the planning and fundraising efforts are almost there. The project continues to move forward at a very fast pace, ever onward with little time to rest along the towpath, pulled by a core of C&O Canal National Historical Park professionals, consulting engineers and a stable of water bridge-loving volunteers, all feverishly working together to coordinate the multifaceted local, county, state and federal intricacies of this epic adventure.

Increasingly, more and more people are discovering the Catoctin Aqueduct and joining the fundraising effort, for which we are forever grateful. Over 260 individual donations have been received, but this number does not include the ~1,100 members of the C&O Canal Association (COCA) on whose behalf the Association made a major donation to the project. COCA's gift has multiplied tenfold in less than a year - not a bad return on our investment.

The project war chest is loaded (but not full) with cash and pledged donations of \$260,000. There are also companion Maryland Senate and House Catoctin Aqueduct Bond Bills for \$450,000 working their way through the Annapolis wicket, and almost \$515,000 of in-kind construction services and materials have been offered. Thus there is a real potential for \$1,225,000 to match a Transportation Enhancement Program (TEP) application for an equivalent sum. In addition, we are awaiting details of offers by several corporations that have expressed very specific interests in supporting the restoration.

Completion of the 30 percent design package for the project, and the rising cost of materials, have facilitated an increasingly accurate project cost estimate of \$2.6 - \$3.2 million dollars; leaving us with a potential funding gap of \$375,000. The late February deadline we were up against to lock in matching funds has been extended by "several months." However, the advantages of completing the fundraising as soon as possible are both numerous and enormous.

Spread the good news of this ongoing COCA partnership success. The restoration effort will, in 2009, fill the towpath gap created by the 1973 collapse of two of the aqueduct's three arches. Additional 2007 cash donations will fill the current funding gap and facilitate the doubling, yet again, of available matching funds.

Clear and load the lock, there is no time to rest—we are almost there. The final milepost is in sight.

Members Urged to Attend Centennial Initiative Meeting on March 27

As this newsletter goes to press, we have received an important announcement about the National Parks Centennial Initiative, which will provide \$200 million for future park improvements nationwide. In public Listening Sessions, NPS will receive suggestions for use of the funds. A Listening Session for the Greater Washington National Parks has been scheduled for Tuesday, March 27, 5-7 p.m., at the Women in Military Service for America Memorial, located at Arlington National Cemetery in Arlington, Va. We hope that a strong contingent of supporters of the C&O Canal National Historical Park will be present at the event. For further information, visit the News section of our web site, www.candocanal.org.

Can We Really Clean Up the Potomac?

By Jim Heins

A program to reduce trash and increase awareness of trash issues in the Potomac Watershed area is an initiative started in 2006 by the Alice Ferguson Foundation (AFF), which also sponsors the *annual* Potomac River Watershed Cleanup (see VIP article in this issue). Education, awareness and recycling are the main goals of this initiative, and are sponsored by a large number of area jurisdictions through the Potomac Watershed Trash Treaty.

Trash is a serious problem in the Potomac River Watershed. It travels from our streets into storm drains and waterways until it reaches the Potomac, often originating as refuse improperly or intentionally disposed of along roadsides and in public and private open spaces.

The AFF has attended a conference dealing with issues related to the connection between plastic debris from watersheds to the oceans and its impact on marine life, and is pursuing this through this trash-free initiative. Through conscientious efforts on our part as individuals, and as part of a group such as the C&O Canal Association, we can help in this effort by working to reduce chemical runoff, assisting in cleanup activities, encouraging political support and educating ourselves and others about the issues and possible solutions.

I represented our organization at the 2006 summit last March, and believe this to be a very constructive program. For more information on this initiative, action plans, sponsors and ways to get involved, go to the AFF Web site at www.fergusonfoundaton.org and click on trash initiative.

No Frost, No Bite

by Carl Linden

The annual Frostbite Hike was held on Saturday, December 2, a bright and sparkling day. In fact, neither frost nor bite was in the air. A dozen hikers showed up at the Great Falls Tavern ready to go. We set out going upland on the trail leading to the remains of the old gold mine not far from the entrance to the Great Falls Park. The trail follows for some distance the raised track bed where trolleys once took passengers to and from Great Falls. The Gold Mine Tract covers the highlands above the canal from Old Angler's Inn to the Tavern and is skirted by MacArthur Blvd and the Park's access road.

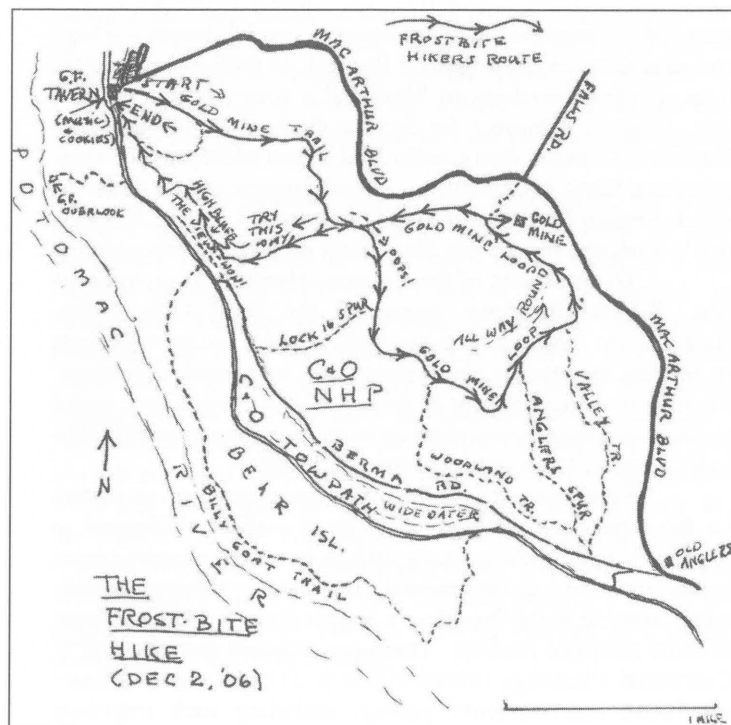
The trails are at times a bit hard to follow on the loose bed of dry leaves that carpet much of the tract. Though I had reconnoitered the hike the day before, I still missed the short cut to the gold mine. Some chuckles were heard from old hiking hands, but we determined that we were on the longer gold mine loop trail. Let us say this was the scenic route to the mine. We eventually reached the mine, looked over the ruins, and checked out the nearby trailside exhibits which tell the mine's history and illustrate its underground network of shafts along quartz seams. According to legend, it was a Union soldier who first discovered bits of gold shin-

ing in quartz in the area. Mining was an on-and-off operation over the years and was finally abandoned when it proved no longer profitable.

After our inspection of the ruins (for safety reasons the mine shafts are fenced off), we began the return trip to the Tavern. We came to a fork in the trail. At that very moment a chap came by sporting a white beard, wearing a backpack and briskly pacing along with walking stick. He saw our momentary hesitation at the fork, stopped and urged us to follow him, saying that he was taking the most scenic route to the Tavern. He was most persuasive and again we set forth on a path not on the original itinerary. We were not sure whether this was the Pied Piper or St. Nick himself, but regardless, our guide led the way, looking back at intervals to see if we were following. He led us up to the top of the bluffs high above the Tavern and, true to his word, we were about to experience a grand scenic moment. We stood on the heights and were treated to a sweeping view of the Falls and the Potomac Gorge, the river sparkling in the bright sun. This vantage point surely needs to be counted among the great scenic overlooks in the Eastern United States. All agreed this was the high point of our hike.

However, this was not the last of the delights that were in store. We descended to the Tavern and found a fine folk music ensemble playing and singing old American folk tunes to a full house. In addition, our Friends of the Historic Great Falls Tavern were serving cider and cookies. What could have been better to top off a delightful, if not wholly pre-planned hiking adventure. Sometimes it pays to go with the flow.

(The hikers were Bill Burton, Laura Gilliam, Neil Gilliam, Ron Howard, Dave Johnson, Carl Linden, Carolyn Osborne, Diane Pickar, Marion Robertson, Nasra Sakran, Barbara Sheridan and Patricia White.)



Annual Meeting News

by Ned Preston

This year's Annual Meeting was an enjoyable event that offered a varied and interesting program. One of the two concurrent morning activities centered on Big Slackwater, the area where erosion has caused the only gap in the towpath between Cumberland and Georgetown. Members who selected this option gathered at the hospitable Western Maryland Sportsman Club for coffee and a brief talk by Tom Perry on the Association's efforts to help restore the damaged portion of the park. They then sent out for a hike to the barrier at the edge of the closed towpath section, although that point proved unreachable due to high water from recent snow and rain.

Meanwhile, other members visited the Town Museum of Williamsport, located on Springfield Lane off Route 11. Normally open only on Sundays, the Museum opened its door for a special Saturday session that allowed meeting attendees a chance to see an extensive collection of artifacts, pictures and documents relating to the canal and other aspects of the town's past.

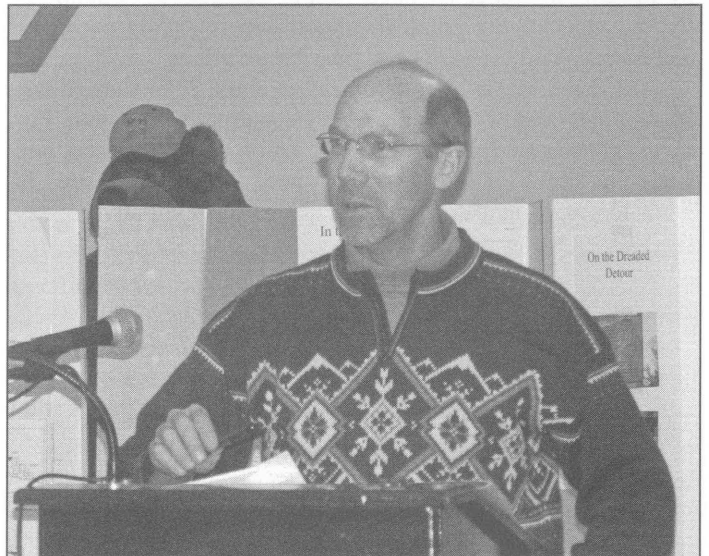
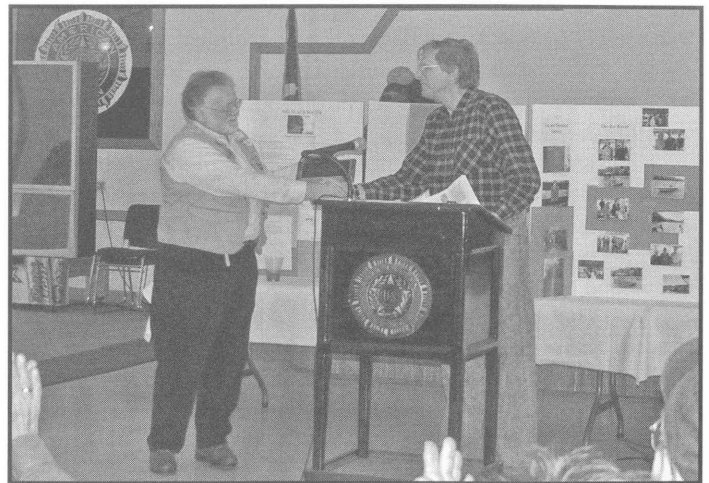
Among those on hand to chat with museum visitors was local historian Maurice Snyder, who recounted many lively anecdotes gathered during a lifetime along the canal. These included his impression of Justice William O. Douglas, whom he termed a true outdoorsman. Snyder met Douglas during his famous March 1954 through-hike, when the Justice stayed at the home of Williamsport's mayor. Also sharing a store of fascinating memories was Mrs. Lula Harsh, whose father, Harvey Brant, was lockkeeper of Lock 44. She moved to the lockhouse in 1915, at the age of three, and continued to live there until after the canal ceased operations.

Convening at 2:00 p.m., the Annual Meeting was well attended by members and by several special guests. These included Congressman Roscoe Bartlett, as well as representatives of other members of Maryland's congressional delegation: Julianna Albowicz for Senator Barbara Mikulski; Joyce Leviton for Senator Ben Cardin; and Karen McManus for Congressman Chris Van Hollen. Ms. Albowicz read a letter in which Senator Mikulski expressed her support for the Association's work and for the Big Slackwater project as a top priority.

The president of the Potomac Heritage Trail Association, Bill Niedringhaus, presented the Trail Organization Award to the Association in recognition of its accomplishments in helping to improve the towpath and its historical features. Matthew Logan, president of the new C&O Canal Trust, spoke about his organization's plans to work in partnership with NPS to help realize the potential of the canal park.

Superintendent Kevin Brandt gave members an update on the canal park's affairs. The small staff is challenged to cope with many growing tasks such as oversight of scenic easements and other environmental compliance, although a welcome increase in the President's budget request offers the hope of more adequate funding. The superintendent described NPS' Centennial Challenge Initiative (see p. 3) as a way of advancing future improvements, perhaps including such ambitious projects as re-watering the canal from Georgetown to Seneca.

George Lewis, who is a C&OCA director and also heads the Catoctin Aqueduct Restoration Fund, gave a briefing on the status of the drive to restore the historic structure at mile 51.5. He described the project as "low-hanging fruit," a goal whose attainment will aid the success of other canal improvements. C&OCA is a partner in the Catoctin undertaking, which



Top: Bill Niedringhaus of the Potomac Heritage Trail Club presents the Trail Organization Award to C&OCA president Bob Perry.

Bottom: C&O Canal NHP Superintendent Kevin Brandt addresses the meeting.. All Photos in this article: NedPreston

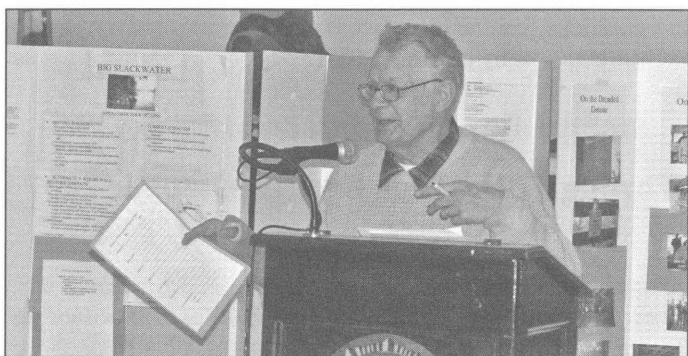
seeks funding through a combination of private donations, grants, Transportation Enhancement Program funds, federal support, and a bond bill currently being considered in the Maryland legislature.

In his final report as outgoing president, Bob Perry cited achievements of recent years that included even greater Level Walker activity and the energetic revival of the Volunteers-In-Parks program. He noted that a brief period of discouragement over the Big Slackwater campaign has been replaced by exciting and hopeful developments. These have included a successful boat trip to demonstrate the erosion prob-

lem; a donation of \$5,000 to the Big Slackwater Fund by the Friends of Historic Great Falls Tavern; the Association's recent pledge of \$15,000 as part of a match for a grant to assist an engineering study of the project; and the introduction of a Maryland bond bill to help underwrite the same study.

Further evidence of the broad support that the Big Slackwater cause enjoys was demonstrated during the meeting by a generous contribution from the Maryland Daughters of the American Revolution. The donation was presented by Jaunita Bean and Helen Potter, respectively the chair and vice-chair of the state DAR's conservation program.

As leader of the Association's Big Slackwater committee, Tom Perry enlarged upon upcoming measures to further promote public awareness of the need to restore the continuity of the towpath and end the dangerous detour that now faces hikers and bicyclists. These steps include a petition drive and an art contest that will involve Washington County students in the issue.



Tom Perry demonstrates a petition form to be used in the Big Slackwater restoration campaign.

Marlow Madeoy, who heads the new Youth Membership Committee, described plans to attract young people to the Association by encouraging them to become Junior Level Walkers or to serve in other roles that will help to develop their leadership skills. He appealed for volunteers to help recruit youth from high schools and colleges within 25 miles of the canal, a weekday task that would be suitable for members who are retired or working only part-time.

Other committee chairs making reports were Fred Mopsik, who provided an update on Environmental Assessments, including the still unresolved Georgetown University Boathouse proposal; Rita Bauman, who called on more members to become involved in representing C&OCA at local festivals along the canal; Bill Burton, who described an outstanding year for the Level Walkers, including the addition of 25 new participants; Barbara Sheridan, who reported that 52 lapsed memberships had been renewed as the result a continuing effort to reach those who have failed to rejoin; Dorothea Malsbary, who noted the addition of a new type of program activity, geology walks; and Carl Linden, who spoke of the importance of involving communities in pursuing the Association's objectives.

Bob Perry used presidential citations to honor a number of members for their faithful service and special initiatives



President Bob Perry presents a letter of commendation to Carol Galaty, while George Lewis and Dorothea Malsbary wait to receive their letters. See page 18 for more pictures of the Annual Meeting.

on behalf of the Association. He presented letters of commendation to Carol Galaty, George Lewis and Dorothea Malsbary. The coveted Mule Shoe Award went to Bill Burton, Tom Perry, Helen Shaw, Richard Stoll and Pat White.

As the annual leadership election approached, William Bauman stepped forward to run as Treasurer, an office for which the original candidate had withdrawn. He was elected as part of a unanimously-approved slate that also included Carl Linden, President; Rachel Stewart, First Vice President; Bill McAllister, Second Vice President and Level Walker Chairman; Bill Holdsworth, Recording Secretary; and Ned Preston, Information Officer. Five board members were also elected to serve a three-year term: Bill Burton, Ron Howard, David M. Johnson, Tom Perry and Marion Robertson.

In passing the gavel to the new president, Bob Perry recalled the Coast Guard's customary phrase, "I stand relieved, sir." Carl Linden then closed the meeting with a brief talk in which he stressed friendship as an important element in C&OCA's success as one of the voluntary associations that Alexis de Tocqueville identified as vital to American democracy.

After a pleasant "happy hour" and dinner, the group heard a spirited address by James McCleaf, Mayor of Williamsport. He stressed the importance of the canal as a key element in both the history and future of his community. In cooperation with the National Park Foundation, the town is planning a series of far-reaching improvements. In its initial phase, the program would restore operability to the vertical-lift bridge, built in 1923 to carry railroad cars across the canal. Next will be rehabilitation of the cultural landscape of the coal storage area and town square. Later objects of rehabilitation work and increased historical interpretation will be Lock 44, the Conococheague Aqueduct, the Trolley Building and the Cushwa Warehouse. These projects are intended to present Williamsport's history in a way that will make it a highly attractive destination for visitors, building tourism as a strong component of the local economy.

Fifth Annual President's Day Breakfast

by Jim Preston

Mark your calendar for the Fifth Annual President's Day Breakfast at Bill's Place on June 2 at 9:00a.m. The theme for this year's program is "High Five at the Fifth."

Attendees are being asked to provide a brief salute or remembrance for an Association president – past or current. Just identify something you remember about that person. If you're attending the breakfast, you may present your remembrance in person. Alternatively, you can have someone else read it. In that case, just mail your message to:

Jim Preston
112 E. Street
Mountain Lake Park, MD 21550-3539

You can also e-mail your message to nas_us@yahoo.com. (Please put "Attn: Jim Preston" in the subject line.)

If you plan to come for breakfast, be sure to register in advance — a registration form is enclosed in this issue. You're also welcome to simply come for the program and/or the hike that will follow. Let's make this fifth a great one!

2009 Through-Hike News

by Barbara Sheridan

Preparations have begun for the 2009 Through-Hike of the C&O Canal, which will be the 55th anniversary of Justice Douglas' 1954 trek to save the Canal. The Through-Hike is a tradition that began on the 20th anniversary of Douglas' famous hike and has been repeated every five years since.

The 2009 hike is being planned for the last two weeks of April. We will be hiking the entire length of the Canal from Cumberland to Georgetown. It is expected that the average daily hiking distance will be between twelve and fifteen miles. We plan on camping each night with the exception of the mid-hike weekend. It is anticipated that some participants will elect to make their own arrangements to stay in motels along the way (instead of camping out with the group) and that is fine. All meals will be provided, either in camp or by various organizations in local communities along the way for the entire trip. Participant's gear (tents, sleeping bags and clothing) will be transported between campsites for them.

We are hoping to offer the same flexible arrangements as the 2004 Through-Hike. This would allow members to sign up for the full two weeks or just the first or second week, if preferred. Overall participation will be limited to 50 hikers.

As you can imagine, there is a lot of planning and work involved in organizing an event of this scope and size. Although formal registration will not begin until early next year, priority will be given to those members who participate in the planning process from the beginning. Additionally, all hikers are expected to share in the work details and chores during the actual hike. Hikers will be assigned to help out in such areas as meal preparation, camp set-up and tear-down, loading and unloading the gear van and whatever else is necessary in support of this event.

If you are interested in participating in the 2009 hike, and/or willing to be a part of the planning process, please send your name and address to the C&O Canal Association, P.O. Box 366, Glen Echo, Maryland 20812-0366. Your response should be received no later than August 1, 2007. If you prefer, you may email your name and address to Barbara Sheridan at membership@candocanal.org. Your name will then be placed on a preliminary list. All members who are on the list will be invited to a planning meeting sometime in the fall. If you have any questions, you may contact Barbara Sheridan at the e-mail address above or by phone at 301-752-5436.

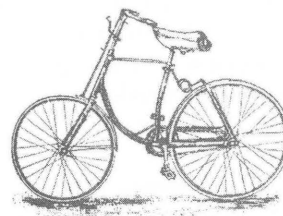
Through Bike Ride Set For October 2007

by Tom Perry

Again this year, the Association will hold a Cumberland to Georgetown bike ride, October 3-8, taking advantage of the Columbus Day long weekend when many people have a holiday. As is our custom of late, our group will include both campers and motel types.

Something new this year will be the early publication of guidelines for those preparing for the trek. These have been prepared by our "sweeps" of the bike patrol group, and they will be sent to each person which inquires about participating in the event. If a rider feels comfortable with the recommendations given in the guidelines, he/she may then register for the ride with a non-refundable deposit of \$25. There is a limit to the number of people to be registered, and it is a matter of "first come, first served." To receive the guidelines and other information contact:

Tom Perry
116 S. Conococheague Street
Williamsport, MD 21795



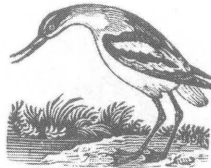
Spring Bird Walk Is April 21

by Ned Preston

Take advantage of the rich avian resources of the C&O canal park as amateur ornithologist Jack Devine leads another bird walk. Don't miss this chance to receive an introduction to birding (or perhaps to enlarge your already distinguished "life list" of species that you have observed).

The group will gather at Violettes Lock (Lock 23) promptly at 7 a.m. on Saturday, April 21. From River Rd. (Rt. 190), take Violettes Lock Rd. to the parking area. Participants need have no experience. Bring your binoculars, and also a field guide, if you have one.

For more information, or to make reservations, please contact Jack at 301-947-7400 or jack@artcfa.com by April 14.



Western Maryland Rail Trail Update

by Emmie Woodward

The Western Maryland Rail Trail Supporters (WMRTS), formerly a project of the C&O Canal Association, is now an independent 501(c) (3) tax-exempt organization. We hope to continue to enjoy the support of the Association and its members.

At this time we are waiting to get a report about possible endangered species of bats in Indigo Tunnel. Based on this report, the U.S. Fish and Wildlife Service will make the final determination on whether or not the tunnel may be used for a trail. We remain optimistic that in this day of great technological advances the tunnel may be used as a trail while at the same time made habitable for the few bats that are there.

WMRTS is also in the process of designing a new fundraising brochure, concentrating on just the 14 miles from Pearre, the current terminus of the trail, to Paw Paw, West Virginia. This is the stretch which has the three tunnels and six high trestle bridges, going through the Paw Paw Bends of the Potomac. The trail here will go through Green Ridge State Forest in Maryland, and in and out of Morgan County, West Virginia, three times.

Editor Needed

If you'd like to get more involved with the C&O Canal Association, here's your chance! *Along the Towpath* seeks an editor with a love of the C&O Canal and skill in word processing. For more information, please contact:

president@candocanal.org

FROM THE ASSOCIATION

Departing President's Farewell Report

Thank you once again for trusting me to serve as president for the last year. The Chesapeake & Ohio Canal Association continues to promote good causes to positively influence the future of our beloved canal. Each of you should feel proud, for it is by your contributions, talents, passion and hard work that the organization is successful.

C&OCA had its share of achievements over the last year. In late April, during the annual Douglas Hike, we celebrated the dedication of the newly restored towpath in the Widewater area. We were proud to support the efforts of our Friends of The Historic Great Falls Tavern, and to see the new canal boat there. We are also proud to support the Cactoctin Aqueduct Restoration and commend George Lewis and company for their tireless efforts to restore this historic landmark. Throughout the year, our programs continued and flourished – Level Walkers saw a 60 percent increase in level walker hours and a 51 percent increase in the number of reports received. For over five years now, Bill Burton has done a commendable job leading this program. Membership numbers grew again. For yet another year, C&OCA programs included a full slate of activities. From Pat White's Continuing Hike series to bike trips, canoe trips and Rita Bauman's festivals, the year was packed with opportunities for us to get out and enjoy the canal. There were opportunities to work, too. I am especially proud of the VIP program revitalization and thank Jim Heins for his tireless efforts. There were board meetings and events to share with other canal organizations and, of course, our fall hike in the Fort Frederick area. *Along the Towpath* continues to be a model publication thanks to Jennifer Hanna.

Yet, there are still challenges. Our park faces funding shortages and we seek ways to assist our friends at the National Park Service in obtaining funding. We also know that Superintendent Kevin Brandt and his staff are spread thin. The Georgetown University Boathouse struggle continues. We need to involve youth and perpetuate our graying organization.

Thanks to Tom Perry and the Big Slackwater Restoration Committee, we have seen progress over the last year. In February, the board authorized a \$15,000 matching grant to the Big Slackwater Restoration design study (more about this elsewhere in this issue). I am confident that with continued financial support, hard work, and cooperation between federal, state, and local governments working with C&OCA, we will see this dream become reality.

Departing Directors and Officers

The terms of the following directors and officers ended this year: Directors Jim Guilford, Don Juran and Richard Stoll;

(Continued on next page)

FROM THE ASSOCIATION (CON'T)

after three years as treasurer, Linda Willard; and, having served five years as second vice-president and Level Walker Chair, Bill Burton (who opted to run as a director). My thanks to each of you and to the entire 2005 and 2006 board for supporting me during my tenure, and for your service to the C&O Canal NHP and to C&OCA.

My best wishes for continued success to the Association's 2007 directors and officers.

Finally, I once again offer my gratitude to each of you Association members who, following in Justice Douglas' footsteps, work so hard to protect, preserve and promote our organization and the Chesapeake & Ohio Canal National Historical Park.

NO SLACK AT BIG SLACK!

— Bob

New President's Report

I am highly honored to be elected President of the C&O Canal Association for 2007. I think it is important that we members keep in mind our Association's mission reaches back to the famed 1954 hike down the canal led by Justice William O. Douglas. Its purpose was the creation of the C&O Canal National Historical Park. At the time, the Justice called for the formation of the C&O Canal Association as the advocate for the establishment of the Park. If it were not for the Association's annual hikes in support of a canal park, the national treasure that is the C&O Canal could well have been lost. After some seventeen years of annual reunion hikes for the park, Congress passed legislation establishing it as a "national historical" park in 1971.

The Association continues to see its mission as supporting the preservation of the Park and defending its integrity. We adopt the C&O Canal Company's Latin motto—*Perseverando!* It means that through perseverance and persistence a noble work can be done. Indeed, the C&O Canal was a noble work of the great American canal era. Noble, too, are current efforts to see to it that the canal's continuity is preserved, and that breaks in that continuity be fixed. This applies above all to the towpath, the canal prism, and the canal's connecting structures, its aqueducts and the Paw Paw Tunnel.

The Association has done good work in this connection, but much remains to be done. We played a key role in partnership with the C&O Canal National Historical Park in getting the once degraded Monocacy Aqueduct brought to public attention and restored to its present prime condition. We followed up with our effort in support of restoring the towpath along Widewater, where a four-hundred-yard section had fallen into rocky ruin and was unsafe to cross.

Fundraising for Widewater got a big boost when the Kimbrough family came forward with a generous grant of \$100,000. As was the case with the Monocacy Aqueduct, the Widewater effort was a catalyst for further towpath restoration.

In both the Monocacy and Widewater restorations, Park Superintendents – first Doug Faris and now Kevin Brandt – led the way in bringing these major projects to fruition. Happily, federal funding for the Widewater project proved sufficient for its completion. With the approval of our donors, we were free to transfer money raised for Widewater to three other key projects: the new canal boat at Great Falls (\$50,000), the Catoctin Aqueduct (\$25,000) and Big Slackwater (\$15,000).

It is evident that developing a strong citizen constituency in support of major canal projects is a key ingredient for success in realizing them. In the case of the Monocacy and Widewater projects, the Association was the base constituency. The Monocacy Aqueduct was remote and without a nearby constituency, and the Widewater towpath break, despite the safety hazard it posed, had not drawn public attention.

A new approach in forming citizen constituencies in support of repair and restoration work along the canal is now emerging. Here, the focus is on developing support in surrounding communities and localities where key canal projects are needed. Here are four examples of such current efforts.

- Emmie Woodward, a COCA member from West Virginia, has taken the lead (with backing from the Association) in forming a non-profit organization of West Virginians and Marylanders up river who are dedicated to creating a rail trail along the Western Maryland Railway right-of-way along the Paw Paw Bends. The Park owns the right-of-way. With six bridges over the Potomac and three tunnels, it promises to become one of the most scenic rail trails in the Eastern United States.
- Our sister organization, The Friends of Historic Great Falls Tavern, led the recent campaign for a new canal boat at Great Falls. The campaign originated with a group of elementary school students who wanted a new boat, and set out to seek donations for one from towpath users. Not only is the new boat a fine replica of a C&O Canal passenger packet, it took only two years to pay for, despite a price tag of over \$500,000. This colorful and canal-worthy boat is now in the canal and ready for service at Great Falls.

COMMITTEE REPORTS

VIP Program Off To A Great Start In 2007

by Jim Heins

Participation in the VIP program can really be a “moving experience.” As the result of much-needed help in emptying the Great Falls Tavern by early January in preparation for a welcomed renovation, 21 volunteers — 18 of whom were Association members — put in over 150 hours removing everything, including a refrigerator, file drawers too old to be considered antiques, benches, boxes by the dozens, clothing of the 1870s (some were likely original) and anything else imaginable. The tavern will be off limits until early 2008 but a temporary visitor’s center will be open near the snack bar.

We are gearing up once again to help with the Alice Ferguson Foundation’s annual Potomac River Watershed Cleanup. We will be hosting four sites along the towpath, including Great Falls, Swains Lock, Violettes Lock and Rileys Lock. The cleanup will be held on Saturday, March 31 from 9 a.m. until noon, regardless of the weather. If you are interested in helping, choose the site where you wish to work when signing up. You can find additional sites, not sponsored by this organization, by checking on the Web under “Alice Ferguson Foundation”.

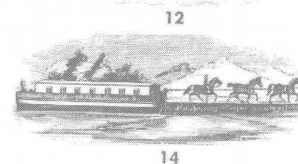
On **April 21**, we will again be working on the Billy Goat Trail “A” from 9 a.m. to noon, doing trail maintenance.

On **May 26**, there will be another Invasive Plant Removal party likely to be held somewhere between Lock 5 and 8 on the towpath. (9 a.m. to 1 p.m.)

There are additional project dates listed on the C&O Canal Association Web site calendar for June through November. The specific activity for each date will be announced in later issues of this newsletter, and through the VIP email list. Most projects are held from 9 a.m. to noon on the Saturday indicated. We encourage you to bring a lunch and enjoy the camaraderie afterwards.

If you would be willing to help on any of these dates, please contact me at c&ocanalvip@toyhouse.org or jheins@erols.com, or give me a call at 301-949-3518. If you would like to be included on my VIP e-mail list (no obligation or solicitations), please let me know.

You will find these projects are very rewarding, as we are giving something back to our beautiful park, and involve a great bunch of people who are having fun — and all of it at a cost of only time and energy. Hope to see you soon!



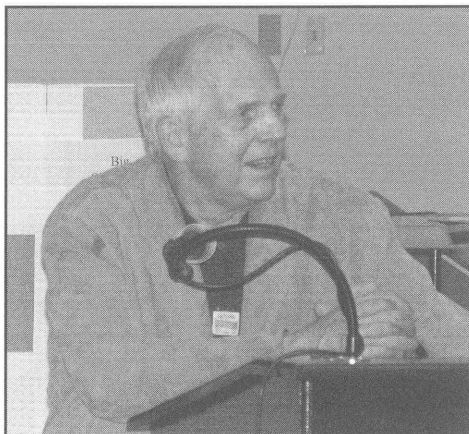
- Association member George Lewis is leading a very promising effort in his home territory of Frederick County to build key community support for the Catoctin Aqueduct’s reconstruction. The restoration of the canal’s “beautiful aqueduct,” brought down by a flash flood in the early seventies, is the natural complement to the now-restored Monocacy Aqueduct, also in Frederick County. George was also instrumental in the recent historically faithful restoration of the Lander Lock house by local citizens. The Association’s Towpath Tag for 2007 features Tom Kozar’s fine image of the Catoctin Aqueduct as it once looked and will look again once it is reconstructed.
- Last but not least, Tom Perry, past Association president and “our man” in Williamsport, is the spark plug for the effort to engage broad community support to restore a big break in the towpath along Big Slackwater above Dam # 4.

Each of these four projects are successful or hold the promise of success and, as in the case of the Monocacy and Widewater, each is being undertaken in close partnership with the superintendent and staff of the C&O Canal National Historical Park. Keeping up the momentum gained in the projects completed thus far is crucial. Moments of opportunity must not be allowed to slip away. The time is now for action on the Catoctin Aqueduct restoration which, in turn, will open up opportunities for other projects — in particular the large-scale Big Slackwater project — to move forward.

The Association continues to provide full backing for all these partnership projects, which are part and parcel of our mission to sustain the continuity and integrity of the Park. The Association supports all measures designed to ease the stringency and reverse the shrinkage in staff with which our 185-mile-long Canal Park now struggles. In the midst of all the challenges facing the Park, the Association holds to its guiding vision of a C&O Canal National Historical Park fully preserved, sustainable and well-protected.

As of old, our watchword remains *PERSEVERANDO!*

— Carl



Newly-elected C&OCA President Carl Linden addresses the membership at the Annual Meeting on March 3. Photo: Ned Preston.

C&OCA 2007 CALENDAR OF EVENTS

DATE	DAY	EVENT (visit candocanal.org for updated event info)
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, 9:30 a.m. to noon. 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 or nancymadeoy@aol.com)
April 1	Sun.	Board Meeting, 1 p.m. at Glen Echo Town Hall, 6106 Harvard Ave.
April 13	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, 9:30 a.m. to noon. Billy Goat Trail "A" maintenance. 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 lot. 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 on page one.
May 5-6	Sat.-Sun.	Bike trip in the Sharpsburg area. Contact Tom Perry (301/223-7010) for information and reservations.
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, 9 a.m. - 1 p.m., remove invasive plants, lower canal. 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 on page 6.
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 to be announced.
June 16	Sat.	One-day canoe trip at Violette's Lock (Lock 23). Contact Bill Burton (703-801-0963 or levelwalker@earthlink.net)
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 6-7	Fri.- Sat.	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)

DATE	DAY	EVENT (visit candocanal.org for updated event info)
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, 1 p.m. at Glen Echo Town Hall, 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)
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, 1 p.m. at Glen Echo Town Hall, 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. Waivers forms will be available at www.candocanal.org

ON THE LEVEL by Bill Burton and Level Walker Chair Bill McAllister

The C&O Canal Association's Level Walker program had a great year during 2006 with both the number of reports and the number of volunteer hours up significantly. In summary, 233 reports were received, covering 62 levels. A total of 1,178 volunteer hours were spent supporting the Park. Level Walkers collected 283 small and 208 large garbage bags of trash during the year. Also collected were numerous tires, wheel covers, scrap metal, small appliances and other miscellaneous items. Many items in need of maintenance were also reported, and many of those have already been taken care of by the Park Service. During the year, 25 members volunteered to become new level walkers. Thank you to all the level walkers for their support of the Park, and for helping to make 2006 such a successful year. A listing of the level walkers, by level, with the number of reports received is included following the recent report highlights.

Since the last newsletter, 51 reports have been received and seven members have signed up as level walkers. The new Level Walkers are **Carolyn Osborne, Dennis Krizek, Meredith Griggs, Larry and Sue Anderson and David and Nicole Mitchell**. Thank you for volunteering! We all look forward to working with you in supporting the C&O Canal NHP.

*Level #1 Tidlock to Incline Plane; 11/18, 12/10, 12/22, 12/29, 1/6, 1/26, 2/3, 2/11, **John Barnett** reported all of the pedestrian bridges in Georgetown are now open and operational.*

*Level #2 Incline Plane to Lock 5; 11/19, **Bill Quinn** was thanked by several passers-by for picking up trash and encountered over 200 walkers, joggers and bikers during the walk.*

*Level #3 Lock 5 to Cabin John Creek; 11/23, **Pat White** reported the restrooms at Lock 5 were very clean but noted one corner of the building had lost some sheathing, exposing the insulation.*

*Level #4 Cabin John Creek to Lock 14; 12/18, **Carolyn Reeder** reported several trees were fallen across the canal between Cabin John and Lock 8 and that major repair work had been done on the towpath above Lock 9. 10/31, 11/30, 12/31, 1/31, **Larry Heflin** reported an overturned porta-potty on one visit had been set upright on the next visit two days later. Several trips on the level were covered on each monthly report.*

*Level #8 Swains Lock (21) to Pennyfield Lock (22); 11/18, **Dottie Cousineau** watched a deer swim across the canal, also, noted NPS has done a superb job clearing trees that had fallen across the canal.*

*Level #10 Seneca Aqueduct to Milepost 25; 1/6, **Charles Mason White** cleared the towpath of small sticks and tree branches and removed bottles and cans from the water around Seneca Aqueduct. 1/7, **John and Valerie Wheeler** reported the towpath in good shape other than a little mud from recent rains and encountered Pat White scouting out the next continuing hike.*

*Level #11 Milepost 25 to Sycamore Landing; 11/11, 1/5 **Charles Mason White** removed numerous small limbs from the towpath that were the result of a recent storm and reported mud puddles in many places on the towpath, but none of a hazardous nature.*

*Level #12 Sycamore Landing to Edwards Ferry; 11/25, 12/30, **Pat Hopson and Carol Ivory**, with friends and fellow Sierra Club members, cleaned up the level, collecting 44 large bags of trash, 9 tires, a bicycle, tricycle, metal folding chair and other miscellaneous items during two trips to the level. 11/17, **Skip Magee** commented that the towpath was pretty clean but the Chisel Branch H-B-O and the Edwards Ferry parking area were littered with beer cans. 12/16, **Stephen Pollock** commented the parking lot at Sycamore Landing was unusually clean.*

*Level #13 Edwards Ferry to Harrison Island; 12/16, **Stephen Pollock** reported the towpath in good shape.*

*Level #16 Woods Lock (26) to Monocacy Aqueduct; 12/30, **Michael Cianciosi** reported a lot of beaver damage to good sized trees near mile marker 40.*

*Level #18 Nolands Ferry to Point of Rocks; 11/21, **Grace and Jed Tucker** reported the Calico Rocks Hiker-Biker Campsite and Nolands Ferry trash free, but almost stepped on a very sluggish black racer snake which barely reacted.*

*Level #19 Point of Rocks to Catoctin Aqueduct; 12/18, 1/27, **Marlow Madeoy** noted that near mile 49.6 there are three mature hemlocks and three mature American holly trees which may indicate a dwelling was located there long ago.*

*Level #26 Lock 37 to Antietam Aqueduct; 12/31, **Jack and Karen Forster** observed that 5 trees had been professionally cut down and noted all facilities were in good shape.*

*Level #35 Opequon Jct. Hiker-Biker to Lock 43; 1/4, **Stephen Williams** removed some unusual trash, including a basketball and can of WD-40, also viewed the level from a canoe in Big Slackwater and commented on the carefully fitted stonework sloping down to the river.*

*Level #36 Lock 43 to Falling Waters; 12/18, **Ron Howard** removed trash from the canal on a pleasant winter day.*

*Level #41 Dam 5 to Four Locks; 11/24, **B.K. Lunde** reported things in pretty good shape and noted a cable spool reported previously had been removed.*

*Level #44 Fort Frederick to Ernstville; 12/15, **James Biasco** uncovered an old TV beside the towpath and noted a work crew was replacing the bridge over the canal at Ft. Frederick.*

*Level #45 Ernstville to Licking Creek Aqueduct; 12/2, **Karen Gray with Gary McGinnis** remarked that most of the culverts along this level have holes forming in the prism above indicating leakage from the prism into the culvert.*

*Level #48 Hancock to Round Top Cement Mill; 12/12, **Bill Hibbard and Jean Swank** noted the cement mill area has two new waysides and that the kilns have been cleaned out. 1/8/06, 4/21, 5/26, 10/31, 11/24, **Pat Hurline** saw only one hiker but was treated to a beautiful sunset as the clouds cleared just before dark on one of the visits.*

*Level #49 Round Top Cement Mill to Lock 53; 11/19, **Bill Burton** reported ten hikers on the Association's Continuing*

Hike removed lots of small sticks and fallen tree limbs from the towpath.

Level #52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct; 12/14, Roger Winter removed 4 bags of trash and noted there was lot of beaver activity on the level.

Level #56 Culvert #208 to Lock 61; 11/17, Pat White and Barbara Sheridan spotted lots of juncos, woodpeckers, chickadees and a six-inch painted turtle along with signs of recent beaver activity.

Level #57 Lock 61 to Lock 63 1/3; 11/17, Barbara Sheridan and Pat White reported the sign missing at Lock 62, also, the dam on the breast wall of Lock 61 was breached and mostly missing, with heavy water flow into the lock.

Level #58 Lock 63 1/3 to Tunnel Parking Area; 12/5, Bill Burton and Howard McGowan removed 3 bags of trash from the Paw Paw parking lot and campground, but found the towpath in good shape.

Level #59 Tunnel Parking Area to Opposite Little Cacapon; 12/18, Dennis Krizek noted the towpath was in good shape with very little trash.

Level #61 Town Creek Aqueduct to Lock 68; 12/30, Steven Johnson noted that there was a lot of water standing in a field adjacent to the canal when there has not been much rain, probably due to the work of beavers and muskrats in the area.

Level #62 Lock 68 to Oldtown; 11/22, Bob and Joan Mischler spotted eight deer, a fox squirrel and great blue heron and noted there was plenty of water in the canal on the entire level.

Level #64 Kellys Road Culvert to Spring Gap Rec Area; 1/31, Nasra Sakran removed 10 bags of trash and noted the towpath edges had been trimmed since the last visit during the summer.

Level #68 Evitts Creek Aqueduct to Wiley Ford Bridge; 12/11, Bob and Joan Mischler remarked the towpath was dry and in very good shape.

Level Walker Reports by Level for 2006

Level #1, GEORGETOWN: John Barnett 41; Level #2, FLETCHERS: Bill Quinn 2; Level #3, BROOKMONT--GLEN ECHO: Pat White 1; Level #4, CABIN JOHN: Carolyn Reeder 3, Fred and Judie Mopsik 1, Larry Heflin 23; Level #5, SEVEN LOCKS: Bobbie Thorberg 2, Jan and Jim Heins 1; Level #6, WIDEWATER--SIX LOCKS: Harry Bridges 1; Level #7, UPPER GT.FALLS: Alan and Rebecca Hedin 2; Level #8, SWAINS: Dottie Cousineau 3; Level #9, PENNY-FIELD: John McGraw 1, Mike Schuchat 3; Level #10, SENECA: Carol Purcell 3, Charles Mason White 1, John and Valerie Wheeler 1; Level #11, TENFOOT IS.: Charles Mason White 1, Marv and Sandy Kahn 2; Level #12, McKEE-BESHERS: Pat Hopson and Carol Ivory 5, Skip Magee 2, Stephen Pollock 3, William Tammaro 1; Level #13, EDWARDS FY.: Barbara Shapiro 1, Stephen Pollock 2; Level #14, BROAD RUN: Sharon Freedman 2; Level #15, WHITES FERRY: George Wyeth 2; Level #16, WOODS LOCK: Michael Cianciosi 4; Level #17, MONOCACY: Emily Kilby 1, Eric Wentworth 2; Level #18, NOLANDS FERRY: Grace Tucker and Jed Tucker 4; Level #19, POINT OF ROCKS: Jack and Pat Cook 1, Marlow Madeoy 7; Level #20,

CATOCTIN: Emily Kilby 2; Level #21, BRUNSWICK: Doug Zveare 1, Ron Howard 2; Level #22, WEVERTON: Lisa Angstadt 3, Pat and Ken Heck 1; Level #24, DAM #3: Howard McGowan 2, Ron Howard 2; Level #25, DARGANS BEND: Carol and Don Juran 2, Charlie Brown 1; Level #26, MOUNTAIN LOCK: Jack and Karen Forster 4; Level #27, ANTIETAM: Roy Shilling and Marce Tissue 1; Level #29, FOOT OF SHARPSBURG: Jack Magarrell 2; Level #30, SNYDERS LANDING: Hilary Walsh 1; Level #31, TAYLORS LANDING: Margie Knott 1; Level #32, MIDDLEKAUFFS BASIN: Dave and Kathy Peterson 3; Level #33, DAM #4: Karen Gray 1; Level #34, CHARLES MILL: Linda and Tom Perry 3; Level #35, OPEQUON JCT.: Stephen Williams 2; Level #36, LOWER FALLING WATERS: Ron Howard 1; Level #37, UPPER FALLING WATERS: Russ Meinke 5; Level #38, WILLIAMSPORT: Diane Summerhill 1, George Kennett 1; Level #39, MILLERS BEND: Jean Swank 2; Level #40, LITTLE CONOCOCHIEAGUE: Bill Hibbard 2; Level #41, DAM #5: B.K. Lunde 2; Level #42, FOUR LOCKS: Carl Pedersen 1; Level #43, McCOYS FERRY: Carl Pedersen 2, Karen Gray 1; Level #44, FT.FREDERICK/BIG POOL: James Biasco 3, John Bowman 1; Level #45, ERNSTVILLE: Joe Kochenderfer 2, Karen Gray 1; Level #46, LICKING CREEK: Margie Knott 1; Level #47, LITTLE POOL: John Betting 2; Level #48, HANCOCK: Bill Hibbard 1, Pat Hurline 5; Level #49, ROUND TOP CEMENT MILL: Bill Burton 1; Level #50, CACAPON JUNCTION: Karen and Ed Leisinger 2; Level #51, DAM #6: Bill and Chris Holdsworth 2; Level #52, SIDELING HILL: Roger Winter 2; Level #53, LITTLE ORLEANS: Mary and Steve Huebner 5; Level #54, STICKPILE HILL: Dennis Kubicki 3; Level #55, TOWN HILL: Karen Gray 1; Level #56, SEVEN MILE BOTTOM: Pat White 1; Level #57, TWIGG HOLLOW: Barbara Sheridan 1; Level #58, PAW PAW TUNNEL: Bill Burton 1; Level #59, PAW PAW FERRY: Dennis Krizek 1; Level #61, TOWN CREEK: Hilary Walsh 1, Steven Johnson 3; Level #62, SOUTH FORK JUNCTION: Bob and Joan Mischler 4; Level #64, KELLY'S ROAD: Nasra Sakran 2; Level #68, EVITTS CREEK: Bob and Joan Mischler 4, Karen Gildea 1, Level #69, CUMBERLAND: Gil Hill and Carol Galaty 1.

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.



ACCOMPANIED BY THE PAST by Karen Gray

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

2007 Douglas Hike: Oldtown to Paw Paw

Eleven miles of towpath connect the Paw Paw parking area and Lock 71 at Oldtown. At time of writing, I do not know in which direction hikers will be walking. This raises the question of whether the route should be described in a downstream or upstream direction. The problem is an interesting one from both modern and historic perspectives. Those who live in the Washington metropolitan area today tend to think of the canal as we count the miles—in the upstream direction. Those coming onto the towpath from the Great Allegheny Passage Trail from the Pittsburgh area orient to the trail in the same way the boatmen on the coal freighters did: starting at Cumberland and going downstream to Washington.

Heading downstream, Oldtown was the first community encountered by the boatmen. The importance of this site goes back to the ford here on the north–south Great Warriors Path. Around 1711 the long-lived Shawnee chief Opessa settled in the area and it then became known as Opessa's Town. In 1742, the old "Rattlesnake Colonel" Thomas Cresap (1702–1790) settled beside the ford, built a fortified home that he named Skipton, and eventually was buried near it. Both his home and the grave were on the ridge between Lock 69 and the Potomac River. Thomas was one of the most important personages in Western Maryland for decades, as were several of his numerous offspring, including Michael, whose home stands on the town's main street today.

Oldtown has three locks, 69–71, but #71 is upstream a third of a mile from 69 and 70. The Oldtown locks are the last of the thirteen composite locks (from 58 to 71) that, due to the absence of good stone, were built with rubble stone and lined with wooden beams. Today concrete replaces the wood in these locks and they have been altered to allow the area to be watered and stocked with fish. A Civil War grave stone for Ashmon Sorrells is across the towpath from Lock 69 and was the subject of column in the December 2003 issue of "Along the Towpath."

The towpath downstream from Oldtown crosses the 20-foot-span culvert #217, then leaves the river to pass through the shallow valley of Mill Run. It joins the Potomac's North Branch again near its confluence with the South Branch and the location of Lock 68. The planned, but never built, Dam #7 would likely have been located in this area. In 1858, the company's first steam pump to provide additional water to the canal from the river during dry periods was located behind the lock-house. However, the pump apparently did not work well and was scrapped in 1868. In 1875, when a new pump was installed, it was placed some ten miles upstream. The bridge over Lock 68 carried a road down to a ford and ferry (at different periods).

Just above the Town Creek Aqueduct (No. 10), is a dam across the canal that is part of the series of fishing pools between this location and the Oldtown locks. These were created by volunteers in 1945 at the suggestion and with the guidance of an Allegheny Company Game Warden named Battie Mixon, who is memorialized in the name of the fishing hole as well as a picnic ground at the upper end in Oldtown.

The Town Creek Aqueduct, rebuilt in 1977, is a single-arch aqueduct, as are all the upper six aqueducts from Licking to Evitts Creek. In 1838, the original contractor for this aqueduct, Willis Hatch, absconded when he received a partial payment from the canal company for work completed to that point. He not only left the work incomplete, but he also left his laborers unpaid for weeks of work, and his suppliers unpaid for their supplies. Such events were not uncommon in the 19th century, and represent one of the major reasons for the labor unrest (and sometimes violence) that is such a significant part of the canal's construction history.

At mile 161.8 is the large 16-foot span culvert #215 for Big Run that comes down the narrow valley between Green Ridge and Town Hill. The culvert also served as a road culvert for the old road that ran down to Okonoko Ford, a crossing to West Virginia's Miller Hollow where the small community of Okonoko grew up.

Lock 67 is located a short distance from Big Run. It was known as Darkey's Lock in the last years of the canal's operation when its locktender was Hughey Darkey—the father of several red-headed daughters much commented on by the boatmen. A saloon also operated here at that time.

The terrain and the canal location between the tunnel and lock 68 is interesting. With lock 66 below the downstream end of the tunnel, a level was set and maintained for seven miles to Lock 67. Lock 67 then raises the canal to the new level three miles in length to lock 68. This increase in elevation was important because the canal in this area is largely located along a broad flood plain known as Harness Farm Bottom. Flood plains were, of course, a great threat to the canal, and usually it was built as far back from the river as possible given its elevation, which was higher than it would have been without location lock 67 near the lower end of the Bottom.

Below Lock 67, the Potomac passes through the gap in Town Hill that continues down in West Virginia, and at mile 160.3 there is a waste weir that was originally combined with an overflow. By removing planks, a waste weir could be used to release water from the canal, lowering the level for repairs or even draining it completely when necessary. Overflows, made by lowering the towpath level by a foot or so, simply allowed excess water to escape the canal when it was high enough to overflow the low point. These were often called "mules drinks" because the mules would often pause to drink from the water they were wading through. A plank across the overflow usually served whoever was walking with the mules.

During the canal's construction, three embankment

bridges were built in this area to facilitate the transportation of materials from West Virginia across the Potomac to the line of the canal. These temporary structures were highly vulnerable to high water. One to Coxes Island was washed out in September, 1839, rebuilt, and washed out again the following January. That same flood took out another embankment bridge a mile east of Town Creek. It was rebuilt, but destroyed by ice in January of 1846 and its successor was washed out once more by a summer freshet in July of 1848.

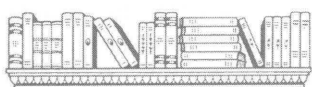
Across the river at mile 159.6 is the mouth of the Little Cacapon River. This was on one of the 18th century routes to Cumberland, used by those who traveled down the Little Cacapon valley to the Potomac where they would cross if the river levels allowed it, and then continue up the Potomac on the Maryland side. When the river did not permit easy crossing at this point, travelers journeyed up the Potomac two miles to Okonoko Ford. In 1795 Abels tavern was located on the Maryland side of this crossing here, indicating that many did make their crossing at this point.

At mile 158.8, culvert #212 carries Reckley Run under the canal. A mile and a half down the canal is culvert #211 for Purselane Run. Between these two watercourses is a roughly-four-mile, U-shaped area known as Reckley Flat that curves around a northwest-southeast oriented hill. This flat was a former Potomac River channel that once made a great bend around the north side of a hill that today the river flows around on the south.

Just up the canal from Purselane Run, a short side path leads to a nearby canal workers cemetery, and a short distance down the towpath from the cemetery is a large flat where as many as 200 laborers lived in shanties during periods when construction was going strong on the tunnel and adjacent sections of the canal.

The towpath crosses over a deep masonry waste weir on a footbridge a short distance above Western Maryland Railway Bridge no. 1415. The canal then passes through the Mitchells Deep cut that is up to 40 ft. deep. This area is a former river terrace and in the deep cut walkings can see up to 10 feet of sand and gravel overlying the shale and sandstone exposed in the cut. A tenth of a mile down the canal from the cut's lower end, walkers pass under the Rt. 51 highway bridge just before the path down to the Paw Paw Tunnel parking area.

ON THE BOOKSHELF



Floating West: The Erie and Other American Canals

by Russell Bourne
(Norton, 1992)

Reviewed by Ken Rollins

Russell Bourne has pulled together an amazing amount of information in this very readable volume. His almost reverent approach to his subject is thinly disguised and he even suggests

that the canals contributed much to the creation of this great nation.

George Washington's role in the canal movement is very well known, but all of the founding fathers were much concerned. Surprisingly, Thomas Jefferson was somewhat of a "doubting Thomas" wondering whether the new American democracy unlike powerful European monarchies could afford and carry through large scale canal projects. We should not be surprised, however, that Benjamin Franklin, with his universal interests actually visited canal sites in Europe.* Martin Van Buren played several political roles as did others. De Witt Clinton emerges as the dominant hero. Because of the part he played, which was much more involved than is generally known, his name is rightly synonymous with the Erie Canal.

The Erie Canal is popularly regarded as the American pioneer achievement, but, in fact, followed a previous accomplishment. The Middlesex Canal connecting Boston Harbor with the Merrimack River was completed in 1803 ahead of a number of its rivals, and was an immediate success.

The first part of the book provides historical background for the American canal movement chronicling the various dreams and proposals of canal projectors and those who supported them. The rivalry was intense.*

The author also addresses in detail the economic and social impacts of canal building such as the settlement of the Mohawk Valley including the various conflicts arising from the influx of new settlers and the deep impact of the canal on the indigenous peoples—the tribes of the Iroquois nation.

The heart of the book is a case study of the Erie Canal but its progress is carefully related to events elsewhere.

It is clear that the canal movement gave rise to civil engineering in this country. The author describes a number of innovative solutions to problems facing canal builders. One was the invention of a stump puller consisting of two wheels sixteen feet in diameter with a rope and chain around the axle connecting them. When the wheels were rolled, the chain neatly pulled up the stumps. Another innovation was a combination compass and level which facilitated the essential task of measuring elevations (a forerunner of the surveyor's transit?). The various inclined planes and railways are described in detail with their attendant ingenious inventions, such as a turbine using canal water to drive the machinery.

The author also takes note of the downside that the works of engineering genius inadvertently produced. For example, the use of steam power had a serious environmental impact because of the vast quantities of wood used to fuel steam engines.

The story of the Erie Canal—its concept, its creation, its way of life, and its impact on the social development of the nation is doubtless among the finest ever told in canal literature. Our own C&O Canal story is given excellent treatment and he nicely sums up the American canal era in Chapter 5 under the title: "The All-American Canal Craze."

The author's style, in spite of the astonishing maze of information he gives the reader, is felicitous with a light touch of wit. He also presents the canal story in due order and manages to maintain a chronological perspective throughout.

(Continued on the next page.)

The book is highly recommended reading for any canal fan, and many will probably want to acquire a copy as a valuable reference work. Though written a decade and a half ago, it stands as something of a canal classic. It has lost none of its relevance to the story of canals past and present. It ought not to be overlooked.

The author leaves us with a challenge: "Americans have an opportunity to reclaim a vital connection with the water-land of their birth. One step at a time, with mule and hope and boat, at four miles and hour, we enter the zone of our origins, horseflies and all."

* Bourne notes that Americans drew heavily on the European experience and engineering advances in canal building. His story even reaches back to the genius of Leonardo Da Vinci, whose invention of the mitered double lock gate (1485) for a canal built for the Duke of Milan was a leap forward in canal building.

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

Richard H. Tibbets

by Pat Schindler and Dave Johnson

Dick Tibbets, 86, one of the volunteers who led the Sights and Sound of the Season nature walks at the Great Falls Tavern Visitor Center and a long-time member of the C & O Canal Association, died on January 4th of complications from a stroke he suffered last year. He was a level walker in the White's Ferry area. He joined the Sights and Sounds program after the original leaders, Helen Johnston, Betty Henson, and Betty Bushell were no longer able to volunteer.

Dick graduated from the U. S. Merchant Marine Academy in 1940 and was commissioned as an ensign in the Naval Reserve. He was called to active duty in 1941. Assigned to the USS *American Legion*, he served as a landing-boat-wave officer during the invasions of Guadalcanal and Bougainville. In 1944, he transferred to USS *Prentiss* as executive officer. He transferred to the regular Navy in 1946. Later sea assignments included command of USS *Jeffers* and USS *Ingersoll*, on which he saw action during the Korean War. He retired from the Navy in 1964 with the rank of commander.

He joined Tracor, Inc. in Rockville, holding managerial positions involving installation and testing of new sonar systems in destroyers and submarines. He retired from Tracor in 1988. In 2006, shortly before his illness, he published a novel, *The Ghosts of Genteng*, an adventure story set on a naval vessel in the South Pacific shortly after the end of the war.

Dick was always in learning more about the canal area - its history, geology, and natural life. He never presumed to be

the leader among the Sights and Sounds volunteers, but he often was, suggesting in his quiet way which trail to take. He would often outwalk most of the group, whether from the Tavern to circle Widewater, up the canal to Swain's Lock, up the rocky hills to favorite outlooks, or up the long climb to the Gold Mine. The river trail was one of his favorite paths, from where the eagles and their nest could be seen. He was fascinated by the great blue herons and the yearly increase in their nests. Stopping to identify waterfowl and other birds was a must, as was noting the rise and fall of the river, and which way the wind was blowing.

A favorite memory of his may have been the cracking ice piling up across the river one cold winter day. Another was the day when one of the eagles flew down from the nest and sailed low over many waterfowl that had gathered in the river below. The loud whirring sound of hundreds of waterfowl, frightened, flying up and away in circles and different directions, was a special thing to see and hear. He said that the only thing missing along the river was the smell of salt air.

William H. Shank

by Dave Johnson

Bill Shank, one of the founders of the American Canal Society and a noted author and publisher of books on canals and transportation, died in January at the age of 91.

A professional engineer and historian, he graduated from Lehigh University in 1937 with a degree in mechanical engineering. During World War II he enlisted in the Army Corps of Engineers. He was assigned to the Manhattan (atomic bomb) Project at Oak Ridge, TN, where his work involved the gaseous-diffusion process of uranium refining. After the war, he worked in the air conditioning and mining machinery industries for a number of years, and later in civil engineering private practice.

Bill's interest in the history of canals grew from his family's five-generation involvement with the development of canals and other transportation systems in Pennsylvania. His personal research began in the late 1950s, and he published his first book, *The Amazing Pennsylvania Canals*, in 1960. He was one of the founders of the Pennsylvania Canal Society in 1964, and became editor of its quarterly, "Canal Currents."

In 1972, Bill, Tom Hahn and Bill Trout, founded the American Canal Society. Bill was the publisher of the society's quarterly bulletin, "American Canals," from its inception until 1997, and was editor for several years. He also served as the society's second president, from 1979 to 1985.

In 1973, Bill and Tom Hahn created the joint publishing venture known as the American Canal and Transportation Center, through which they published many of the books on canals that we have all become familiar with. While most of Hahn's books dealt with the C & O Canal, Shank's works concentrated on Pennsylvania. These included *Three Hundred Years with the Pennsylvania Traveler*, *Historic Bridges of Pennsylvania*, *Indian Trails to Superhighways*, and *Towpaths to Tugboats, A History of American Canal Engineering*.

THE ASSOCIATION WELCOMES NEW MEMBERS

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J. & J. BLACK
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Grant BROMHAL
Catherine BROWNING
Dale CARTER
Catherine COTTER
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Potomac, MD

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

Membership Form for New Members

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

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

E-MAIL: _____

PHONE: _____

(Select one)

___ Individual \$15

___ Family \$20

___ Patron \$25

Total: \$ _____

Name to appear on badge: _____

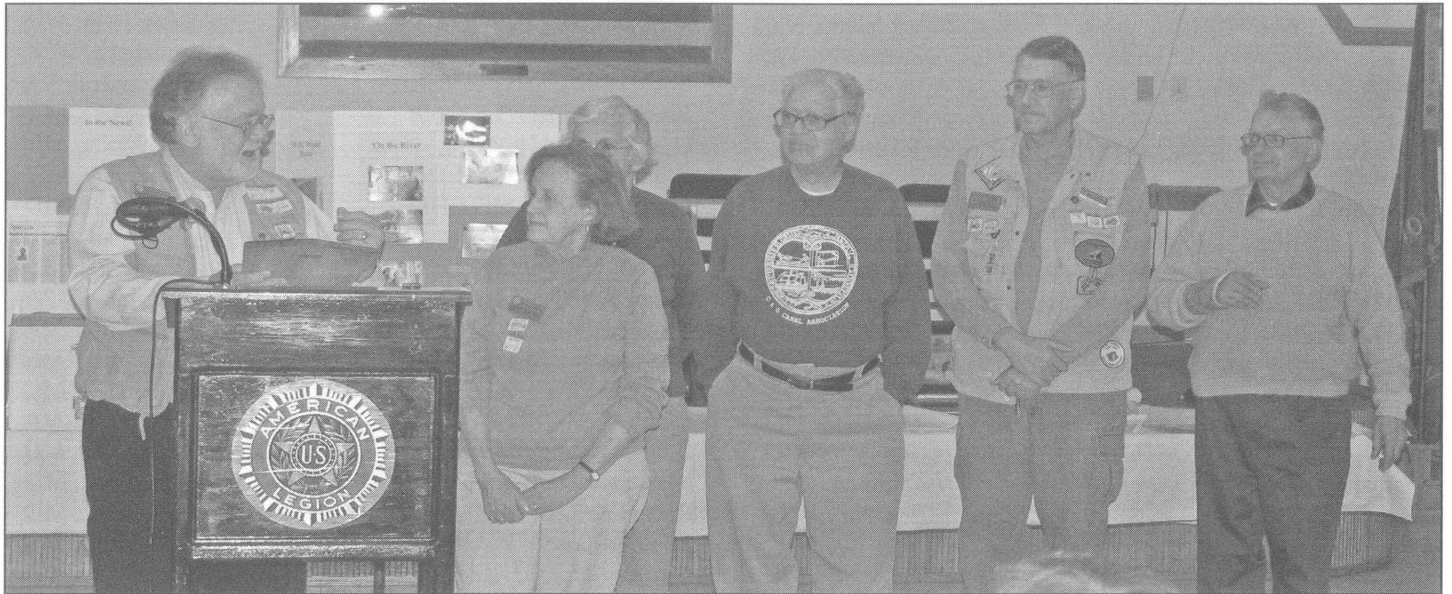
Second name to appear on badge (Family or Patron memberships) : _____

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

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

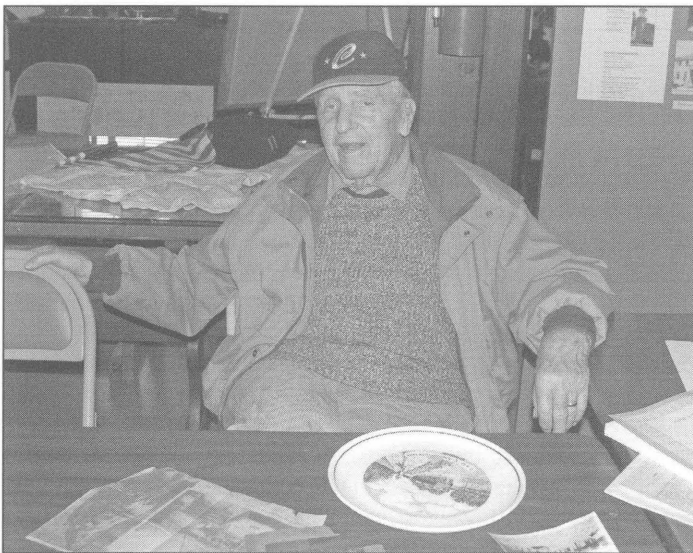
Don't forget to bookmark the C&O Canal Association Web site: www.candocanal.org

PHOTOS FROM THE ANNUAL MEETING



Above: Bob Perry prepares to present Mule Shoe Awards to Helen Shaw, Richard Stoll, Bill Burton, and Tom Perry.

Below: Historian Maurice Snyder at the Town Museum of Williamsport.



Above: Julianna Albowicz reads a letter from Senator Barbara Mikulski. All Photos: Ned Preston

OUR THANKS TO CONTRIBUTORS TO ASSOCIATION FUNDS

The C&O Canal Association expresses its deep appreciation to those who have generously supported its funds. 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.

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	301-714-2238	John Noel
Volunteer Coordinator	301-714-2233	Dave Tune
Engineer	301-745-5818	Dan Copenhaver
Historian	301-714-2211	Sam Tamburro

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

Palisades District

11710 MacArthur Blvd., Potomac, Md. 20854

District Ranger	301-767-3720	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 *
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Great Falls Tavern Visitor Ctr.

11710 MacArthur Blvd., Potomac, Md. 20854

Supv. Park Ranger, Interpretation	301-767-3702	Faye Walmsley *
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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

Park Ranger, Interpretation		Leslie Brodhead
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Hancock Visitor Center

326 East Main St., Hancock, Md. 21750

Ranger, Interpretation		Leslie Brodhead
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Cumberland Visitor Center

Western Maryland station, Cumberland, Md. 21502

Park Ranger, Interpretation		Rita Knox
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* = 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

HAZARDS CHOH_Hazards@nps.gov

Along the Towpath is published in March, June, September and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Material for consideration should be received by the Association no later than the 15th of the month prior to the month of publication. Electronic submission is preferred: editor@candocanal.org

Editor: Jennifer Hanna

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

C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include subscription to 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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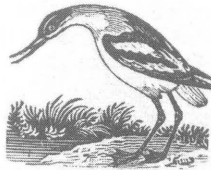
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Along The Towpath

Chesapeake & Ohio Canal Association

Please Note:

In this issue are reservation forms
for the Douglas Hike Dinner and the
Fifth Annual President's Day Breakfast.



See You on the Towpath!

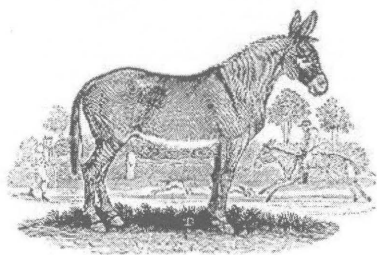
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