



ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

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

VOLUME XLI

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Number 4

Annual Meeting Slated for First Saturday in March

By Dorothea Malsbury, on behalf of the Program Committee

The annual meeting of the Chesapeake and Ohio Canal Association will be held on Saturday, March 6, 2010 at the American Legion Hall in Williamsport, Maryland, at 400 South Conococheague Street, opposite the Fire Hall. This will be the Association's fifty-fourth annual meeting. "Meet the Candidates" hour begins at 1:00 to give members an opportunity to become acquainted with the nominees for officer and director positions. Their statements are on pages 6 and 7. The business meeting follows at 2:00 p.m.

Why not arrive in the morning and enjoy exploring the canal and towpath around Cushwa Basin? Take a lunch or eat at one of the restaurants in the Williamsport area. Then, go to the Legion Hall, 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.

To make reservations for the dinner, please use the form inserted in this newsletter. The deadline for reservations is February 20; no refunds will be made after that date. The dinner is \$18; there will be a cash bar. We look forward to seeing you, to hear about the year past, and make plans for the new one.

Continuing Hike Series, 2010

By Pat White

These are the Association's small group hikes. At first, we aimed to do the entire towpath over four to five years. This may not happen, since we tend to return to favorite spots. We stop to investigate things – like the large snapping turtles we found on the October 2009 hike (See p. 8). Hikes are six to eight miles and take three to four hours. How far and how long we go depends on weather. Take water and a lunch. Dress for the weather.

A late lunch or early dinner is an option for hikes in Western Maryland. Contact me for directions to starting points, if necessary. Reservations are not needed.

Sunday, January 24, we will meet at the boat ramp in Brunswick (mile 55) and hike upstream to Weverton. Last time, snow was on the ground and a cold rain was falling – we canceled the hike in favor of the museum in Brunswick.

Saturday, February 27 we explore the Green Ridge section above Little Orleans. We meet where Bonds Landing road crosses the towpath at about mile 150. We have to drive about 15 miles on dirt roads. If this fazes you, a shuttle from Little Orleans is possible. Contact me in advance about this. Our post-hike stop at Bill's in Little Orleans is *de rigueur*.

Sunday, March 28, we'll walk upstream from Noland's Ferry (mile 44.6). Bald eagles frequent the area and we may be lucky and see them. Wildflowers are abundant.

Sunday, May 2, we start at Snyder's Landing (mile 76.7). Wildflowers are in profusion here too.

In summer, we break for canoeing and other activities cooler than hiking in the heat of the day.

The series resumes Saturday, October 23, at Town Creek Aqueduct (mile 162). The canal is watered from above the aqueduct to Oldtown, but we won't go that far on foot. In November, we wrap up the year with a walk in Virginia along the Goose Creek navigation system. Boats from this smaller canal once entered the C&O Canal through river locks just downstream of Edwards Ferry. Contact me for directions. *Come on out, it's fun.*



The Towpath in Winter

Don't forget to renew your C&O Canal Association membership for 2010 - find a renewal form inside.

President's Report

WORLD CANALS CONFERENCE 2009

by Rachel Stewart

The 2009 session of the World Canals Conference was held September 23 to 25, with two days of pre-conference tours and two of post-conference tours. The host country was Serbia. All sessions were held in the city of Novi Sad, capital of the Autonomous Province of Vojvodina in the northern part of Serbia. Eight of our members were there: Pat White, Sue Van Haften, Barbara Sheridan, Helen Shaw, Rod Mackler, Estelle Laughlin, Laura Gilliam, and this writer.

By way of background, Vojvodina is the northern part of Serbia, bordering on Hungary. Geographically it is part of the very fertile Pannonian Plain with the Danube River on its western border with Croatia and the Tisa River in the eastern portion. These and their tributaries cruelly flooded the plain; in the 18th century the first canal was dug. Canal building was sporadic until the post-World War II era, when over the course of a decade the Danube-Tisa-Danube hydro system was constructed. This provided for flood control and irrigation as well as transportation.

The broad theme of the conference — "East & West Will Meet" — was to raise awareness and improve the economic performance of waterways, especially in Eastern Europe, a region not covered by earlier conferences. Unspoken, of course, was the desire of Serbia to amend its image of belligerence from the 1990s and to develop tourism, especially waterways tourism, which currently is virtually non-existent.

Topics covered by the conference were: European and world approaches to inland waterways; new and restored waterways in Europe and worldwide; sustainable development of inland waterways as networks; local economic development and waterways heritage. There were presenters from the United Nations and many countries, Serbia (of course), Austria, Netherlands, France, Korea, Croatia, Great Britain, Germany, Italy, China, Canada, and the United States.

The conference was followed by two tour days. On September 21, we drove eastward toward the Danube River gorge known as the Iron Gate. The Iron Gate is a stretch

of the Danube River some 80 miles in length between Serbia and Romania. Historically, traffic on this deep and relatively narrow section of the river had been hindered by rapids, cataracts, and whirlpools. In 1964, Romania and then-Yugoslavia partnered to build an enormous dam, two locks, and a power plant at Djerdap I, near the downstream end of the narrow Kazan Gorge (one of the sections of the Iron Gate).

For the trip, we boarded a boat near the ruins of the spectacular medieval fortress of Golubac and cruised on the Danube for several hours. Although our destination was the Djerdap I area, we faced a strong headwind and after four-five hours, left the boat and travelled by bus to Kladovo, stopping first at a small Roman museum. One of the Canadian participants was amazed to see ivory, gold, iron, and bronze items 2,000 years old, for it is rare to find such pieces in North America.

Next day, we paid a very brief visit to another ancient site: Trajan's Bridge. In the 2nd century the Roman army under emperor Trajan advanced through what was then called Dacia, and determined to cross the powerful Danube river. With a Greek engineer, the Romans built a great bridge across the river, using brick piers and a wooden trunk. Today what remains is part of the castrum (Latin for fort) and one crumbling brick pier.

We moved on to the Djerdap I power plant, where we had a guided tour of the plant, but were not allowed to visit or even get close to the locks. Two locks, one for upstream traffic on the Romanian side and one for downstream on Serbia's side, accommodate barges and boats between the Black Sea and western Europe. Within the next few years, repair and restoration of the locks will begin. While the Romanian lock is worked on, the Serbian lock will service traffic in both directions.

Before we entered the power plant, we were told to leave all cameras, cell phones, purses, backpacks, etc., on the bus. (One of our Serbian guides murmured that "Tito is not dead.") It was difficult to hear our guide in the power plant, because of the surrounding noise. It is an enormous building. The turbine room is open, un-walled on the south side, and houses five huge turbines. A fantastic metallic sculpture called "Whirlpool" covers the north side of the turbine room.

After a very long drive back to Novi Sad, we prepared for the conference opening on September 23. A number of Serbian officials with waterways interests, as well as the current president of Inland Waterways International (the chief sponsor of the World Canals Conferences), and the Dutch ambassador to Serbia welcomed the delegates. Afternoon sessions focused on various approaches to inland waterways and discussions of both new and restored waterways in Europe and worldwide. Following the sessions, we drove to Belgrade to visit the Kalemegdan fortress, and spent the evening cruising along the Sava River, which runs through Belgrade and flows into the Danube there.

September 24th focused on canal and waterways heritage, with speakers from Parks Canada, the Foreign Affairs Office of Yangzhou (China), England, Germany, Poland, and Italy, with site visits in the afternoon. The first visit was to Mali Stapar Lock, constructed in 1802, the oldest in Vojvodina, still in use. The lock has been reconstructed several times, changing materials and size to accommodate larger ships. This lock also served a large multilevel mill which, though out of operation, is very well preserved. We enjoyed a brief ride on the Bezdan-Vrba canal.

The much larger lock at Bezdan was the site of the next visit. Constructed as a ship lock for vessels up to 500 tons, it was begun in 1846, but work was interrupted by revolutions during the next several years and was not completed until the late 1850s. I do not understand the technique, but despite the revolutionary interruptions, the unique method of underwater concreting was finally completed after 90 days of continuous work, day-and-night. The lock is out of use, except as defense against the Danube's high waters. Following the visit, we walked down a quiet road to a cafe on the Danube, where we enjoyed dinner under the setting sun and the emerging stars.

The morning of Friday, September 25 was crammed with six sessions, following which we drove to Sremska Kamenica for an exhibition about the Danube-Tisa-Danube (DTD) waterways system of interconnected canals and rivers, a brief talk about Nikola Mirkov, the engineer who shaped the DTD system; and a very attractive buffet lunch. We returned to the main conference hall in Novi Sad for the closing sessions. The concluding presentations dealt with a master plan for development of Serbian nauti-

cal industry and tourism; a report by two delegates on their waterways trip from France to Serbia. Strong recommendations were made for uniformity of permits among European Union nations and use of a common language for certain waterways terms. Discussed was the program for the September 2010 WCC conference in Rochester, N.Y., which hosted the conference in 2000, and the program for a September 2011 WCC conference in Groningen in northern Netherlands. Mr. Nijhof, the presenter, described Netherlands as "the ultimate water-country, for without dikes and pumping, there would be no country."

Dinner that night was at a very pleasant locale on the Danube River, complete with fireworks. The Dink Award was presented to Krsta Paskovic for his assiduous and ever-attentive service to the delegates.

We ended with two days of touring. Saturday, September 27, to the Becej area to visit Eiffel Lock which runs on electricity generated by its own power station, with lock gates that operate much like a sliding door. We continued on to the Bega Canal to see the well-maintained Klek Lock and unique heritage buildings, including a farmyard with chickens, turkeys, and guinea fowl. Dinner that evening was in a hunting lodge, complete with wild boar heads peering down from the walls.

Sunday saw us travelling to the city of Bac on one of the DTD canals. We saw a video presentation on the restoration of the city's 14th-century castle ruins, in particular, the castle's moat which could be watered by the nearby canal. An elegant footbridge crosses the canal onto a road that leads to the castle, where we were entertained by excellent costumed singers and dancers, and enjoyed an outdoor meal. Following that, we visited an Orthodox monastery with an amazing small chapel, in process of being restored, after flood waters damaged its many frescoes. This was the only site visit where delegates remained silent while the host described the chapel, monastery, frescoes, and restoration work. Perhaps that was because the host was a monk.

The conference was a very interesting introduction to a country eager to reach out to Western Europe and beyond, and eager to develop tourism to help its very poor economy, and with very little experience in either area. Its people have much to offer, and I wish them well..

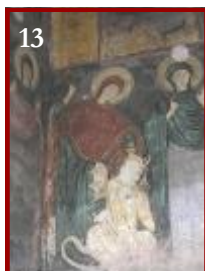
NEWS AND REPORTS (continued)

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Photos from the 2009 World Canals Conference

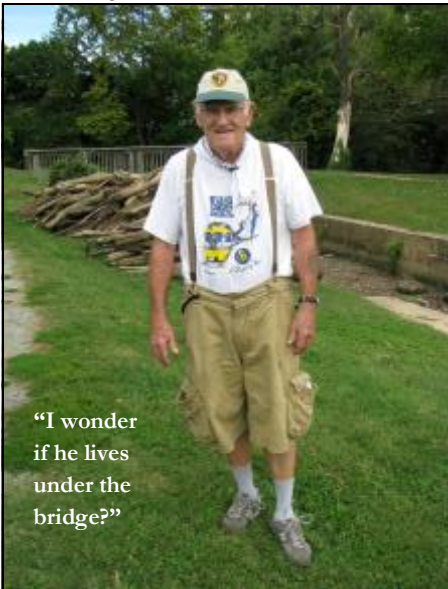


1. The Iron Gate
2. The traditional welcome offering of bread and salt.
3. Pier & castrum - remains of Trajan's Bridge.
4. Mali Stapar Lock.
5. A photo op - young people in traditional costume.
6. Klek Lock
7. The Golubac Fortress once on guard on the Danube.
8. A festive farewell party
9. Bac fortress in ruins with tower still intact.



10. Eiffel Lock
11. The C&OCA delegation at the WCC: 1st row - l. to r.: Sue Van Haften, Estelle Laughlin, Helen Shaw, Rod Mackler 2d row - l. to r.: Rachel Stewart, Barbara Sheridan, Laura Gilliam, Pat White
12. Danube River with Djerdap Dam in the distance.
13. Fresco in Monastery - The Devil gets whacked.

Photos by Rachel Stewart



"I wonder if he lives under the bridge?"

John Barnett: Level Walker and VIP Superbo

John Barnett, an Association Level Walker and Volunteer in the Park (VIP), is famed for his doggedness in taking care of Level One from Tide lock to the Incline Plane (about 2.25 miles). He is at war with trash, litter and junk. For him a "trash-free park" is not just a slogan but a call to civic duty. He takes on the trouble spots with alacrity. One is around and under Key Bridge, where locals hobnob, imbibe and dump bottles. The Tidelock, the lock that linked canal and river, is another. Tides wash flotsam and driftwood into the lock. Here, we see John in uniform and hot on the attack hauling driftwood out of the lock and neatly piling it up.



"How can he do that with only one leg?"



"Yo! Ho! Heave Ho! "

Reinforcements Arrive

Reports got back to headquarters that John was hard at it. Reinforcements were promptly dispatched. Rangers Dan Filer and Rebecca Jameson arrived with a hardened troop of volunteers captained by Jim Heins. They drove in with a heavy duty dump truck to haul away the great pile of driftwood, cuttings and junk. Now the historic Tidelock is spruced up and looking great, at least until the next big flood tide.

A troop of 38 people turned out: twelve Association members, five bikers from a cycling group, sixteen rowers from Thompson's Boat House and five NPS staff. They applied themselves to the task with high energy and enthusiasm. They took out three truck loads of debris, painted the 100-foot long fence, removed 55 bags of muck and debris from the lock and "island" area, and cut away scrub vegetation from the sea wall greatly improving the view and visibility. Three cheers to the volunteers and park personnel for a job well done!



"Don't show these photos to other volunteers, it might scare them off."



More Heave Ho-ing



No easy task to clean out the-muck & debris in the lock..



Was Tom Sawyer here?



We're hauling the stuff out of here.

Photos: top four by the editor, bottom four: left two & right above, by Jim Heins, bottom right, by Ned Preston.

Notice of 2010 Annual Meeting

The annual meeting of members of the Chesapeake & Ohio Canal Association will be held at 2:00 p.m. on Saturday, March 6, 2010, at the American Legion Hall, 400 South Conococheague Street, Williamsport, Maryland. The meeting will be for the purpose of electing officers for 2010, electing a nominating committee for 2011, considering amendments to the bylaws, receiving reports of officers and committees, and any other business that may properly come before it. All members of the Association in good standing are invited to attend. This notice constitutes the call for the meeting, pursuant to Articles II.2, III.1, and IX of the bylaws.

Nominations for Officers and Directors

Officers (except directors) are elected at each annual meeting for a term of one-year. In addition, five directors are elected at each annual meeting to serve a term of three-years. The nominating committee, chosen at the preceding annual meeting, will submit a slate of candidates. Additional nominations may be made from the floor at the annual meeting.

Members assembled at the 2009 annual meeting elected Valerie Wheeler, chair, Mary Ann Moen, Christine Cerniglia, William McAllister, Patricia White and Ron Howard to serve on the 2010 nominating committee. The committee has recommended the following candidates for 2010:

OFFICERS

President:

Dward Moore, Brunswick, Md.

I joined COCA in 1991. I have served on the board the last eight years, the past year as first vice-president. Now retired, I look forward to more time to spend on the towpath and volunteering at Park headquarters. The Park is a jewel that we all must work to keep. It is an honor to be nominated for president of this great Association. In this time of tight budgets, we must all work to ensure that the Park is not forgotten and receives as much support as possible. The reconstruction of Big Slackwater and the Catocin Aqueduct are just two of many important projects along the Canal. We must continue to work to ensure their completion.

First Vice President:

Ned Preston, Bethesda, Md.

I joined the Association in December 2004 and served as editor of *Along The Towpath* for the following three years. In February 2006, I was appointed Information Officer, and was then elected to that office for the following year. During that term, my activities included helping to edit and arrange for publication by the Association of Dan Guzy's book on the history of upper Potomac River navigation. I continue to assist the information officer by coordinating the content of our website, and to serve on the Special Projects and Editorial Committees. I am also active with the Defenders of Potomac River Parkland, a coalition of which the Association is a member. If elected, I will work to help the Association continue to succeed as an independent and effective supporter of the C&OCNHP.

Second Vice President and Level Walker Chair*

Bill McAllister, Annapolis, Md.

My wife and I first learned there was a C&O Canal Association when we saw the association banner planted by the boat ramp in Brunswick town park and some canoeists starting a paddle down river. We looked the association up and joined. We then signed up as level walkers. We walked our level, participated in association hikes and canoe trips and for the past three years, I have served as Level Walker chair and will continue to do so if re-elected.

*Note: If the by-laws are amended as proposed (see pages 7 and 9), the position of Second Vice President will be eliminated and the Level Walker Chair will be an appointed position.

Secretary

Bill Holdsworth, Rockville, Md.

I welcome the opportunity to continue to serve as the Secretary of the 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 four years. I participated in the 2004 Douglas Hike and helped with the 2009 hike. I work as a Program Manager in the Finance Office of the National Oceanic and Atmospheric Administration.

Treasurer

William D. Bauman, Winchester, VA

I have been a member of the Association for over 23 years and have served on the Board of Directors. I am the Volunteer Coordinator for the C & O Canal's Lockhouse 75, which is open every weekend from Memorial Day through September 30 and for special events. I have also transcribed many documents for the C&O Canal NHP, several of which were recently edited and included in the *History of the C & O Canal*, by Harlan D. Unrau. For the past three years, I have maintained the Association's accounts in a clear and accurate manner. I will be happy to serve another year, if elected

Information Officer

Adrienne Gude, Washington, D.C.

I live in Washington with my children, Alexandra and Teddy. My father, Gilbert Gude, instilled in me an abiding love for the C&O Canal and the Potomac River. I have fond memories of a lifetime of attending events organized by the C&O Canal Association. In my work career, I have acquired extensive experience in public relations work. I have worked for the Glen Echo Park Partnership as an Education Program and Development Manager. I also have been a legislative aide at the Montgomery County Council in the area of preservation of trees and forest and the protection of scenic views around the C&O Canal National Historical Park.

BOARD OF DIRECTORS

For three-year terms:

Dave Johnson, Bethesda, Md.

A member of the Association since 1980, I have served as President, 1991-1994, Treasurer, 1989-1991 & 1995-2004, and Direc-

tor, 1985-1989 & 2007-2010. Currently, I chair the By-laws Committee and serve on the newsletter and Special Projects Committee. I am a member of the boards of directors of the American Canal Society (since 1992 and recently re-elected recording Secretary), the Pennsylvania Canal Society (since 1991), and the World Canals Conference Steering Committee. I have been a 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 conform to the concepts under which the park was established and in its General Plan. This is the most important role of the Board of Directors, and one which I will wholeheartedly support.

Tom Perry, Williamsport, Md.

I have served as President of the Association for two years and been on the board for several terms. As a resident of Williamsport, the town closest to the midpoint of the C&O Canal, my special interest lies in promoting the continuity of the C&O Canal National Historical Park from one end to the other. I have served as Chair of the Big Slackwater Restoration Committee, pressing for the rebuilding of the towpath in that area. I enjoy biking on the canal and leading through-rides from Cumberland to Washington. My wife, Linda, and I also serve as level walkers.

Craig Roberts, Knoxville, Md.

I was born in Paterson, New Jersey; spent my school years in Charlottesville, Virginia; and hold degrees in Civil Engineering and Engineering Management. I joined the US Army Corps of Engineers. My assignments took me to Europe, Baltimore, Pittsburgh, Shepherdstown and Washington, DC. I retired after 34 years of service. I have been active in the Scouts, sports programs and a youth soccer organization. Most importantly, I discovered the C&O Canal canoeing on the river and canal. My family moved near the canal in 1981. My wife, myself and our five children often went out on the canal hiking and biking. Where else can kids safely take a 50-mile bike ride free of auto traffic? My children now live across the country, but on visits home it is out on the towpath we go. In the Association, I take part in the Volunteers in the Park, participate in Association paddling, and pick up a lot of trash as a level walker. The C&O Canal affords me many memorable and pleasurable moments. I would be delighted to serve as a member of our board.

Marion Robertson, Silver Spring, Md.

I joined the Association in 2004 on the Douglas through-hike. I found people I liked, flowers galore and a joyful place to go. I enjoy our hikes and "paddles." My appreciation of the canal deepened. It is both a lovely outdoor pathway and a part of our history. I have enjoyed serving on the board and learning about the canal and our Association the past three years. I would be glad to serve another term. Also, as Nature Committee co-chair I would like to add some new events to our yearly activity cycle.

Susan Van Haften, Arlington, Va.

I discovered the C&O Canal when I came to the DC area in 1977 after almost two decades abroad. In 2004, my husband, Rod Mackler, and I began walking the towpath in earnest. We've hiked 120 miles to date. In 2005 we joined the Association and in 2007 began level walking, one of my life's joys. As a youngster I walked up and down the Grand Canyon four times with my family. I did the Avon three-day 60 mile walk in 2000; and in 2001, I took a walking vacation in Ireland with family and friends. Walking the C&O triggered my interest in canals. Over the past four years, I've visited canals in New York, Pennsylvania, Ohio, and Indiana. I attended the World Canals Conference in Kingston in 2008 and Novi Sad in 2009. We all have to work together to foster the recreational use and conservation of the C&O Canal. I would be glad to do my part serving on our Board of Directors.

Notice of Proposed Bylaws Amendments

The bylaws may be amended at any meeting of the membership of the Association by a two-thirds vote, provided the text of the amendment has been published in the call to the meeting. The following proposed amendments to the Bylaws of the C&O Canal Association will be submitted to the membership for adoption at the annual meeting on March 6, 2010. This notice constitutes the required publication. Brackets indicate words in the current bylaw that are proposed to be deleted. Words **underlined in bold** are proposed additions.

Proposal 1: Don Juran, a member of the Association, has advised the Board of Directors that he plans to introduce a motion to amend Article II, Section 2, to modify the duty of the Nominating Committee:

"At each Annual Meeting, a Nominating Committee of six members, nominated from the floor, shall be elected by a plurality vote, a tie for sixth place being decided by lot. It shall be the duty of this committee to nominate **one or more** [candidate] **candidates** for each of the offices to be filled at the next Annual Meeting. The call to the Annual Meeting shall identify all candidates and provide a short biography and statement of qualifications for each. Additional nominations from the floor of candidates for officer shall be permitted."

Mr. Juran submitted the following supporting statement: "When the Nominating Committee is limited to one candidate for each position, that becomes tantamount to election. I believe it should be the membership, not the committee, that does the electing. The policy of nominating only one candidate per position discourages newer members from candidacy and perhaps fosters the notion that the Association is run by an impenetrable clique. I believe the function of the committee should be to recruit and encourage candidates, not to endorse some at the expense of others."

The Board of Directors recommends a vote **AGAINST** this proposal for the following reasons:

The Nominating Committee is not appointed by an "impenetrable clique." It is selected by the membership at the annual meeting and changes every year. The President is specifically precluded from participating or influencing the work of the Nominating Committee by Article VI, Section 14.

The election of the committee allows the membership to create a panel with the experience and judgment and knowledge of the positions and members to ensure a qualified slate of candidates.

Any member of this Association in good standing may be a candidate for office (unless ineligible by term limitation). Nominations from the floor are authorized in Article II, Section 2. Members planning in advance to be nominated from the floor may announce their candidacy by submitting their biography and qualification statement for publication

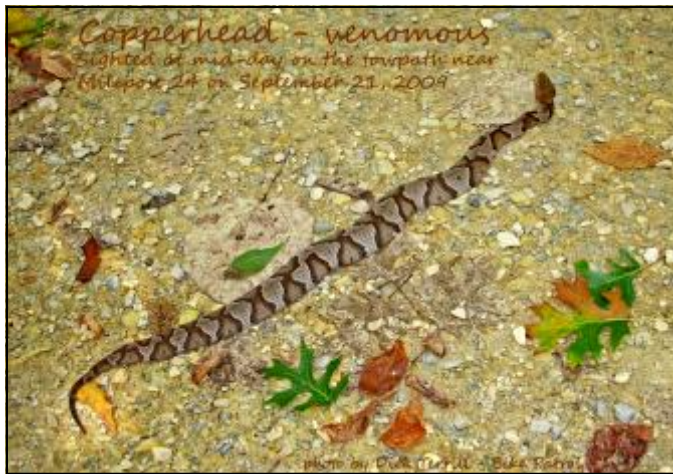
Proposed By-law Amendments - continued on page 9

Fauna Met in the C&O Canal NHP

8

Copperheads Seen Crossing the Towpath

Autumn is a likely time to see copperheads on the towpath warming themselves after a chilly night. Bike Patrollers sighted these venomous snakes at various times and locations along the towpath this past fall. Bike Patroller Dick Terrill took this photo. Note the snake's distinctive markings and copper-colored triangular head. Copperheads will strike if approached too closely. Snakes in the park should not be handled or killed. Wildlife in the park is protected. If bitten, seek immediate emergency medical aid.



Ravens Nesting on the Devil's Eyebrow

My wife Dell and I, on bike patrol this summer west of Hancock, heard deep-throated crow-like caws near the Devil's Eyebrow anticline. I stopped to photo the anticline and saw a brood of ravens nesting at its peak. The calls were from a parent perched in a nearby sycamore tree.

- Bud Cline (Bike Patrol)



Close-up of the brood. Note the raven's "bowie knife" beak.
- Photo by Bud Cline



A Bald Eagle Soars Over Catoclin Aqueduct

I took this photo of an American Bald Eagle soaring high above the Catoclin Aqueduct. The restoration of both remains highly dependent on human intervention.

- George Lewis



A snapping turtle next to the towpath. Photo by Pat White

Don't Mess with a Snapping Turtle

We came across several snapping turtles like this guy on the October hike. He looked at us straight in the eye meaning business "Stand Back!".

- Pat White

in the December newsletter. However, nominations may be made without prior notice right up until nominations are closed at the annual meeting. The committee's recommendations are only "tantamount to election" if the membership of the Association accepts them as such and no additional candidates appear.

Proposal 2: William McAllister, second vice president and level walker chair, has advised the Board of Directors that he plans to introduce a motion to amend Article VI, Section 9, to sever the position of level walker chair from that of second vice-president and make the level walker chair an appointed rather than elected position.

"A Level Walkers Committee, which shall be chaired by [the Second Vice President] an appointee of the President, shall conduct the level walker program by establishing and re-aligning current levels, appointing one or more level walkers for each level, and maintaining records of utilization and cleanliness with regard to each level."

Mr. McAllister submitted the following supporting statement:

"This change makes it much easier to find a level walker chair, which job takes a significant amount of time and organizational skill. Also, there would be no limit to the term of the level walker chair."

The Board of Directors recommends a vote **FOR** this proposal, for the following reasons:

The Level Walker Chair was made an elected position with the title of Second Vice-President some forty years ago as a part of a resolution of an argument that threatened to disrupt the unity of the Association. The principals in that dispute have long since settled their differences.

It is nearly universal in societies such as ours that certain basic offices are filled by election. These always include the President, Vice-President, Secretary and Treasurer. Most other program management and support positions are filled by appointment. The Association has several important program managers and committee chairs who are appointed rather than elected. These include the Newsletter Editor, Membership Chair, Programs Chair, Sales Manager, etc. The board believes that the position of Level Walker chair would appropriately fit into this category.

Proposal 3: William McAllister, second vice-president and level walker chair, has advised the Board of Directors that he plans to submit a motion to amend Article II, Section 1, to eliminate the office of Second Vice-President, as follows:

"The officers of the Association shall be a President, a [first] Vice-President, [a Second Vice-President,] a Secretary, a Treasurer, an Information Officer and fifteen Directors. These officers shall perform the duties prescribed by these By-laws and by the parliamentary authority adopted by the Association."

Note: Consideration of this proposal is contingent on prior approval of the proposed amendment to Article VI, Section 9m (Proposal 2) to sever the position of Level Walker Chair from that of Second Vice-President. If Proposal 2 fails, this proposal will be withdrawn.

Mr. McAllister submitted the following supporting statement:

"A five-person executive committee is sufficient for deciding issues that cannot wait for a board meeting."

The Board of Directors recommends a vote **FOR** this proposal, for the following reasons:

The bylaws, Article IV, Section 2, give the Board of Directors authority to fill vacancies among the officers (except the president) between annual meetings. Therefore, If the position of vice-president becomes vacant, the board will choose a new vice-president. Unless additional duties are established for the second vice-president, it would appear that the office will be superfluous if divested of the responsibility for the level walker program.

Proposal 4: Barbara Sheridan, Membership Committee Chair, has advised the Board of Directors that she plans to submit a motion to amend Article IV, Section 10, to restructure the committee, change the title of the Chairman, and restate the duties of the Committee:

"A Membership Committee of [at least three] one or more members, one of whom shall be the Membership [Coordinator] Chair, shall

be appointed by the President annually at the April meeting of the Board. It shall be the duty of this committee to encourage the growth and retention of membership. The Membership [Coordinator] Chair shall maintain an up-to-date membership list, coordinate annual membership renewal campaigns, provide quarterly address lists to the newsletter printer, [extract useful statistics on memberships in the various classes and report on discernible trends] and report membership statistics and trends to the Board."

The Board of Directors recommends a vote **FOR** this proposal

Proposal 5: Marion Robertson, Nature Committee Chair, has advised the Board of Directors that she plans to introduce a motion to amend Article VI to establish the Nature Committee as a standing committee.

"A Nature Committee of one or more members shall be appointed annually by the President at the April Board meeting. It shall be the duty of this committee to promote interest in the C&O Canal's natural bounty and to work to understand and preserve the flora, fauna and other natural attributes along the canal."

The Board of Directors recommends a vote **FOR** this proposal.



A Warm Welcome to Our New Members

Tom Aitken, Martinsburg, W.Va.
Neal & Kathy Davies, Bethesda, Md.
Pete & Kathi Donatucci, Point of Rocks, Md.
John Douglas, Potomac, Md.
David Fielding, Bethesda, Md.
George & Linda Finney, Mont Alto, Md.
Jan Fowler, Montgomery Village, Md.
Lyle Hayes, Smithsburg, N.Y.
Ludwig Hendel, Astoria, W.Va.
Don & Nancy Kearns, Falling Waters, Md.
Karlen Keto, Knoxville, Va.
Thomas C. Knoerzer, Ashburn, Md.
John McCutcheon, Gaithersburg, Md.
Glenn D. Miller, Plymouth, Md.
Sue Minter, Sharpsburg, Md.
Bill & Kay Reel, Williamsport, Md.
Marcia & Ronald Rehm, Rockville, Md.
Candee Schneider, Martinsburg, W.Va.
Susan Sewell, Fort Washington, Md.
Mary & Bob Snieckus, Silver Spring, Md.
Dennis Spurr, Manassas, Va.
Jim & Gigi Stanford, Washington, D.C.
Chuck & Linda Steg, Martinsburg, W.Va.
Roberta Williams, Bethesda, Md.
Barbara Yeaman, Milanville, Pa.

The old canal company assigned level walkers to sections of the towpath. Their job, in part, was to make minor repairs and report the need for other repairs. Today our Association divides the canal into 69 levels, each two to four miles in length. Our level walkers volunteer to walk their levels one or more times a year.

Level walkers pick up trash, observe flora, fauna, park visitors and parked vehicles. They report on the condition of historic structures and hazards such as downed trees and towpath pot holes. Level walkers put data they collect and their volunteer hours on a standard form. The Park Service sees the hour totals as an indicator of citizen support for park, which, in turn, helps the park staff in obtaining funding for the park.

My description sounds a little dry, but you can tell from the report excerpts below that Association level walkers enjoy their service. Consider level walking.

Level #1 Tidelock to Indine Plane, John Barnett reports: 8/5/09: Mixed with the usual trash was clothing and a black box labeled "Don't open; poison." So I didn't. Utility excavation on 31st Street kept the mules from passing, so instead of the usual ride, visitors got a free 'boat lecture' and a trip through Lock 4. Yesterday, I scrubbed two smudgy wayside signs opposite Tidelock. Ignored for years, they are now readable and in tip top condition, if I do say so. NPS' Rebecca Jamison told me that a cleanup at Tidelock is planned for the fall. I assured her of my support! **8/12/09. (See p. 5)** Repairs on 31st Street are done freeing the way for canal boat runs. One of the homeless who 'camps' on a bench near the Visitors' Center has taken it upon herself to gather up some of their trash and bag it for me. **8/19/09:** Homeless occupy the three benches at the Visitor Center. No doubt some sleep there and litter a lot. **8/26/09:** The canal boat is in dry dock and the canal drained during repairs on the 29th, 30th and Thomas Jefferson Street bridges. A skeleton crew will remain at the Visitors Center. A temporary dry dock will be built at Lock 4 to shorten the time the boat is out of service. **9/3/09:** A few runners, bikers and a couple of mutt walkers. **9/9/09:** Today was spent cutting away brush inside the Aqueduct as well as heavy growth next to a Key Bridge abutment. This stuff has nine lives!! **9/14/09:** I met two chaps who had biked from the Youghiogheny River, about 370 miles in five days. I showed them Tidelock so they could officially complete their trip. I continued to prepare that area for the coming cleanup day. **9/16/09:** For two hours I pulled debris from Tidelock and stacked it for pick up. **9/30/09:** The boat is back in operation. Besides work at Tidelock, I did touch-up landscaping in the Visitor Center's front "yard."

10/7/09: I called a waste service to take away a trash cart left behind. **10/20/09:** I managed to haul the next-to-last large piece of driftwood in Tidelock onto dry land without expiring. I've left the last piece for the cleanup on the 31st (see page 5).

Level #2 Fletchers-Indine Plane to Lock 5, Hal Cole reports, 10/ 7/ 09: Towpath surface good. Water in canal clear. Lots of falling walnuts. Thoroughly enjoyed my first level walk.

Level #8 Swains Lock 21 to Pennyfield Lock 22, Joe D'Amico and Amy Proft report, 9/14/09: Sunny, cloudless, bright blue sky, light breezes with temps rising from high 60s to low 80s. Water level low most of the way; much green algae on the surface. Several tree limbs in the canal, but not recent falls. Birds sighted: several hummingbirds between miles 18 and 19, visiting little yellow flowers on the canal's banks; three or four great blue herons, one near Pennyfield lock; chickadee; Carolina wren; titmouse; and kingfisher. Erosion site near milepost 18 remains.

Level #10 Seneca Aqueduct to Milepost 25, John Wheeler reports: 5/1/09: Paw paws in bloom. **10/26/09:** As usual, garbage was mostly bait containers, soda bottles, cans. Found a new leather NFL football (don't count this as trash).

Level #11 Tenfoot Island to Sycamore Landing, Mason White reports: 5/23/09: A few ducks and turtles seen a bit west of mile 23. One large, slender bird, an egret (?), sitting on the ground near mile 24. The foliage thick but losing vitality. Towpath was in good condition with a few muddy spots, but easily passable and not needing repair. **Sandy and Marv Kahn report, 10/22/09:** Six vehicles when we came, five when we left (two belonged to waterfowl hunters, not park users.) Met three hikers (two breaking camp), and nine bikers. Lush fall woods, still green. Purple asters in bloom everywhere. Also, in Christmassy colors, were a lot of woody bushes with small berries, spherical, soft, and bright red; and small trees with firm, oval, bright red berries. (Neither tasted good!) We heard many songbirds and saw a few. Critters were busy on the towpath: seven chipmunks, five squirrels, and one red fox. The Park Service has resurfaced the towpath with a natural stone/ clay mixture. It was nicely leveled and free of ruts. The edges were mowed and a crew of four was busy clearing the overhead.

Level #12 Sycamore Landing to Edwards Ferry, Patricia Hopson and Carol Ivory (assisted by fellow Sierra Club members, Janet Kegg and Susan Sewell) report, 8/15/09: We saw two young fishermen when we arrived at Edwards Ferry. We counted 44 cydists but only two hikers, a couple with their dog. One cydist, camping at Chisel Branch Hiker-Biker, started at Cumberland, four started at Pittsburgh. A delightful encounter occurred when we returned to Edwards Ferry. Three elderly people were viewing the structures. One said that she remembered going to the Jarboe

store as a young girl, nearly 80 years ago, indicating that the store kept open for a while after the canal ceased operations, which I hadn't realized.

Level #14 Harrison Island to Whites Ferry, Bob Robinson reports, 8/4/09: Towpath has deteriorated a lot since the early spring, when on my last patrol. The path was muddy with many spots in need of filling, especially between White's Ferry and milepost 32. Many mud holes spanned the path's width, leading to braiding. Two bikers coming from a mile upstream of White's Ferry said stinging nettles extended into the towpath. **Level #15 White's Ferry to Lock #26, George Wyeth reports 8/30/09:** A fine day for a walk on the canal. Saw two C&O Canal Bike Patrollers.

Level #16 Woods Lock 26 to Monocacy Aqueduct, Michael Ciansiosi reports, 8/30/09: The third time in a row, I found less trash than usual. The level was recently mowed and perhaps, perhaps, trash was removed then. I saw 46 cyclists and 23 walkers, of whom one was walking a dog and two were fishing. Two bikers had stopped to go fishing. Green algae covered most of canal (as usual this time of year), except near the Dickerson power plant. The water by the plant was murky brown, like the Potomac and the Monocacy. Six or eight small trees on an embankment on the berm side had fallen into the canal near mile 41. Wind, mudslide, or beavers were possible culprits.

Level #19 Point of Rocks to Catocin Aqueduct, Marlow and Nancy Madeoy report, 10/12/09: The towpath was mostly dry, with muddy patches. Water in the canal was low because of lack of rainfall. Leaves were changing colors. Near Catocin Aqueduct, the canal basin was gravel-filled and trees had been cut to get ready for the restoration. Equipment was in the staging area, and I noticed preparation for moving the Bailey bridge. Near Lander at milepost 51, the crossover was graded from the rail crossing to the towpath so equipment and materials can get to the construction site.



Level #21 Brunswick- Lock 30 to Lock 31, Olivia Evans reports, 8/23/09: Towpath looked good. We are at the peak of summer. Everything is lush and green. I saw a couple red leaves but pretended they weren't there, not wanting summer to end.

Level #22 Weverton- Lock 31 to Lock 33, and Level #23 Harpers Ferry- Lock 33 to Dam 3, Pat and Ken Heck report, 10/25/09: The place was jumping when we arrived. Easily 100 walkers were on the towpath near Harpers Ferry bridge, all enjoying an exquisite fall day. Rains had made the lawn along the towpath here a beautiful and healthy green. The area had been recently mowed and little trash was found.

Level #26 Mountain Lock to Antietam Aqueduct, Jack and Karen Forster report, 9/19/09: A large fallen sycamore had been cleared at mile 68.25, but its remains took up about 15 feet on both sides of the trail. (See our photo.) No wildflowers seen. Leaves were beginning to fall, but not heavily yet.

Level #29 Foot of Sharpsburg Lock #39 to Snyder's Landing, Elliott Krafus reports, 8/25/09: Trash was found only at fishing spots. The towpath was in good condition from Shepherdstown to Snyder's Landing. Remarkably, three culverts (numbers 107, 108 and 109) are now dry year round. Culvert 108 is six feet high, testifying that stream flow was once substantial. Culvert 109, also six feet high, has three sinkholes. The water table has shifted since the canal was built. Sinkhole in culvert 110, below Snyder's Landing is growing. One blue heron was seen. Spicebush berries are turning red. One butterfly seen – a red spotted purple. Ailanthus ("Chinese tree of heaven") is spreading along the towpath in long stretches. This tree may soon crowd out native paw paw and spicebush. Perhaps, volunteer teams should go out to remove the trees next winter. **9/2/09:** The Potomac is clear and warm and at its lowest this year. The spring south of Culvert 111 flows southeast in the canal and empties into a sinkhole now 10-12 feet in diameter. Culvert 111 is headed for collapse, if not repaired, dogging the stream it conveys. The sinkhole now reaches half way across the canal. **9/30/09:** Sediment from two small streams fills the prism at Snyder's landing. The towpath there is two feet lower than adjacent sections and is scoured by flood waters that entered the prism a few miles upstream. Folks who park at Snyder's drop much of the rubbish in the canal bed. A trash barrel could help. **Level #38 Williamsport Lock #44 to High Rock Quarry, Raymond Vogel reports, 8/15/09:** Six thru-hikers, three thru-bikers, 37 day-hikers, nine fishermen, four horseback riders. Lost count when a bunch jogged past all at once. Towpath in great shape, dry and firm. Kicked branches and sticks off the path for safety.

Level #46 Licking Creek Aqueduct to Little Pool, Margie Knott reports 8/15/09: Hot (hit 91 degrees) and humid, but towpath shady. Sixteen overnight bikers; family of three walking; two hikers. Three bikers resting at Licking Creek campground. A first! I spotted three grebes in the canal in Little Pool area. A delight to see them swim and dive. Many turtles sunning on logs. Vegetation overgrowing the canal.

Level #49 Round Top Cement Mill to Lock #53, Peter Petkus reports, 9/20/09: My first free weekend since joining the level walkers turned out to be Canal-Apple Days in Hancock. Stuck in town traffic, I parked in a rail-trail lot and biked to the towpath. C&O Bike Patrollers invited me to the parade. I learned all about their activities and adventures. It was a memorable introduction to C&O volunteering. **10/25/09:** The towpath was in good shape, and the grass cut since my last visit. At Lock 53, the lock's sign was no longer hidden in tall grass. Recent storms brought down many branches, including a five-foot log, all of which I cleared from the towpath to open the way for users. Despite rains, the towpath was free of standing water. Leopard's Mill campground site was in good shape. The porta john was clean. I found religious literature there. It struck

me as a curious spot to seek divine inspiration. The morning was a joy.

Level #53 Little Orleans- Fifteen Mile Creek Aqueduct to Lock 59, and Level #54 Stickpile Hill - Lock 59 to Lock 60, John Wheeler reports, 4/22/09: Other than by our Douglas thru-hikers, the towpath was untrod. Rain heavy. Saw first trillium of the hike — a magnificent stand of toad trilliums (*Trillium sessile*) about two miles downstream from Stickpile. Despite rain, I greatly enjoyed walking with Jim Heins.

Ian Volner reports, 9/20/09: Several deer, one young buck; 50 or so Canada geese in the river in several gaggles staying apart when not squabbling; one of the flocks flew overhead as I returned to Fifteen Mile Creek. Also, a thing I had not seen on the Canal — a groundhog sunning on the towpath. Two hawks rode thermals over the West Virginia shore, a number of crows perched in the tall sycamores along the towpath and canal above mile 143, and the usual gang of cardinals. This late, flora was waning but several paw paws between 142 and 143 had fruit.

Level #58 Paw Paw Tunnel- Lock 63 1/3 to MD 51 Bridge at Tunnel Parking Area, Skip Magee reports, 10/7/09: The lock number sign is gone from Lock 66. The towpath is washed away by dripping water under the filled vertical shaft closest to the north Paw Paw tunnel portal. It is hard to pass and not get wet feet. The rest of the tunnel was drier than usual. Old sign in the parking area pointing to the tunnel is rusted and illegible. A new one is needed like the new direction sign stands where the access path meets the towpath.

Level #59 Paw Paw Tunnel Parking Area to Opposite Little Cacapon, Skip Magee reports, 10/7/09: Towpath in good condition. Removed sticks and small limbs from towpath.

Level #60 Little Cacapon to Town Creek Aqueduct, Kevin Shaner reports, 9/29/09: A beautiful morning! Sunny and in the 70s. Rain came in the p.m.. Towpath is fine — mostly dry, but with a few muddy spots. Daughter Becky joined me. About 100 students and parents from Clear Spring Elementary School were on a field trip, visiting Lock 44, the lockhouse, and the aqueduct. 18 energetic walkers out, three with leashed dogs. Saw nine bikers, one setting up at the Cumberland Valley campsite, and a fisherman at Cushwa Basin. I removed litter and sticks from the towpath. Saw some busy squirrels, a large flock of Canada geese on the river, and a few other birds. Many leaves on the towpath, but no color change so far. Becky found pretty lavender colored chicory at the aqueduct. A very fine day!

Level #61 Town Creek Aqueduct to Lock 68, Steve Johnson reports, 8/9/09: 15-18 young ladies cycled past the lock house headed east, moving briskly. The towpath needs mowing. The median grass is high. The lock house is in decline. Poison ivy is growing fast out of mortar joints at the Town Creek Aqueduct. From Town Creek to Cumberland, the park needs a trim. "Stinkweed" has overgrown the Visi-

tor Center. On a good note, the NPS has removed trees

Skip Magee - Volunteer of the Year For the Palisades District

felled by tornado west of Oldtown.



Level #62 Lock 68 to Oldtown, Bob and Joan Mischler report, 8/26/09: Path smoother than in May and the few wet spots easily avoided. A few turtles in the canal. Jerusalem artichoke in bloom. Wildflowers mowed down. I bent a few thorny branches out of the way (forgot my pruners).

Level #64 Kellys Road Culvert to Spring Gap Recreational Area, Nasra Sakran reports, 10/20/09: Just south of mile 171 found a dead heron (?). Not much left. Only feathers and

beak. A friend and I took the rail bed back to Spring Gap, a good walk that I recommend.

Level #66 Lock 74 to Mexico Farms, Mary Huebner reports, 9/20/09: One man with three dogs; one biker. Two friends and I took photos and a bird count for the Allegany

William Bauman - Western Park Volunteer Award for 2009



William and Rita answer the questions hikers & bikers ask as they pass by on the towpath..

County fall count. Towpath in good condition, dry, well maintained.

Level #67 Mexico Farms to Evitts Creek Aqueduct, Mary Huebner reports, 9/13/09: Eleven cyclists. Two campers at Evitts Creek. They were unkempt young men looking for a church in Cumberland where they could get food and shelter. I gave them directions.

Level #68 Evitts Creek Aqueduct to Wiley Ford Bridge, Bob and Joan Mischler, report, 8/2/09: Path soggy from the Route 28 bridge to the sewer plant. Too wet to go on to the aqueduct. In

bloom: chickory, Jerusalem artichoke, large joe-pye weed, bouncing bet, garden phlox, star thistle and an unidentified white flowering bush. Saw a groundhog and young rabbit. A few puddles from Cumberland to Route 28 bridge were easily avoided. Path drained well despite recent rains. *9/9/09:* Canal bed by the sports complex was very clean. In bloom: chickory, Jerusalem artichoke, large joe-pye weed,

DATE	DAY	C&OCA CALENDAR OF EVENTS (visit www.candocanal.org for updated event information)
Jan 1. 2010	Fri.	Two New Year's Day Hikes, both at 10:30 a.m. East: Carderock to Great Falls Tavern and return on the berm road. Meet at the Carderock pavilion. For further information please contact Marlow Madeoy at madeoym@verizon.net or mobile phone at 703-509-2827. West: Meet at NPS Cumberland Visitor Center (mile 184.6) at the mule statue. Contact Mary Huebner (301-977-0545) or marybrd22@gmail.com.
Jan. 24	Sun.	Continuing Hike Series. 10:30 a.m. Brunswick (mile 55) upstream. Contact Pat White (301-977-5628) or hikemaster@candocanal.org.
Feb. 7	Sun.	Board Meeting at Williamsport Memorial Library, 1:00 p.m.
Feb. 12	Fri.	C&O NHP Federal Advisory Commission Meeting, 9:30 a.m. Held in Georgetown, location TBD.
Feb. 27	Sat.	Continuing Hike Series, 10:30 a.m. Bonds Landing (mile 150). This access point requires driving on dirt roads, which are generally in good condition. Shuttle from Little Orleans may be possible. Contact Pat White (301-977-5628) or hikemaster@candocanal.org.
Mar. 6	Sat.	Annual meeting at Williamsport American Legion (see article on page 1 and reservation form enclosed in this issue)
Mar. 13	Sat.	VIP Work Party, 9:30 a.m. to 12 noon. Painting the Georgetown Canal Boat. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Mar. 14	Sun.	GEOHike, 11:30 a.m. Exploring the geology in the area of the Paw Paw Tunnel. Contact Marlow Madeoy (703-723-6884) or madeoym@verizon.net.
Mar. 28	Sun.	Continuing Hike Series. 10:30 a.m. Nolands Ferry (mile 44.58) to walk upstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Apr. 4	Sun.	Board Meeting moved from April 4 (Easter) to April 11 (see below)
Apr. 10	Sat.	Potomac Watershed Clean Up, 9:30 a.m. to 12 noon. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Apr. 11	Sun.	Board Meeting at Brookmont Church, 4000 Virginia Pl., Brookmont, 1:00 p.m. (Meet in Community Hall in basement)
Apr. 17	Sat.	Annual Douglas Memorial Hike and Dinner. Hikers will have three different length options with bus transportation provided. Cumberland to Spring Gap area with dinner and evening program at the Orleans Volunteer Fire Dept. Details provided in the March newsletter.
Apr. 24-25	Sat. & Sun.	Mini-Bike trip, location TBD. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required.
Apr. 24	Sat.	Spring bird walk at 8 a.m., led by Kurt Schwarz, Maryland Ornithological Society and the C&OCA Nature Committee. Contact Marion Robertson (301-657-8992 or mrobertson@verizon.net). Meet at Sycamore Landing.
May 8	Sat.	VIP Work Party, 9:30 a.m. to 12 noon. Invasive plants. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
May 2	Sun.	Continuing Hike Series. 10:30 a.m. Snyders Landing (mile 76.65) upstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
May 22 & 23	Sat. & Sun.	Two one-day paddling trips on the Monocacy River. Contact canoemaster@candocanal.org or Barbara Sheridan at 301-752-5436. Reservations required.
May 30	Sun.	Joint Picnic, C&OCA & Friends of the Historic Great Falls Tavern, 6:00 p.m. (tentative date)
June 5	Sat.	Presidents' Day, Little Orleans. Breakfast at 9:00 a.m., hike to follow. Details will be in March newsletter.
June 5	Sat.	Potomac River Family Festival, Brunswick, Md.
June 6	Sun.	Board Meeting at Williamsport Memorial Library, 1:00 p.m.
June 12	Sat.	One-day canoe trip at Violette's Lock (Lock 23). For information on this introduction to canoeing, contact Sonny DeForge (301 530 8830 or deforgelynn@comcast.net) or Carl Linden (301-461-2071 or clinden@gwu.edu).
June 19	Sat.	VIP Work Party, 9:30 a.m. to 12 noon. Details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
June 26	Sat.	Barge Blast, Hancock, Md.
June 26 and 27	Sat. & Sun.	Heritage Tour Days, Monocacy Aqueduct.
July 17	Sat.	Canoe trip. Brunswick to Monocacy. Call Bill Burton (billburton@earthlink.net or 703-801-0963) for reservations.
July 24	Sat.	VIP Work Party, 9:00 a.m. to 12 noon. Details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Aug. 1	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave. 1:00 p.m.
Aug. 14	Sat.	Canoe trip, Old Patowmack Canal, Virginia. Contact Sonny DeForge (301 530 8830 or deforgelynn@comcast.net) or Carl Linden (301-461-2071 or clinden@gwu.edu).
Aug. 21	Sat.	VIP Work Party, 9:30 a.m. to 12 noon. Details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org).

Aug. 27 - 29	Fri. Sat. & Sun.	Canoe trip/camp, Paw Paw Bends. Contact canoemaster@candocanal.org. or Barbara Sheridan at (301-752-5436). Reservations required.
Aug. 28 - 29	Sat. & Sun.	Williamsport Days in Williamsport, Md.
Sep. 4	Sat.	Tree ID walk. 10:00 a.m., Location TBD. Contact Marion Robertson at (301-657-8992) or morobertson@verizon.net
Sep. 12	Sun.	Happy Birthday Montgomery County, Beall Dawson House, Rockville, Md.
Sep. 19- 24	Sun. - Fri.	World Canals Conference, Rochester, N. Y. For more information, see www.worldcanalsconference.org
Sep. 25 & 26	Sat. & Sun.	Canal/Rail Fest, Cumberland, Md.
Oct 2	Sat.	Bird walk at 8 a.m. with Kurt Schwarz, at Riley's Lock. Contact Marion Robertson at (301-657-8992) or morobertson@verizon.net
Oct. 2	Sat.	Canal Reunion, Williamsport, Md.
Oct. 3	Sun.	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1:00 p.m..
Oct. 6 - 11	Wed. - Mon.	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required.
Oct. 16	Sat.	"Life and Death on the C&O Canal." Contact Great Falls Tavern Visitors Center (301-767-3714).
Oct. 23	Sat.	VIP Work Party, Details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Oct. 23	Sat.	Continuing Hike Series. 10:30 a.m. Lock 67/Town Creek Aqueduct Access (Mile 162) upstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Oct. 30	Sat.	Annual Heritage Hike and evening dinner and program, Harper's Ferry to Point of Rocks vicinity including Brunswick and Catoctin Creek Aqueduct. Hikes of varying lengths will be available. Details in September newsletter.
Nov. 14	Sun.	GEOHike. Exploring the geology of the Seneca area. Meet at Riley's Lock at noon. Contact Marlow Madeoy (703-723-6884) or madeoym@verizon.net.
Nov. 21	Sun.	Continuing Hike Series. 10:30 a.m. Goose Creek Navigation (Virginia, parking lot at intersection of Route 7 and Goose Creek. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Dec. 4	Sat.	Frostbite Hike, 10:30 a.m. Meet at the Great Falls Tavern. Visit five vistas along the canal in the Great Falls/Widewater area. Music & snacks at the tavern after hike. Contact Carl Linden (301-461-2071 or clinden@gwu.edu).
Dec. 5	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave. 1:00 p.m.
Dec. 31	Fri.	New Year's Eve Hike. Details TBD.
Jan. 1	Sat.	New Year's Day Hike (2011). Details TBD.

Waivers are required for many of these Association activities. Forms will be provided at the activity. Hikes require proper footwear.

Donors to Association Funds - 3-13-99 to 11-10-09

Ken Rollins C&O Canal Fund

ALLEN, Keith & Scherri

BEANS IN THE BELFRY (Café in Brunswick, Md.)

BROCK, Larry

FITZGERALD, Richard B.

MARMER, Michael & Linda

PEKOW, Charles

SHANE, Alan & Janice

STOVER, Mark C.

THAYER, Harry

Big Slackwater Fund

ROONEY, Richard & Ruth

WANGE, Ronald & Alice

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"Generosity"

Bikers' Donation for Cumberland Canal Boat

My C&O Canal friend Sue Ann Sullivan's words echo in my ears: "Now it's time to give something back to the park." My through-bike riders do just that, passing the hat for good causes along the Canal. We throw in trip fees and solicit "extra mile" donations from the participants. One biker, unable to come, sent her gift in anyway.

Over the years we have provided several thousand dollars for such items as the new boat at Great Falls, a bike rack at Fort Frederick, rebuilding the Catoctin Aqueduct, support for the Western Maryland Rail Trail, etc.

This year \$1,175 went to John Millar's volunteer group to paint and refurbish the canal boat replica in Cumberland. John welcomed our gift, gave us a boat tour and a slide show on the boat's construction by US Naval Reservists..

To all "my" riders, a heartfelt thanks!

- Tom Perry

BLOCKHOUSES

The Potomac Valley, a boundary between the Union and Confederacy, was also home to the Chesapeake & Ohio Canal and the Baltimore & Ohio Railroad, key transport links for the Union Army and the District of Columbia. The Federal government worked both to protect those links and defend against Confederate raids across the Potomac. A new element in defensive warfare at the time, was the blockhouse — a miniature fortresses placed at strategic points housing small troop units.

Festus Summers in *The Baltimore and Ohio In The Civil War* cites a Federal officer's description of the blockhouses:

They were barns, constructed out of the largest and longest logs that could be obtained, each barn being from forty to fifty feet square and ten to twelve feet in height. They were timbered on the top to keep the shells out and were notched through the sides for the purpose of shooting through above the earthwork. In building them stone is first piled around the proposed foundation, about four feet high, then a deep ditch, four or five feet wide, is dug around the stone pile, the earth from the ditch being thrown upon the stones to a height of six or seven feet to protect the inmates of the house from shot and shell. The whole is surrounded with an abatis; we had no barbed wire in those days and the entrance to the building was made in a zigzag fashion.

Another description of blockhouses is in the *History of the Nineteenth Regiment Massachusetts Volunteer Infantry* which says:

The duties of the regiment, were...three defensive blockhouses to build, 48 feet each way, of the shape of a Greek cross, four feet thick, twelve feet high, with loopholes for infantry arms, roofed with logs three feet thick and covered then with three feet of earth. Two hundred and twenty five officers and men of the regiment were engaged in this work. All the logs used in the construction had to be felled and squared with common axes, hauled to different eminences on which the buildings were to be erected, and then placed, each log being fitted and pinned with treenails.

In December 1861, the 19th Massachusetts Infantry went from Poolesville to a camp at Muddy Branch near Seneca

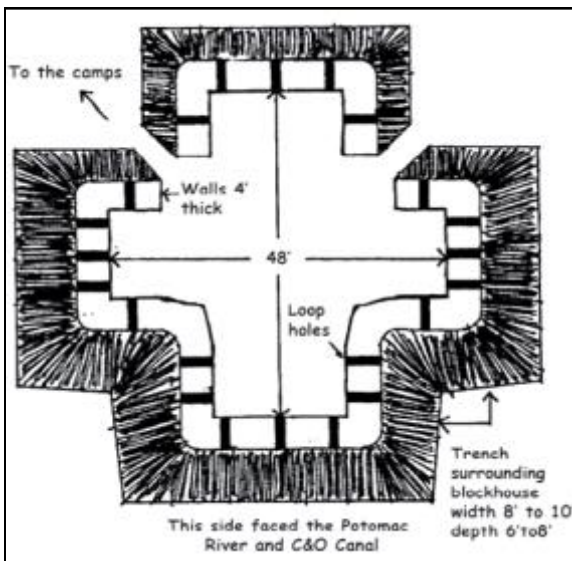


Diagram of Civil War Blockhouse that was once at Blockhouse Point at mile 20.2 on the C&O Canal. Go to www.BlockhousePoint.org for information on Montgomery Park's Blockhouse Point Conservation Park.

for guarding the Potomac from Great Falls to Seneca Falls and building three blockhouses at Pennyfield Lock (Mi. 19.6), Blockhouse Point (Mi. 21.0), and the Seneca Locks (Mi. 22.1). One source claims that nine blockhouses were placed between Great Falls and the Monocacy River. Following the Battle of Balls Bluff in October 1861, blockhouses were built on the Maryland shore at the middle and northern end of Harrison Island (Mi. 34.0), and at some time in 1864 one was built to protect Young's (Selden) Island Ford (Mi. 29.0). Supposedly "one of many," the above six are the only specific locations along the canal I have found. In September 1863, Monocacy Division Superintendent George Spates complained that he was having trouble finding timber for lock gate repairs because the government was cutting all the good trunks for building blockhouses, and again in March 1864, that the government was using his scow for building blockhouses at various fords.

Other blockhouses mentioned in the Potomac Valley were on the B&O RR at the mouth of Patterson Creek, the mouth of the South Branch, and across from Oldtown, Maryland, at Green Spring Depot, all on the West Virginia shore. The last was reportedly burned by Capt. Frank Imboden's Confederates in June 1863, and must have been promptly rebuilt because the 153rd Ohio National Guard was captured there by retreating Confederates following the Battle of Folcks Mill in August 1864.

I found nothing on the involvement of blockhouses during the 1862 Antietam and 1863 Gettysburg campaigns, though the Seneca blockhouse should have been in place at the time of Stuart's crossing there in June 1863. There are references to a Muddy Branch blockhouse being destroyed by Mosby in July 1864. Blockhouses west of Harpers Ferry were built to protect the B&O RR bridges, but along the C&O Canal east of Harpers Ferry, it would appear that the primary concerns were guarding river fords and the defense of Washington.

RESOURCES (on Blockhouses):

French, Steve, *Imboden's Brigade in the Gettysburg Campaign*
 Housley, Don, *History Of The Camp At Blockhouse Point*
 Jacobs, Charles T., *Civil War Guide to Montgomery County*
 Scott, Harold, Sr. *The Civil War Era In Cumberland, Maryland, and Nearby Keyser, West Virginia*

Soderberg, Susan Cooke, *A Guide to Civil War Sites in Maryland*
 Summers, Festus P., *The Baltimore and Ohio in the Civil War*
 Toomey, Daniel Carroll, *The Civil War in Maryland*
 Unrau, Harlan D., *Chesapeake and Ohio Canal NHP Historic Resource Study - History of the C & O Canal*

Note: Association member Tim Snyder has written an article, "**Securing the Potomac: Colonel Charles P. Stone and the Rockville Expedition, June-July 1861,**" which appears in 11th issue of *Catoctin History*. He tells the story of the expedition that placed the first Union pickets at the fords and ferries of the Potomac above Washington and helped re-establish navigation to the lower canal. A copy or a subscription to the journal, *Catoctin History*, can be ordered by email: bpowell@frederick.edu. (\$10 for two issues)

Class Takes a Journey of Learning at Great Falls

On September 30, fourth, fifth and sixth grade students from the Visitation Academy in Frederick, Md. went on a field trip to Great Falls. The trip followed their earlier visit in May to the National Canal Museum traveling exhibit in the Trolley Barn at the NPS Visitor Center in Williamsport. They examined the exhibits in the Great Falls Tavern Visitor Center and then took the interpretive tour on the mule-drawn *Charles F. Merver* through Lock 20 and an hour-long round trip on the canal. I accompanied the group. The students demonstrated that they had acquired a good knowledge of the history and operation of the C&O Canal. They also asked probing questions of the ranger crew during the trip on the *Merver*. On the Association's behalf, our treasurer, William Bauman, sent the Academy a check to cover the cost of bus transportation for these field trips.

- Ron Howard



A Letter of Appreciation



Across the Berm

Robert W. Keintz

Robert W. Keintz, noted authority on Pennsylvania canals, passed away on November 17, 2009, following a long illness. He served two extended tenures as president of the Pennsylvania Canal Society and had resigned from his current term in October because of his health. Bob explored, studied, and worked for the preservation of the remnants of canal structures in Pennsylvania, and led many field trips along the state's historic waterways. A member of the C&O Canal Association, he often hiked and bicycled the C&O Towpath. He will be long remembered and greatly missed on both sides of the Mason-Dixon line. He is survived by his wife, Ryn Agnew.

Photos (left) of Academy students by Ron Howard.

1. The students are assembled & ready to board the *Charles F. Merver*.
2. An informal class is held to talk & ask questions about the canal.

Heritage Hike Scenes

17

Mild, clear weather on November 7 made for superb hiking. Below: (1) Program chair Dorothea Malsbury sent the bus riders off to starting points for the 12- and 6-milers. (2) Grant and Jo Reynolds set out to "sweep" the entire route to check on the hikers. (3) Lisa Hendricks climbed into the Devils Eyebrow "eye socket," a peculiar antidine formation at mile 127.2. (4) Twelve-mile hoofers break for lunch (left to right) Gage Linden, Neil Gilliam, Pat White, John Anderson, Ron Howard, Bill Burton, and Barbara Sheridan. Hikers met later in Clear Spring for a convivial happy hour and dinner. President Rachel Stewart presented an honorarium to Tom Kozar to recognize his many services to C&OCA. Roy Sewall (5) capped the evening with a



Through-Ride - October 7 - 12, 2009

Mile 184.5. "Let's Go!" Left to Right: Norman Leibow, Cheryl Malone, Pat Hopson, Tom Perry, Barbara Trippel, Pam Lantz, John Betting, Debbie Poole, Frank Wodarczyk, Mike Holland, Donna Sloppy, Denny Sloppy, Photographer: Dave Crump.



On days one & two, *Boreas*, the wind god, strewed limbs across the towpath. Here Norm, Tom and John lead a clearing operation near Spring Gap. Photo by Pat Hopson.



Most of the way down the towpath, however, was clear sailing. Here Pam Lantz and Mike Holland cycle along relaxed and unimpeded. The fall leaves carpeting the towpath lent color to the canal's pathway as did the surrounding trees, clad in the bright hues of autumn.

Photos by Pat Hopson.

The C&O Canal Towpath Through-Ride

18

by Pat Hopson

The year's C&O Canal towpath through-ride faced the strongest wind I've met in four years of doing the ride. Branches and limbs blocked our way the first two days. We cleared the way as we went. After that, the path was open.

Fifteen riders and our sag wagon driver and restaurant scout, Bill Trippel, pedaled some or all of the 184.5-miles, October 7-12. Our leader, Tom Perry, again led the way. Norman Liebow, Jim Heins and Art Wise took turns as sweeps. Six of us camped, ten stayed in motels.

First, we toured the replica canal boat at Canal Place in Cumberland. John Millar was our guide. He heads the volunteers keeping the boat ship-shape. In Paw Paw, he gave us a slide show on the boat's construction at Lock 75 in 1975-76. It was moved to the Canal Place in 2000. Our group's donation supports the upkeep of the canal boat.

An easy pace left us time to explore along the way. Shirley Lentz showed us *geocaching* — using coordinates and clues from a website to find various landmarks and locations. It was fun helping Shirley make finds, some easy, some hard, and report them to the website.

We saw changes in canal structures on the way, some for better, others for worse. The saddest was the razing of Pennyfield House at mi. 19.6. A "Caterpillar" bulldozer stood in its place. More happily, we surveyed work at the Catocin Aqueduct, including the shifting of the Bailey bridge to make the old aqueduct structure more visible and accessible. We saw new brickwork shoring the remains of the Jarboe store at Edwards Ferry. We noted new interpretive signs on the way, many put in place by Jim Heins and his VIP team.

We looked forward to meals. Fruit pies at Hepburn's in Hancock were favorites. Tom and Linda invited us to their Williamsport home, where we enjoyed Linda's gingerbread and cider and Tom played his 700-pipe organ. Their daughter Heidi and family treated us to a picnic feast at Whites Ferry. In appreciation, we gave gifts to our kind hosts, our sweeps and our sag wagon driver.

Despite a raw last day we enjoyed the fall colors and the many vistas along the way. All too soon, we reached Great Falls and went our various ways. Another great through-ride had reached its completion. We all look forward to our next trip down the tranquil towpath, so blessedly far it is from the madding crowd.

Park Projects Update

by Ned Preston

Briefing statements provided to C&O Canal National Historical Park Federal Advisory Commission on November 13 describe the status of projects in the park. Highlights include:

Progress toward the Big Slackwater towpath restoration includes completion of a draft Environmental Assessment as well as design and site survey work. C&OCA contributed an \$80,000 match for the EA. Construction may begin as early as August 2010. The project received major funding under economic recovery legislation, and the park has applied for a grant of \$4.4 million from the Transportation Enhancement Program (TEP) for Maryland. In March, the park was notified of TEP grants of \$1.57 million for restoration of the Williamsport Railroad Lift Bridge and repair of Lock 44. With support from TEP and the Catocin Aqueduct Restoration Fund, final plans and specifications for restoration of the aqueduct near Lander were completed in October.

Work began in August on a 1,100-day project to replace five NPS-owned vehicle bridges spanning the canal in Georgetown. Construction to widen and improve the entrance road and parking areas at Great Falls is expected to be ongoing until July 2010. Public access will continue, although brief delays may be encountered.

Installation of new exhibits in Great Falls Tavern is 95 percent complete (See photos on page 20.) and new exhibits for the Georgetown Visitor Center are expected to open in May 2010.

This winter, downed trees at the towpath breach near Anglers Inn will be removed to allow geotechnical investigations that are part of a repair project for which the Canal Trust has raised \$100,000 in matching funds. Construction documents will be completed this winter for stabilizing canal's largest culvert, number 182, an Economic Recovery Program project.

In December, work will begin on rehabilitation of the lift lock and retaining walls at Level 19. A new reconstructed winch house to operate the stop gate above Lock 16 is expected to be finished during that same month. The winch mechanism can quickly put down a wall of reinforced timbers to stop flood waters from entering Widewater. While the project proceeds, park visitors will be unable to use the stop gate bridge that connects the towpath to Berma Road, but will be able to continue on the towpath route.

Project reviews are complete and bids on construction of four odor control structures in or near the canal park are expected to be solicited by the D.C. Water and Sewer Authority before the end of 2009.

The Hancock Visitor Center, currently closed for the season, will reopen in the spring at a new temporary location, the Little House near Lock 52. An Environmental Assessment is underway to evaluate the potential of restoring canal operations between miles 98.78 and 99.95 at Williamsport.

New Exhibits at Great Falls Tavern

19

By Dave Johnson

Uff Da! This was this old Norsky's reaction when I first walked into the Great Falls Tavern Visitor Center following installation of the long-awaited new exhibits. We had anticipated décor that would suggest the atmosphere of an ante-bellum Maryland inn. What we got was Göta Kanall! The furnishings appear to have come from Ikea.

The visitor information desk, set along the back wall in about the location where the original is believed to have stood, dominates the room. It is too high and too Svensk. Suggestions on how to make it more appropriate to the time and place it represents range from rinsing it with Yuengling (established 1829, the same year the first section of the Tavern was built) to letting Lil come in and kick a few dents in its front.

Aside from this, the new exhibits enhance the museum, compared to the unimaginative 1950s-appearance that greeted visitors for the last six decades. Wall panels and tabletop models provide basic information on canal boats, locks, cargoes, etc., including units on Benjamin Wright and the design of the canal, construction, and economic gains of the valley. The short texts are adequate to give the average tourist an idea of the difference between a towpath canal and a root canal without losing their attention. There is a nice half-model of a canal boat, with the port side cut away to show the interior. There is also a model showing how a lock works, although it is going the wrong way for this canal and lacks essential lock-side structures like a lock keeper's house. (The venerable old model of a lock that was the popular centerpiece of the Tavern exhibits for many years has been moved to Williamsport, where it will be reassembled when that visitor center is moved from the Cushwa Warehouse to the trolley building.)

A monitor at one end of the room shows the 1917 "Edison film" of the C&O Canal. Modern films, including the three produced by Dave Humphrey, are shown in the south room, where their sound will not disturb visitors in the main room.

The place of honor over the mantel in the Tavern Room, where formerly hung Tom Kozar's portrait of Justice Douglas (which was commissioned by the C&O Canal Association) is now occupied by three nondescript canal drawings that add nothing to the museum. The Douglas portrait has been relegated to the back room. One would hope for its return to its original prominent location.

The center room is occupied by ghostly mannequins of a lock keeper, a boatman and their families. Each has been equipped with a button that lets them talk about their lives on the canal. Despite their eerie appearance, this is an effective exhibit, and the short narratives (about a minute minute long are informative and popular, especially among

young people.

In addition to the video theater, the south room holds exhibits on the natural history and geography of the park, including wildlife habitats, floods, and recreation. A three-dimensional tabletop representation of the Potomac Valley through the entire area traversed by the C&O Canal is the principal display.

Overall, the new exhibits tell the story of the C&O Canal very well. Despite the shortcomings mentioned above, the interpretive mission of the Great Falls Tavern has been greatly improved. The exhibits have been well-received by visitors, and those who take the time to study them go away knowing much more about the canal than when they arrived.

"Uff Da!" (exclamation), *"Norsky"* (A Norwegian), *"Svensk"* (Swedish)

Romance and Rescue on the Billy Goat

Two local residents had a rocky start to their future together. While hiking the Billy Goat Trail in Great Falls Park on September 6th, the couple paused to admire the scenery. The setting was perfect – a late summer day with the sun glinting off the Potomac River below, the breeze pushing through the thick tree canopy, and the grey rocky trail weaving up and down with steep crevasses and a long drop to the water.

The setting was perfect for a hike, but also for more romantic purposes – a marriage proposal. Although many couples have become engaged in this area, this one also engaged the services of the Montgomery County Department of Fire and Rescue Services and the United States Park Police Aviation Section.

The bride to be was swept off her feet – but after the magic moment, she slipped on the rocks and fell a short distance, leaving her with head and chest injuries. Montgomery County Fire and Rescue medics could only reach her by boat, followed by a scramble up a steep rock face. After the medics evaluated the patient and packaged her on a backboard and Stokes basket, they realized she would need either to be lowered down the steep rocks or carried over a mile of rough terrain.

Neither option was good considering her injuries, so the Park Police were asked for assistance. *Eagle 2*, with Sgt. Kevin Chittick in command, Sgt. Ken Burchell as co-pilot, and Sgt. Chris Perkins working the medic/rescue technician position, responded to perform a hoist rescue.

The woman was hoisted aboard *Eagle 2* and transported to Suburban Hospital in Bethesda, Maryland, where she was treated for head and chest injuries and later released.

Oh, yes – prior to her fall, she said "yes..."

- Press release by Sergeant David Schlosser of the U. S. Park Police (See *National Parks Traveler*, Sept. 10, 2009)



If you fall, you may need the US Park Police *Eagle 2* to lift you out.

OR



The Cabin John River Rescue Team to carry you out on the Zodiac

Take Care! The Billy Goat is perilous, especially for anyone who may be giddy after accepting an exciting proposal.



Photos: top, US Park Police; below & right, the Editor



New Exhibits at Great Falls Tavern
NPS Rangers Harry Hagen and Sarah De Rego preside at the Visitor Information Counter
Photos by Dave Johnson



Strange Craft Sighted on Wide-water. ◀

What is it that's holding him up?

Paddle, Paddle, Paddle your boat(?) gently down Widewater.



Oh! That is what it is! It is — Jim Stanford's paddleboard. He says it is a pleasure to paddle on flat water or surf.

A Look at Other Canals: The Corinth Canal 21 at the Isthmus of Corinth



The Deep Cut, Sea-level Corinth Canal



The Corinth Isthmus & the Corinth Canal - NASA image



NASA image: Isthmus links the Peloponnese & the mainland.

A Note on the Corinth Canal

by the Editor

The Corinth Canal is a sea-level canal crossing the Isthmus of Corinth, which connects the Peloponnese Peninsula with mainland Greece. The canal cuts through sedimentary rock where the isthmus is narrowest. It is six kilometers (four miles) long, 25 meters (82 feet) wide and eight meters (26 feet) deep. Completed in 1883, the Corinth Canal was a technical feat for its time. It saves a 400 km. (248 mile) journey by ship around the Peloponnese. It links the Corinth on the west to the Aegean Sea to the east. The canal cannot take the very large ships of today; tourist ships and pleasure boats are its main traffic. At each end of the canal, seashore roads cross using submersible bridges, which can be lowered to the canal bottom to allow ships to pass.

In Greek history, the isthmus was of high strategic and commercial value. The ancient Greeks and Romans dreamed of an isthmus canal, but the technical challenge and cost proved too daunting. The substitute was the Diolkos, a slipway that was a kind of limestone-paved highway across the isthmus using trolleys to move ships across the isthmus, itself an ancient achievement. Caesar had a plan for an isthmus canal but it was scrapped with his assassination. Nero broke ground for an isthmus canal with pick and shovel, but his project ceased with his death. The construction of the Corinth Canal had to await modern technical advances, and in 1882 a French firm began the task and a Greek firm completed it in 1893.

A Winter Scene at Great Falls



Image by Tom Kozar

Hustle and Bustle on the C&O Canal in 1880

The Traffic at the Cumberland Terminus by William Bauman

When Samuel M. Haller was collecting census data in Cumberland, Md. on June 9, 1880, he noted that there were persons residing on canal boats, independent of the persons who lived ashore at the canal basin. The following table replicates portions of his report collected on June 10 and 11, 1880:

Captain of Boat	Wife	Children	Steersman Fireman (F)	Boatman	Mule Driver	No.
Thomas B. Brown	Mary	4	Ephraim Bailey	Walter Bailey	Lewis Tower (B)	9
Norman B. Wilson	Margaret J.	2	Joseph Duvall	John Bird	Edward Countryman	7
James McIntire	Clarissa	5	William Mason (F)	William Jackson		9
John L. Wolf	Maria	9	Peter Walton	John Walton	Reuben Sowers	14
Cyrus H. Fisher	Martha	3	Isaac Davidson	Theodore Cookerly	Thomas Hall (B)	8
Zachary Read	Patience	1	August Johnson	Michael Smith	Joseph Twigg	6
Walter Patterson	Margaret	8	Ephraim Hest	Stephen Thrasher	M. Letten Patterson	13
Frank Brookman	Alice	2	James Brookman	George S. Jenkins	Andrew Campbell	7
Benjamin Pierce	Melinda	5	Nathan Mosher	John M. Smith	Edward Wall (B)	10
Charles McCabe	Nancy	1	Joseph Cramer	Thomas Collins	Robert Johnson (B)	6
William Brandinger	Maria (M)	0	Nehemiah Johnson (B)	Robert Carter	Jesse Neal	5
James Westbrook	Susan	6	Stephen Westbrook	Antiem Westbrook	Reuben Westbrook	11
George H. Matters	Mollie	2	George W. Robinson	Herman Lucas (B)	William Matters	7
James Riley	Jane	0	Reuben Gephart	Robert Jones	George W. Clifton	5
Stephen Reynolds	Emma	5	Joshua Reynolds	Josiah R. Myers	Nelson Myers	10
James Goodwin	Nellie	1	Samuel J. Reese	Frank C. Duling	Stephen Martin	6
James Keady	Bridget	2	Patrick Keady	Joseph Ways	Levi Edwards (B)	7
James Sigler	Mary	3	Edward Soyster	Frank Strong	Andrew Reed	8
Jere Everly	Matilda	3	Philip J. Hay	Peter Gasman	Cyrus Robinson (B)	8
James H. Masters	Wilhelmina	1	George H. Masters	Morris W. Shuck	Josiah P. Shuck Peter Smith (B)	7
	Average:	3.15			Average per boat:	8.15

For James McIntire's boat, William Mason was a fireman not a steersman, and there was no mule driver. Thus we can suspect this was one of the few steam-fired canal boats. While William Brandinger was captain of the boat, his 55-year-old mother, Maria, took the cabin duties. There were about three children per boat, not counting children like Stephen Westbrook who was the 21-year-old son of James and Susan Westbrook, but was counted as a steersman, not a child. James H. Master's boat had two mule drivers because Josiah P. Shuck had a broken arm; and George H. Masters, his 21-year-old son, counted as a steersman. James Brookman was the brother of Frank Brookman. All the boat crews not in the family were reported as boarders, and every working adult reported being out of work for four months during the census year. The (B) indicates "color;" thus there were some integrated boats in 1880. The boats were tied up at various places around the basin, presumably awaiting instructions to load coal. Any Association member who has visited the canal boat replica in Cumberland can imagine living conditions when there were over eight persons per boat on average, at least on these 20 boats.

Fifty-Second Annual Report of the Chesapeake and Ohio Canal Company, June 5, 1880, p. 28 provides the following list of 19 steamers (steam-fired canal boats) for the year 1879: Star 1; Star 2; Star 3; Star 4; Star 5; Star 6; Star 7; H. G. Wagner; Arcturus; A. Lovell; New Era; Regulus; Antares; F. L. Moore; L. Patton; T. Venners; Hancock; T. H. Paul. They carried a total of 26,428.19 tons of coal on 272 trips; which averages to 97.16 tons per trip and 14.3 trips per boat. For 1879, the mule-powered canal boats averaged 113 tons per trip. We don't know which steamer James McIntire captained.

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

C&O CANAL National Historical Park Headquarters

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

Reception Desk	301-739-4200	Sue Edlund
Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Brian Carlstrom
Assistant Superintendent	301-714-2203	Sharon Cleary
Superintendent's Secretary	301-714-2201	Lynch Holly
Chief Ranger Law Enforcement	301-714-2222	Brad Clawson
Administrative Technician	301-714-2215	Tom Houdersheldt
Chief of Interpretation	301-714-2214	William Justice
NRM Program Director	301-714-2224	Scott Bell
Public Affairs Assistant	301-745-5804	Vacant
Special Use Coordinator	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	Bradley Hofe
Partnerships Coordinator	301-714-2238	John Noel
Volunteer Coordinator	301-714-2218	Daniel Filer
Civil Engineer	301-745-5818	Daniel Copenhaver
Acting Chief of Interpretation	301-714-2214	Sam Tamburro
Stewards Coordinator	301 745-5810	Becca Jameson
Historian	301-714-2236	Ahna Wilson

Palisades District (Tidelock to Monocacy River)

11710 MacArthur Blvd., Potomac, Md. 20854	
Park Ranger Law Enforcement	301-491-6279
Supervisory Visitor Use Assistant	301-767-3703
	Joshua Cunningham
	Paul Johnson

Georgetown Visitor Ctr	202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007	
Supervisory Park Ranger	Alyssa Baltrus

Great Falls Tavern Visitor Ctr	301-767-3714
11710 MacArthur Blvd., Potomac, Md. 20854	
Supervisory Park Ranger	301-767-3702
	Alyssa Baltrus

Western Maryland District (Monocacy River to Cumberland Terminus)	
Park Ranger Law Enforcement	301-722-0543
Cumberland Subdistrict	301-722-0543
Hancock Sub district	301-678-5463
Ferry Hill Sub district	301-714-2206
	Matt Huelskamp

Williamsport Visitor Center	301-582-0813
205 West Potomac St., Williamsport, Md. 21795	
Supervisory Park Ranger	

Curt Gaul

Hancock Visitor Center	301-678-5463
(Closed for winter - new location in the Spring)	
Supervisory Park Ranger	

Curt Gaul

Cumberland Visitor Center	301-722-8226
Western Maryland station, Cumberland, Md. 21502	
Park Ranger	

Rita Knox

OTHER USEFUL TELEPHONE NUMBERS:

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

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C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code, and all contributions are tax deductible to the fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 301-983-0825. Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

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

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Great Falls Tavern - Decorated for Christmas
Painting by Harriet Bachrach

The above image appears on note cards available at the
Great Falls Tavern.

FIRST CLASS MAIL

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