



ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

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

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Annual Meeting - March 5, 2011

By Dorothea Malsbary for the Program Committee

The fifty-fifth annual meeting of the Chesapeake and Ohio Canal Association is slated for Saturday, March 5, 2011, at the American Legion Hall in Williamsport, Maryland at 400 South Conococheague Street. "Meet the Candidates" hour begins at 1:00 p.m. to give members an opportunity to get acquainted with the nominees for officer and director positions. Their bios and statements are found on pages six and seven. The meeting begins at 2:00 p.m.

Arrive early explore the town and the canal around Cushwa Basin. The NPS Visitor Center in the Cushwa Warehouse will be open and canal structures of the early nineteenth century can be seen within easy walking distance of the warehouse: the aqueduct, turning basin, the lock and lockhouse. Of interest are the railroad lift bridge and the Bollman iron truss bridge (only three exist today.) Springfield Farm on Springfield Lane opens at 10:30.

To make dinner reservations, please use the form inserted in this newsletter. The reservation deadline is February 19; no refunds will be made after that date. The dinner is \$18; there will be a cash bar. First there's business followed by festivity. Come and join us. We look forward to seeing you there!



Cushwa Basin



This past fall heavy equipment was used to remove the great mass of debris the flood in March piled against the upstream wall of the Monocacy Aqueduct. Here a crane lifts up one of the many large trunks the flood cast against the aqueduct. . Go to page 5 for more photos.

World Canals Conference at Rochester

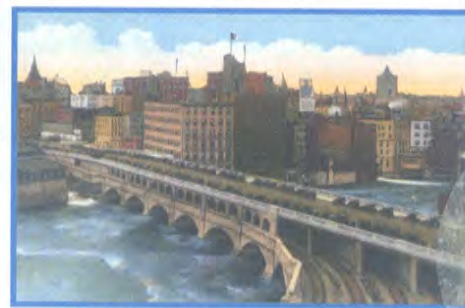
By Dave Johnson

The 2010 World Canals Conference (WCC) was held in September at Rochester, New York. The conference's hosts were the Canal Society of New York State (CSNYS), the New York State Canal Corporation, Erie Canalway National Heritage Corridor and the City of Rochester, but they were backed by a long list of sponsors. During the week, delegates visited sites along the Erie Canal in the Rochester area and in Buffalo. The conference was very well planned, the speakers were interesting, and support, from field trips to meals, was smoothly and efficiently managed.

The opening event on Sunday, September 19, was the grand parade of boats on the Genesee River arm of the Erie Canal. Delegates and dignitaries boarded excursion boats at Corn Hill Landing and traveled up the river to the junction with the canal, where the flotilla assembled. Some fifty historic working canal vessels and private pleasure craft followed us back down the river to be greeted by the mayor of Rochester and a large crowd on the warm sunny afternoon.

At the first plenary session on Monday morning, conference chairman Tom Grasso, president of CSNYS, and Dave Ballinger, president of Inland Waterways International, welcomed

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The Genesee River Aqueduct

the delegates. Morning speakers included Carmella Mantello, the director of the New York State Canal Corporation and Beth Sciumeca, executive director of the Erie Canalway National Heritage Corridor, who discussed New York's visions for the canal's future. Then speakers from Belgium and Germany presented global perspectives on today's waterways. Manuel Benitez, executive vice-president for operations of the Panama Canal Authority, gave an interesting talk on the enlargement of the Panama Canal, which is scheduled for completion in 2014.

Major General William Grissoli, U.S. Army Corps of Engineers, spoke at the luncheon. During the afternoon session speakers from France, Canada, Belgium and Great Britain continued the theme of global perspectives.

The day's program ended with a presentation by Thomas Hack, Rochester's project manager for restoring the Genesee Aqueduct. The seven-arch masonry aqueduct, built in 1842 for the Enlarged Erie Canal, carried boats into Rochester until 1918, when the old Erie was replaced by the Barge Canal, which bypassed the city. In 1925, a concrete viaduct was built atop the aqueduct to carry automobiles over the river. (See the picture of the aqueduct on page one.) Tom Grasso and the CSNYS began lobbying for the removal of the viaduct and re-watering the aqueduct more than ten years ago. Mr. Hack's report on the status of the project was particularly interesting to the audience, who were eagerly anticipating the evening festivities.

Monday's dinner may be the event that delegates to the 2010 WCC will remember most. Dubbed the "Dinner in the Ditch," it was an evening of food and musical entertainment in the prism of the Genesee Aqueduct. Carpeting was laid, and pictures and posters covered the graffiti. Tables, chairs, serving stations and bars were set up, and about 500 canallers, local dignitaries, sponsors and guests dined beneath the street traffic overhead.

The next morning the delegates shuffled to Buffalo. A walking tour of the central wharf and historic Commercial Slip (the terminus of the original Erie Canal), which is undergoing redevelopment, preceded lunch at the Adams Mark Hotel, where the delegates were welcomed by the mayor and county executive. The afternoon featured a boat tour of the harbor and the Buffalo River grain elevators.

Wednesday morning's and Thursday's all-day sessions offered panel presentations on many subjects. These were organized by tracks: economic development, engineering and sustainability, marketing and tourism, history and interpretation, and waterways law. With about seventy speakers on the program the tracks ran concurrently. Delegates could attend only about fifteen talks, and in many cases this required difficult choices. Our Rachel Stewart was part of a panel on historic canal structures. She described the National Park Service's plan to complete development of the C&O Canal at Williamsport. She shared the session with Dr. Dave Beebe, who detailed the recent restoration of the 1844 Nine Mile Creek Aqueduct at Camillus, N. Y. (see *ATP*, June 2010). Another entertaining highlight was provided by Per Espeli, from Norway, who talked about revitalization of the Telemark Kanal (of which he is chairman),

and how the Association of Swedish and Norwegian Canals work well together enhancing cooperation between the two countries. (In the latter talk, Per stood in for his (and our) good friend Claes-Goran Osterlund of Sweden, who could not be here.) Other familiar speakers included Jim Stirling (British Waterways), David Edward-Mays (France), Tim Coghlan (England), Rory Robinson (NPS, Ohio), Tom Raphael (Mass.), and ACS directors Dan McCain (Indiana) and Roger Squires (England). Approximately one-third of the presenters were from countries other than the United States and Canada.

On Wednesday afternoon, the conference divided into three groups for study tours to villages along the canal, to see how they have redeveloped their formerly gritty waterfronts into welcoming dockages, parks, promenades and bicycle paths. One group traveled to Spencerport, Brockport and Adams Basin, while the others headed to Pittsford, Fairport and Lyons. Toward evening, all groups boarded boats and converged on Bushnell's Basin for dinner under the trees at Richardson's Canal House restaurant. Once again, the weather cooperated fully, providing a perfect setting on the banks of the old canal.

The final event of the conference was the Thursday evening banquet. After dinner came the traditional announcement of the Dink Award, presented since 1990 to a delegate who has been judged by a secret committee to have committed the most memorable *faux-pas* during the week. This year's award went to David Edward-Mays, for some sin already forgotten, making him a two-time winner. All the delegates and guests then removed to the plaza overlooking the Genesee River for a closing fireworks display.

Over 320 people, including delegates, guest speakers, sponsors and representatives of Rochester and New York State, attended the conference. Although Americans and Canadians made up the majority, there were about fifty delegates from overseas. Their countries included Austria, Belgium, Benin, China, France, Germany, India, Italy, Japan, Netherlands, Norway, Panama, Serbia and the United Kingdom. The C&O Canal Association was represented by a delegation of fifteen, including President Dward and Jeanine Moore, Bill Burton, Sonny DeForge, John and Mary Fondersmith, Dave Johnson, Thomas and Linda Lightfoot, Carl Linden, Rod Mackler and Susan Vanhaften, Barbara Sheridan, Rachel Stewart, and Pat White.

The World Canals Conference provides an opportunity for volunteers and members of historical societies to meet and network with their counterparts in similar organizations and with professional park and waterway managers. This was the twenty-third annual event in the series, which began in 1988. It has grown from a small symposium for U. S. and Canadian historic canal park managers into a forum for advocates, historians and managers of canals and waterways worldwide, dedicated to the preservation and enhancement of these resources through the exchange of information, education and increased public awareness of their value. The C&O Canal Association and the National Park Service co-hosted the fifth conference in 1992.

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Along the Towpath, December 2010

The WCC Steering Committee was formally organized in 1997 to select hosts and sites for future WCCs. In 2008, oversight of the conference was assumed by Inland Waterways International. IWI was founded in 1996 and has grown to include waterway authorities, societies, museums and individuals in seventeen countries. Its aims include: encouraging the proper management, protection, improvement and creation of waterways; cooperation between nations and organizations; and education on their economic, recreational and environmental importance. The next World Canals Conference will be held at Groningen, Netherlands, in September, 2011. In 2012, the conference will go to Asia for the first time, when it will be in Yangzhou, China. The selection of Toulouse, France, as host in 2013 was announced at the end of this year's conference.

The planning and preparation of a conference of this magnitude is a very big undertaking, and CSNYS, under the seemingly tireless leadership of Tom Grasso, spent nearly three years working on it. The effort was supported by a large committee of more than thirty members representing: the N.Y. State Canal Corporation; the National Park Service; the U. S. Army Corps of Engineers; agencies of the state; county, City of Rochester; and other towns; non-profit and civic organizations; and sponsoring companies. Tom saluted in particular Rick Rivers and the Rivers Organization, which provided staffing and logistic support for all aspects of the conference. We, in turn, join all of the delegates in saluting Tom for hosting an outstanding conference.

Two optional post-conference tours were offered — a one-day excursion to Lockport and Niagara Falls, and a two-day cruise on the canal from Rochester to Seneca Falls. Early on Friday morning, Carl Linden, Sonny DeForge and I joined about a dozen other delegates and boarded the *Mary Jemison* at Corn Hill Landing for the overnight trip down the canal. The *Mary Jemison*, a 65-foot wooden boat, was built on the Chesapeake Bay in 1931. It first took fish to markets in the bay region. It was renovated, an upper deck added, and became a tour boat. The Corn Hill Navigation acquired it a few years ago, for school trips, teacher programs and public cruises. We turned east on the canal, crossed the Great Embankment and passed through Pittsford and Fairport before stopping for lunch at Palmyra. Throughout the day, Captain Rob Mangold provided a narrative of the history and high points of the area we were passing, as well as regularly alerting topside passengers with the traditional refrain "Low bridge; everybody down." We reached Newark in the late afternoon, where we tied up for the night. Before checking into the hotel, the group walked down the canal to visit the lock powerhouse and nearby preserved locks of the Enlarged Erie Canal. On Saturday, we passed through countryside with fewer towns, where the canal was bordered by woods on both banks. The weather continued warm and sunny. In the afternoon, we turned south into the Cayuga & Seneca Canal, ascended Lock 1 into Cayuga Lake and then the combined Locks 2 and 3 at Seneca Falls, where our voyage ended. Captain Rob, who is also vice-president of CSNYS, and Vicky Schmitt, president

of Corn Hill Navigation, who was our hostess on the boat, provided us with a great experience. The cruise was enjoyable and was a perfect ending to an exciting conference.

Postscript

For those who have forgotten their history lessons, here is a brief summary of the evolution of the Erie Canal.

Original Erie Canal: Building the original canal, popularly known as "Clinton's Ditch," began in 1817 and was completed in 1825. It ran 363 miles from Albany to Buffalo. The original canal was forty feet wide and four feet deep. Its locks were 90 by 15 feet, limiting it to small boats (some sources say of only 30 tons capacity).

Enlarged Erie Canal: The canal's success soon led to its widening and deepening and bigger locks. Work was authorized in 1835, and by 1862 the Enlarged Erie could carry 240-boats in a waterway seventy feet wide and seven feet deep. Locks were 110 by 18 feet. Many new aqueducts and other structures were built. The canal still had a tow-path, and horses and mules still pulled the boats.

Barge Canal: In the early twentieth century a modern waterway was built. The New York State Barge Canal System opened in 1918, replacing the old Erie and three lateral branches. Some sections of the new canal, particularly west of Rochester, follow the old canal bed, widened and deepened, but most of the works east of Rochester took a new route, in many places utilizing lakes and canalized rivers. Land cuts are 12 feet deep and a minimum 75 feet wide at the bottom. The concrete locks are 300' by 44.5', with electrically operated gates. The Barge Canal has no tow-path; all vessels have engines or are towed by tugboats. The Erie Barge Canal, from Waterford, on the Hudson, to Tonawanda on the Niagara River, is 348 miles. (The branches add 176 miles.) Only isolated sections and structures of Clinton's Ditch and the Enlarged Erie remain, some preserved in state and local parks.

NYS Canal System: By the late twentieth century, most commercial shipping had migrated to the St. Lawrence Seaway or to land transportation, but recreational boating on the canals was greater than ever. In 1992, the state legislature transferred the operation of the canals from the transportation department to the Thruway Authority. A subsidiary, the New York State Canal Corporation, was created to manage the canals. The name of the Barge Canal System was changed to the "New York State Canal System." The four canals — Erie, Cayuga-Seneca, Oswego and Champlain — reacquired their historic names.

Erie Canalway National Heritage Corridor: In 2000, Congress created the Erie Canalway National Heritage Corridor. Consisting of 524 miles of waterways, the heritage corridor encompasses national, state, and local parks, museums, and 234 cities, towns and villages that touch the modern and historic canals. The National Park Service does not own or manage the lands in the heritage corridor (except for four preexisting units), but partners with agencies, communities, organizations, non-profits, businesses and people engaged in the preservation of the canals, towpaths, structures, historical and natural features.

World Canals Conference - Rochester



The C&O Canal Association Delegation

Left to right: Barbara Sheridan, Dave Johnson, Rachel Stewart, John & Mary Fondersmith, Carl Linden, Sue Van Hاستen, Tom Lightfoot, Pat White, Bill Burton, Linda Lightfoot, Rod Mackler, Sonny DeForge, Jeanine & Dward Moore. Photo courtesy of Barbara Sheridan



The Gala Reception inside the Genesee Aqueduct

The interior of the large aqueduct that crosses the Genesee River in Rochester became the grand ballroom for a gala reception for the conference delegates and the city's leading citizens. A plan is afoot to restore and revitalize the aqueduct as part of Rochester's urban renewal program. After this section of the Erie canal closed the aqueduct became a bridge for trolleys and later for auto traffic.



(Left to right) Dave Johnson, Carl Linden and Sonny De Forge are about to board the Mary Jemison for a two-day post-conference trip on the Erie Canal from Corn Hill Landing on the Genesee River to Seneca Falls, N.Y..

Sonny and the Mayor's Canal Cap



As the Mary Jemison was docking at Palmyra, N.Y., a wind whisked Sonny's new WCC cap off his head and sent it down canal. Palmyra Mayor Vicki Daly was on hand welcoming everyone to her fair city and learned that Sonny was minus his hat. She rushed home and returned a moment later with a new canal cap, which she gave to Sonny, who, delighted with the unexpected gift, exclaimed that this new cap was better than the one he'd just lost! It was a Trent-Severn Canal cap from the WCC in Canada, which Sonny had attended two years earlier.

Leonardo Shows Up at the WCC with his Lockgate



Sculptor Dennis Sparling placed this statue of Leonardo Da Vinci in the lobby of the Plaza Hotel, where the World Canal Conference was being held. The head is modeled after Leonardo's "Moses," which is, in fact, a self-portrait of

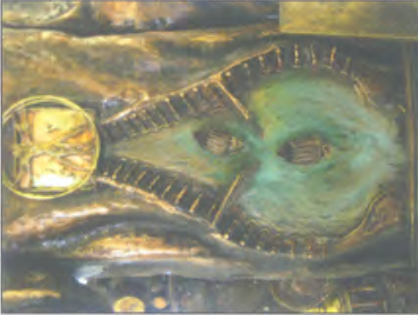
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what is considered a self-portrait of Leonardo himself. This striking, larger-than-life figure evokes Leonardo's creativity through symbols of his inventive genius and artistry, which viewers discover as they look over the statue. This impressive work of art is wrought in copper and bronze.

Of special interest to canallers is the sculptor's depiction of the mitered lock-gate, of which Leonardo is thought to be the inventor. The lock-gate emerges from beneath the folds of Leonardo's robe. It is as if it had been hidden there and the inventor now unveils his innovation for the world to see. The lock-gate is open to permit the two boats to pass through. See statue detail below.



Topview: The artist's depiction of the mitered lock-gate. Here the gate opens to let boats pass in and out of the lock. The gate uses the pressure of the canal's flow to keep the gate's doors firmly closed during filling and emptying of the lock chamber. The gate is easy to open and close once water inside and outside the lock reaches the same level.



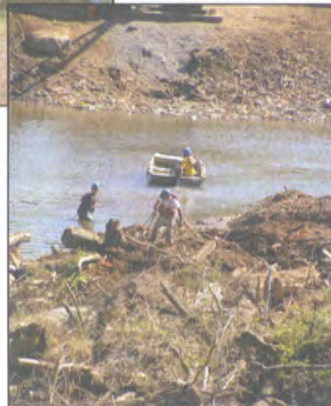
Sideview of the mitered lock-gate: the simple but inspired design of the mitered lock-gate greatly improved the efficiency and ease of operation of locks in canal systems. His invention ushered in a period of extensive canal construction throughout Europe during the 16th and 17th centuries.

Clearing Flood Debris from Monocacy Aqueduct



(Left) The pile up of debris against the aqueduct was massive. It wholly blocked passage through the arches. Greenery was soon flourishing on the island

(Right) The work crew had to pull apart the great tangle of lumber, brush and mud; heaped next to the aqueduct and then attach the largest items to the crane cable to lift them away. The crane then swung each item one by one to the shore. Once the debris was on shore a power shovel scooped up the material and dumped it into large dumpsters to be trucked away.



Along the Towpath, December 2010

Rebuilding Progress at the Catoctin Aqueduct

Reconstruction of the Catoctin Aqueduct still has a way to go before the work is completed as can be seen in the photo of the flood ruined abutment on the right. Once rebuilt by the use of modern engineering methods, the aqueduct will be far stronger than it was before.

- Photos and notes by Dward Moore



(Left) Here we are looking down on an aqueduct pier being reconstructed. One part of the form is now in place. Newly dressed stones have been laid at the ends of the pier, and in the mid-section a web of rebar is being readied for the pouring of concrete, which will soon take place after a second form is installed.

(Right) These stone blocks have been freshly cut and dressed to supplement the original blocks, some of which are missing.



(Left) Rebars have been inserted in the original construction blocks the NPS recovered after the aqueduct's collapse. Rebar is short for reinforcement bar.

Notice of 2011 Annual Meeting

The annual meeting of members of the Chesapeake & Ohio Canal Association will be held at 2:00 p.m. on Saturday, March 5, 2011, at the American Legion Hall, 400 South Conococheague Street, Williamsport, Maryland. The meeting will be for the purpose of electing officers for 2011, electing a nominating committee for 2012, 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 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 2010 annual meeting elected Jim Heins, chair, George Lewis, Mary Ann Moen, Ned Preston, John Reed, and Pepper Scotto to serve on the 2011 nominating committee. The committee has recommended the following candidates for 2011:

Rachel Stewart - President, Arlington, Va.

My direct experience with the C & O Canal Association began in 1984 when I met a woman who had just participated in that year's through-hike. I'd never heard of the organization, but I'd visited the Canal since childhood to fish and canoe with my dad. And so I joined. We members of the C & O Canal Association do a lot of volunteering to protect and preserve and enjoy the park. We paint boats and bollards and mule barns. We raise money to restore flood-damaged structures. We protect the park from unwanted or inappropriate land swaps and intrusive construction. We serve in many ways. In the 1990s I served on the board for nine years, and again more recently. I am honored to be nominated once again. I look forward to continuing to work for the preservation and protection of the park and to further its development as a recreational and historical resource.

Barbara Sheridan - First Vice President, La Plata, Md.

I have been a member of the C&O Canal Association for the past 14 years and have served previously on the board as both a director and as first vice president. I have chaired two through-hikes (2004 and 2009) and have been membership chair for the past 11 years. I also currently serve on the programs committee and the special projects committee.

I was born in Washington, D. C., and have lived in the area all my life. My first awareness of the canal was an aerial view of it

from a streetcar while on the way to Glen Echo Amusement Park as a child. The streetcars are long gone, as is the amusement park, but the canal lives on for all to enjoy!

If elected, I will work with the Association to help preserve and protect this valuable resource for future generations.

Steve Dean - Second Vice President\Level Walker Chair, St. Leonard, Md.

I first joined the C & O Canal Association as a level walker in the early 1990s, and recently resumed level walking over two levels. I spend as much of my free time as possible walking and photographing the canal, and I am very interested in the historical and natural aspects of the canal. During my walks I observe firsthand the needs and challenges of maintenance and preservation of the canal. I believe the Level Walker program provides valuable support to the NPS with the maintenance and operation of the canal, especially in these times of increasingly limited Federal funding. I understand the responsibilities of the Level Walker chair and welcome the opportunity to support the C & O Canal Association in that role if I am elected.

John Wheeler - Information Officer, Washington, D.C.

I have been a member of the C&O Canal Association since the mid-1980s and have served on the board of directors since 1995. My wife, Val, and I are level walkers for levels # 10 (Seneca Creek to Tenfoot Island) and #53&54 (15 Mile Creek to Lock 60). I participated in the 50th Anniversary Douglas Hike (2004) and the 2009 Douglas Hike. I retired from the Environmental Protection Agency in 2004 and am now devoting much more time to volunteer activities. I look forward to serving the Association whether or not elected as information officer.

Bill Holdsworth - Secretary, Rockville, Md.

I welcome the opportunity to continue to serve as secretary of the C&O Canal Association, an organization that plays a vital role in maintaining one of the nation's historic treasures. I have been a member of the association for over 10 years. I have served as secretary for the past five years. I participated in the 2004 Douglas Hike, my second through-hike. I work as a program manager in the finance office of the National Oceanic and Atmospheric Administration.

William D. Bauman - Treasurer, Winchester, Va.

I have been an Association member over 24 years and have served on the board of directors. I am the volunteer coordinator for the NPS at Lockhouse 75, which is open weekends from Memorial Day through September 30 and for special events when requested. I have transcribed many documents for the C&O Canal NHP, several of which were recently edited and added to the *History of the C & O Canal*, by Harlan D. Unrau. For four years as treasurer I have maintained the Association's accounts in a clear and accurate manner. I will be happy to serve again, if elected.

Along the Towpath, December 2010

Marjorie Richmond - Director, North Bethesda, Md.

I am a computer analyst, now retired. I have approximately 30 years of experience as a hike leader for the local Sierra Club and as a trip leader for week-long, national Sierra Club trips. I have led trips nationally and internationally and am currently the chair of the Southeast Subcommittee, the committee that organizes and oversees trips run in the southeastern part of the country. Since joining the C&O Canal Association, I have participated in the Douglas Hike in 2009, worked on various maintenance activities, and am currently serving as a member of the Nature Committee. One of my goals as a member of the Nature Committee is to make people aware of the many possibilities for exploration and learning along the C&O Canal any time of the year. I have spent many years organizing outings and helping people develop their skills in the outdoors. I believe this experience will be my major contribution to the work of the C&O Canal Association.

Francis "Champ" Zumbrun - Director, LaVale, Md.

I have served as a director on the board for the past three years and would be honored to continue to serve in that capacity for the next three years. I retired as forest manager working at Green Ridge State Forest in western Maryland with 31 years of service with Maryland's Department of Natural Resources.

Dan Mick - Director, Bethesda, Md.

I first became acquainted with the C & O Canal when I came east from Missouri to attend Georgetown University. I began making daily canal runs between campus and Thompson Boat Center. Several years later, after law school in the Midwest, marriage and the start of my career with the Department of Labor, my wife and I chose Bethesda as our home in part because of its proximity to hiking and cycling opportunities along the canal. A broader interest in canals in general began during frequent vacation trips to England where I discovered a deepening interest in that country's Industrial Revolution and the role that canals played in it. Not surprisingly, therefore, a month after my March 2007 retirement I began volunteering as boat crew member on the *Charles F. Mercer* at Great Falls. Participation in both the Potomac Gorge Weed Warrior program and the Association's VIP work days soon followed. Service as a Canal Association director would provide yet another way for me to give something back in support of our national treasure. As a relatively new member of the Association (since 2008), I would hope to bring fresh eyes, an open mind, and the perspective of someone who has had the pleasure of working side by side with park employees to tell the canal's story.

Chris Cerniglia - Director, Rockville, Md.

My father built a house in Cabin John next to the lockhouse at Lock 8 on our C & O Canal. He and Mom were just finishing it in time for me to arrive and spend our first Christmas there. Growing up in those beautiful and interesting surroundings gave me a life-long love of nature and history. I have been a member

of C&OCA for 25 years and served on the board of directors for over ten years. In 2003 and 2004, I served as the Association's president. Participating in the through-hikes that the Association sponsors every five years has been one of the delights of my life. During the 2004 50th Anniversary Hike I ran the "chuck wagon" and shopped for the food and supplies for the through-hikers each day. The canal has given me joy all my life and I want to continue to work with the Association to preserve the park for all to enjoy.

Skip Magee - Director, Bowie, Md.

I am a quality manager for a division of an international corporation. I am a volunteer in the American Volkssport Association and discovered the C&O Canal while participating in 10K "Volksmarches" about decade ago. I joined the Association soon thereafter. I have enjoyed the many opportunities to learn about the C&O Canal from history to hydrology, nature to geology. I have had the opportunity to indulge in my favorite pastime, volunteering in the great outdoors. I am active in the Association's VIP program painting canal boats and mule barns, installing way-side exhibits and signs, clearing and marking trails, and performing other maintenance projects. I also participate in the Level Walker and Weed Warrior programs and have served one three-year term on the C&O Canal Association board as director.

Donors to Association Funds from August 16 to November 15, 2010

Ken Rollins C&O Canal Fund

Wayne & Christine Cerniglia

Denis J. McMullan

Linda & Michael Marmer

George & Judith Brown

Edmund R. Preston

Gary M. Petrichick

Big Slackwater Fund

Wayne & Christine Cerniglia

Clayton L. Johnson

Steven & Margaret Crockett

Carl and Dawn Kent

Davies Fund

Bettyjane F. Myers

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Generosity

Images of the Four Seasons on the C&O Canal by Andrei Kushnir



Spring, C&O Canal at Great Falls, 8'x12' Oil on Panel, April 26, 2006



Summer's 1st Day, C&O Canal at Pennyfield Lock, 9'x12' Oil June 21, 2010



Autumn 1990, C&O Canal, 9'x12' Oil on Canvas, November 4, 1990



Winter Light, C&O Canal at Brookmont, 9'x12' Oil on Panel, Feb. 9, 2010

Andrei Kushnir, a long-time Association member, is a noted American landscape artist. He lives in Brookmont, Maryland on the palisades above the C&O Canal and Potomac River. Andrei likes to note that the previous owner of his house was the late Grant Conway, a renowned canaller and river man. For Andrei it is a joy to go out to the canal and river and venture to capture in colorful oils the glorious scenes that can be found there. The vistas of canal and river are his first love as a painter. He is founder of the Potomac River School of American landscape painting. He has also done many scenes of our region, the Shenandoah River being his subject of late. Recently, the Association's special projects committee went to Andrei's gallery on MacArthur Boulevard, to view an exhibit of his canal paintings. Not only did Andrei treat his guests to coffee and pie, he regaled them with a premier performance of a delightful tune he composed, entitled: "Walking on the Towpath." Rachel Stewart snapped the photo of Andrei — artist, composer and folk singer. Rachel also put a video clip of Andrei strumming and singing his tune on YouTube.



Composer Andrei Kushnir in concert singing his song: "Walking on the Towpath." See cover for the first verses.

On The Level

By Level Walker Chairman Bill McAllister

As of this fall the association has 104 active Level Walkers. Each walks a level and reports to the LW Chair at least once a year. The 69 levels range in length from just under two miles to four miles. Level Walkers check towpath conditions, bag trash, clear branches from the towpath and notify NPS of situations needing attention such as a tree across the towpath. The LW Chair assigns a level the applicant finds manageable, sets guidelines and provides report forms. The Canal park tallies LW volunteer hours, which helps support annual budget requests. Level Walkers do a useful and pleasurable task for the park. Come out and join us! Email me at Levelwalker@candocanal.org.

- Bill McAllister

Level #1 Tidlock to Incline Plane John Barnett reports 8/7 Many joggers; some bikers and walkers. One jogged 16 miles. Three bags of stuff taken off Tidlock beach and two buckets of flotsam from the lock. Looks better. While the 31st Street bridge is renovated, the canal boat starts at Lock 4 on the bridge's west side. Crews removing sea grass in the canal are piling it on the towpath west of the Whitehurst overpass. Most I've seen in years. 8/22 Cleared weeds from Tidlock and the Aqueduct. At Tidlock beach gathered trash and wood for NPS pickup. 9/7 At the Aqueduct the grass was uncut and rolls of black tape left behind (use unknown). Low water still curtails Georgetown canal boat trips. The Visitor Center staff is down to one. 9/8 The NPS truck took away wood I stacked on the beach. Boathouse staff now mows grass around Tidlock under a Stewardship Agreement with the Park. The area looks great! 9/17 The Visitors Center area needs trimming, mowing, and trash pick-up. Canal draining does not wash away much of the trash mixed in with the hydrilla and I can't reach it. Removed growth from the Tidlock floor. The area is much neater since the big cleanup last year. Many buckets of twigs and stuff taken from the lock. The boathouse now has a five-hp mower which can handle anything in the lock area. More folks are using the Tidlock area to sun bathe or observe the boating scene. 10/29 Usual mix of trash. The wood is piling up again at Tidlock and needs picking up soon. After the rains, loads of trash and driftwood came off the river and creek and landed at Tidlock. Awaiting arrival of NPS signage on the Tidlock story.

Level #3 Brookmont-Glen Echo Lock 5 to Cabin John Creek Marcus Boorstin reports 9/5 The canal water level was low. Plant life in Lock 5 abounded, algae in the canal and plants in the locks. Trees fallen in canal before Lock 6. Lock 6 walls mostly free of plants. Water level above Lock 6 very low. Several large islands risen in canal, near the pumping station and Sycamore Island. The dam warning sign has been restored, but the eroded towpath next to it remains. Lock 7's upper gate is falling apart. Many ducks in the canal and turtles were sunning themselves on logs. Four great blue herons seen along the canal. 9/26 The channel in the Lock 5 feeder canal high, but canal, especially above Lock 5, very low. The algae from Lock 5 to Lock 6 were continuous and the lock almost waterless. Trees were down right before the lock. A large island formed in mid-canal at the Little Falls pumping station. Foliage, hiding the dam warning sign on the Virginia side, needs removal. At Sycamore Island trees fallen into the canal, where another large island has formed. Again, algae covered the canal to Lock 7. Water low above Lock 7. My

section has low water levels with a lot of trees and algae in the canal. The locks are in good shape with some foliage in the walls. 10/24 About 30 kayakers paddling in the channel. A wedding party being photographed near Lock 7. Canal low and bottom visible at Lock 5. As before, plant life lush. From Lock 5 to Lock 6 algae covered canal. Several trees down in that section. The bridge over Lock 6 under repair. Above Lock 6 the canal is still solid algae and then turns patchy for the rest of the walk. A big kayaking meet in progress on the feeder canal. At the pumping station trees down and the towpath eroding. The dam sign on the Virginia side still hidden. The large island in the canal at Sycamore Island piled with trash beyond our reach. The island reduced water flow to a trickle. Before Lock 7 algae covered the canal. Sewage smell from the interceptor sewer (?) noticed. **Caroline and Bill Triplett report** 9/19 We parked at Lock 7 with nine other vehicles. It was a nice 86 degrees. With us were Bob and Kathleen Vorthman and John and Libby Chisholm. No free trash bags to keep the park trash free in the box at the towpath access. We saw 23 walkers, 81 cyclists, 52 joggers and one rower. A large limb had fallen into Lock 7. The towpath aprons trimmed and mowed between Mi. 7 and Mi. 6. People thanked us for picking up trash. We enjoy exercise and sprucing up the towpath.

Level #4 Cabin John Creek to Lock #14 Carolyn Reeder reports 8/1 Cattails, arrowroot and other plants including 15-foot trees growing in dry canal; saw blooming: mallows, chicory, dayflower, self heal, ironweed, Queen Anne's lace, trumpet vine, beggar's lice, aster, morning glory, knotweed, and a tall sunflower-like flower. Some poison ivy and wild grape vines. A few black walnuts had fallen onto the towpath. Frogs, turtles, a blacksnake; squirrels (one black), chipmunk; goldfinches, robins, cardinals, a downy woodpecker, several unidentified songbirds, mallard, great blue heron; tiger swallowtails, mourning cloaks, and cicadas buzzing. **Carolyn Reeder reports** 8/14 The empty canal bed from the beginning of Level 4 from the footbridge almost to Lock 11 has been cleared. The grass was cut. Small saplings remained. All foliage on the berm side of the towpath has been cut short. At the 8/13 meeting of the C&O Canal Advisory Commission, members were told that a crew of prisoners had been clearing the canal bed. At the Lock 8 bridge, a park service inspector said the structure was sound but the railing needed repair. He said that tree removal in the canal bed would soon start at Great Falls and move upstream where fallen trees were blocking the canal. Thursday's rainstorm doubled the damage to the access road at the end of 79th Street (headed to the Lock 8 footbridge) where the end of the asphalt water bar isn't doing the job. Larry Heflin reports 8/2010 Canal prism at Lock 8 and upstream cleared of growth. Downed trees remain. Lock 8 after a hard rain on the 12th was running some 1200 GPM through the open butterfly valves. **Carolyn and Jack Reeder report** 9/18 River is the lowest they've ever seen it. Clogging of Cabin John Creek culvert greater since last storms. Small sink hole has formed on the berm path over the culvert. Branches and debris in canal near start of level remain. Water is low and covered with duckwort as far as Lock 8. Canal isn't watered above Lock 8. Above and below Mile Marker 8 branches, et cetera, blocked canal. Asphalt water bar below parking area at end of 79th Street needs further work—once good access road to Lock 8 still eroding. Canal above Lock 8 now clear of trees and tall plants, though some tree debris near Lock 9. Canal bed cleared between locks 9 and 10. Repairs ongoing at Locks 11 and 12. Rock walls at Lock 13 (under I-495 bridge) are repaired. Flora: jewelweed, goldenrod, knotweed, hibiscus, dayflower, sunflower-type blooms, cattails, arrowroot, wild grape; non-natives: autumn clematis, vinca major, ivy. Fauna: mal-

lards, geese; hawk; two kinds of woodpeckers; hummingbird, Carolina wrens, peewee, robins, jays; turtle; woolly bear (all black), cricket, tiger swallowtails. Larry Heflin reports 9/2010 Tuck-pointing/re-mortaring of joints in locks now reaches Lock 10. 10/2010 Now the work reaches Lock 8. *Starbucks Stewards Cleanup* helped clear trash from my level on October 7. Dead limbs overhanging picnic table at Lock 8 removed.

Level #5 Seven Locks Lock #14 to Bridge at Cropley Susan Zweighaft reports 8/8 100+ hikers, dog walkers and cyclists. Vegetation in the canal near Carderock more than ever seen before. Great blue heron still fishes in the water on the far side of the canal, plus many sunbathing turtles.

Level #6 Bridge at Cropley to Great Falls Tavern Harry Bridges reports 10/10 Hundreds of vehicles at Great Falls Tavern and overflow parking at Cropley. The beautiful weekend was half over, but so many people out, towpath amazingly clean!

Level #8 Swains Lock (21) to Pennyfield Lock (22) Jack and Karen Forster report 10/2 Water high from tropical storm that passed. Ranger at Swains Lock turned the rods with a large wrench to increase the water flow. Towpath under repair in two places. Lockhouse 22 at Pennyfield. Lock looks good, fully refurbished since I was there a few years ago. Sign advertises the "Canal Quarters" program. Wildflowers still seem in two shades of purple, yellow, white and blue. Few leaves have turned. Two deer across the prism, a three-pointer butting the younger one to show it how (?). Younger deer followed even when driven back. Two 4-inch and six 8- to 10-inch turtles sunbathing on logs in the water. **Joe D'Amico and Amy Proft report** 10/11 Sunny, high-cirrus, unseasonably warm ranging from 70 to mid 80's, gentle breeze. Few changes noted compared to mid-May. Concession stand at Swain's now gone, improving sight lines at the lock and lock house. No more downed trees in canal than noted before. Mi. 17 and 18; took photos of river-side erosion above Swain's near Mi. 17 for future comparison; bulldozer still parked off path near Mi. 19; rock wall inside by-pass flume at (Pennyfield) Lock 22 showed some deterioration at two points. Many turtles in canal sunbathing on rocks and tree limbs; bird species sighted and/or heard: chickadee, Carolina wren, titmouse, cardinal, red-bellied and pileated woodpeckers, blue jays, and dozens of Canadian geese in the river; spotted two great egrets on rocks and flying above river; some foliage turning yellow and orange but mostly green. Flume wall deterioration in early stages; result of construction recently completed at Lock site (?).

Level #9 Pennyfield Lock #22 to Seneca Aqueduct John McGraw reports 9/5 Walked level over Labor Day weekend (an inspired idea). Conditions impeccable. More hikers and bikers than I could count. Gratifying to see so many family biking excursions. Without rain for several weeks, the trail well hardened, but a bit dry and dusty. Although I went late in the day on both Sunday September 5th and Monday September 6th, 27 cars still in the parking lot at Pennyfield Lock, about the same number at Violette's Lock, and at Riley's Lock. The towpath was the cleanest that I have ever seen. Less than two bags of trash taken from this 3.2 mile section. A hungry Blue Heron and a Great White Egret were fishing for dinner. Heard a pileated woodpecker or two. A few paw paws were on the ground and in the trees. Invasive weeds prosper, including poison ivy, and a vine with sharp thorns (possibly greenbrier). Algae spreading over the surface of the river, esp. at the Seneca Aqueduct. In sum, it was a beautiful weekend on the towpath..

Level #11 Tenfoot Island to Sycamore Landing Sandy and Marv Kahn report 8/29 Met 15 walkers, two joggers, and 91 bikers. One on bike patrol. The Porta-potty was okay. The pump's handle was hard to use,

the drain is clogged, and a rut goes out to the towpath. Towpath in good condition. Not much debris to pick up. Saw phlox, Jerusalem artichoke, and paw paws on the trees and ground.

Level #13 Edwards Ferry to Harrison Island Pat Hopson and Carol Ivory report 8/7 Once leaving Edwards Ferry, towpath goes away from the river, so there's no river-borne debris; and with no parking lot at the upstream end, it is free of trash. We cleaned out a nest of beer cans at a dry spot in the canal prism; but, happily, little other trash. Counted two hikers, two runners, and 43 bicyclists. The latter were in ones or twos, except for one group of eight. The towpath in fine shape on this level, with downed trees gone. Noted a couple of "washboard" areas around Mile Marker 32, where the Park Service removed fallen trees and re-graveled the surface, but even those not a problem. Upstream from Mile Marker 32 lots of vividly-blooming cardinal flowers in the canal prism – the first time either of us has seen that flower this year. Most abundant invasive plants in this section are Japanese stilt grass and the usual garlic mustard.

Level #13 Edwards Ferry to Harrison Island and Level #14 Harrison Island to Whites Ferry Bob Robinson reports 7/20 Towpath had lots of standing water and muddy areas following recent thunderstorms. Still, it was entirely passable and in fairly good condition. Removed branches presumably felled during thunderstorms.

Level #15 White's Ferry to Lock #26 Charles and Regina Holden report 9/12 No visible garbage was seen on or off the path. One tire rim was next to the towpath. It was too large and heavy for us to move. Many bikers and walkers. Three areas on the level are being restored. Conditions were better but still not completed. The rest of the tow path was in an acceptable condition.

Level #16 Woods Lock (26) to Monocacy Aqueduct Michael Cianciosi reports 10/9 Work to clear the logjam at the Monocacy aqueduct is well under way. A temporary dirt road from the parking lot to the base of the aqueduct allows heavy machinery in and out including a large crane, a backhoe, and a few smaller vehicles. The logjam is less than half as big as it was when I saw it 2 ½ months ago on July 31. A 100-foot section remains near Mile Marker 40.9 that has signs warning bicyclists to walk their bikes across the rough path – but no hint that the path is rough there. Time to remove the signs? Mile Marker 41 could use a coat of paint (Mile Markers 40 and 42 look fine). The front and back gutters of the lockhouse at Lock 26 need cleaning out. Erosion along the west side of the Monocacy River near the Aqueduct is extensive. I saw six turtles sunning themselves on logs. The watered section of the canal was covered with green algae (normal for this time of year), although some of it was turning reddish brown, which I hadn't noticed before.

Level #18 Nolands Ferry to Point of Rocks Libby Hillard reports 8/7 I saw 22 people on my walk from the Monocacy Aqueduct to Point of Rocks, eight on bikes, twelve walkers and two campers. The towpath was lush and green. A few turtles and a black snake were sun bathing. Thankfully the mosquitoes weren't bad. Several walkers had their dogs with them. No trash was found, but easily removed three or four branches off the towpath. Fallen trees from the spring flood were piled up against the aqueduct. This aside, I did not see any other downed trees. The river was calm, with lots of boaters and people fishing. Nolands Ferry lot had few cars, but the Monocacy Aqueduct lot was full upon my return. Only one or two cars were there at 8:00 am when my walk began. Truly a great day on the towpath!

Level #19 Point of Rocks to Catoctin Aqueduct Marlow Madeoy reports 8/25 The towpath was dry with some patches of mud. The water

level from the USGS gauge at the Point-of-Rock Bridge measured one foot. At the upper end of my walk at Catoctin Aqueduct, I saw a nine-man crew at work the Catoctin Aqueduct site. Five vehicles were at the site plus the crane, which was in operation. 10/1 The water level from the USGS gauge at the Point-of-Rocks Bridge measured 2.5 feet. Despite yesterday's heavy rainfall, the Potomac at Point-of-Rocks wasn't running high. As I started my walk at Point-of-Rocks work was underway for the new boat ramp parking area. Equipment for clearing trees and shrubs was on site and the work crew was busy removing and shredding tree branches. At the upper end of my walk at Catoctin Aqueduct at 3:25, the work crew had gone home for the day. So many changes had taken place in the short period since my last level walk on August 25th, 2010.

Level #20 Catoctin Aqueduct to Lock #30 **Michael Bucci reports** 9/13 Exciting progress on Catoctin aqueduct. Creating foundation for missing pier, scuba divers locating missing sandbags, form built for upstream retaining wall. One worker commented, "We'll be through in about a month." One deer on towpath, paw paws ripening.

Level #21 Brunswick Lock #30 to Lock #31 **Sandi & Craig Roberts report** 8/21 It was a beautiful Saturday morning and biking along the towpath was a great way to start the day.

Level #22 Weverton Lock #31 to Lock #33 **Karlen Keto reports** 9/20/10 I met an NPS work crew filling in numerous potholes between Weverton and Sandy Hook. Very few blowdowns that merely needed a kick of the foot to remove from path. I "repaired," with nylon zip ties, the orange safety fence for the temporary foot bridge at Sandy Hook. However, I noticed that three of the four support posts for the bridge are quite loose. The railing of the bridge on the canal side wobbles considerably. A metal post to which orange netting is attached is also very loose. I did not bring a heavy hammer to pound it down. In addition, the westbound sign to remind cyclists to dismount has yet to be replaced. It was there months ago. The eastbound sign to dismount is still there. I do not know whether the condition of the foot bridge is considered an emergency. It is a potentially a serious problem. Leaves falling. Two deer crossed the towpath very close to me as I tied the orange netting. Many geese with many honks filled the air.

Level #23 Harpers Ferry Lock #33 to Dam #3 **Sandi & Craig Roberts report** 8/17 and 20 12 bikers, 72 hikers, three fishermen, 25 tubers, three rafts. Heron, ducks on rocks in the river.

Level #25 Dargan Bend to Lock 37 **Sandi and Craig Roberts report** 8/22 A lot of little paw paw trees close to the path had been trimmed. Many of these were sticking out into the pathway. We moved them out of the path to make for a clearer walking path. Don Juran reports 9/6 Despite it being the end of a holiday weekend with ideal weather, trash was almost absent. Did someone else do the level that morning? At start: with trailers, six MD and one PA, total seven; without trailers, 13 MD, three VA, three WV, one PA, total 20. At end, 25 without trailers. This is by far the most I've seen in the lot. About 15 pedestrians, including a runner and a couple with two dogs. I lost count of the cyclists around 40 before I was half done. A count of 100 is conservative. My best guess is 120. I met three young fishermen coming up from the Dargan boat ramp. They reported catching nine fish in five hours. I also talked with a couple recently retired from NPS, whose last job was at Harpers Ferry. At Lock 37, a commercial van towing a canoe rack pulled up, and the driver guided a couple down to the river. The driver carried the canoe by himself; the couple carried the smallest, unhappiest and loudest dog I have ever observed. The driver had the easier burden. Jet skis on the river were audible during almost the entire three hours. I think I saw three different ones. Towpath was bone-dry and in perfect shape. River was



Waste Weir Overflow

- Photo by Steve Dean a very large blacksnake; he may have been exaggerating to impress his young son. No other non-human vertebrates. A few dragonflies, several black and one tiger swallowtail butterflies, two fritillary butterflies. No fruit on the paw paw trees.

Level #26 Mountain Lock to Antietam Aqueduct **Jack and Karen Forster report** 8/5 Bikers: 59 (one with trailer containing two children seen going both ways) Walkers: 15 (four walking dogs, four jogging, one was a child) Sign in parking lot "Caution, high water damage" remains from last March, but still none seen anywhere. One more section of fence at base of parking lot is falling down. No wildflowers evident, just green level underbrush of differing types. No fauna at all. Very few changing color leaves seen though some are evident at our home in Falls Church. It was a beautifully cool day for the season with low humidity. We continued to Bavarian Inn and ended a wonderful day. Had to detour since the one lane bridge on Harper's Ferry Road is closed for repair, but signs mark the detour well.

Level #28 Shepherdstown Lock #38 to Lock #39 **Jean Swank reports** 8/4 Previously eroded areas had been filled and the towpath was in good shape. Butterflies. Birds singing. Some of the leafy underbrush was drooping and would appreciate rain.

Level #29 FOOT OF SHARPSBURG Lock #39 to Snyders Landing **Elliott and Helen Krafur report** 9/15 Ten bikers, one hiker, two rock climbers. Minor towpath scouring from March flood evident. River is very low and clear, with exceedingly abundant algae blooms and mats that extend from West Virginia and Maryland shorelines often twenty feet or more into the river. Much algae seen, carried downstream in the river's current. Don't recall such heavy growth in seven years walking this beat. Ten bikers whizzed by. A lone hiker laden with heavy pack headed upriver. Two rock climbers scaled the limestone/dolomite cliffs near Mile Marker 76. Visibility is improved because leaf fall has begun thanks to the ongoing drought, thinning the understory. Many spicebush, paw paw, and annual weeds were wilted. Herons and maturing juveniles observed. A large eagle commanding the river in the region of Lock 39 often seen. Four truck tires left on the berm adjacent to culvert #111, just below Snyder's landing. **Elliott Krafur reports** 11/1 Eagle on rock clusters extending 25 feet into the river flew away as we approached. A fine, crisp autumn day. The river was as low and clear as we've seen it. For the first time in years, no trash found at the boat ramp but plenty of it in the canal prism next to the parking lot. The sink hole at culvert #111 is enlarging and will soon eat into the towpath. We saw an eagle on the Potomac about two-tenths of a mile south of Snyder's. Four small sink holes in culvert #109; no water flows through this culvert. Abundant alanthus saplings five to seven feet in height growing in Lock 39 Will cut next trip.

Level #30 Snyder's Landing to Lock 40 **Margie Knott reports** 10/24 reports Nice gorgeous Fall day. Leaves just starting to turn color and some leaves falling. My friend visiting from San Francisco loved walking thru the leaves and views of the Potomac. We had a relaxing lunch break at the lock. Two fisherman putting boat into Potomac. Two different couples biking all the way from Pittsburgh to DC, bikes loaded with camping gear,

one on a tandem and other couple on individual bikes. Small group of boy scouts riding bikes; Lots of other bikers (15) and many walkers (seven) and two joggers. It was a beautiful fall day to enjoy the towpath. Towpath is in good shape. Park Service has been working to repair ruts/holes. Wild purple asters were in bloom. One section along river had a huge flock of noisy Canada geese.

Level #32 Middleknapfs Basin to Marsh Run Culvert **Dave and Kathy Peterson report** 10/3 Towpath has been top-dressed with crushed gravel recently. Operated the water pump at the well for Big Woods campsite. Fifteen strokes produced water (as opposed to nine strokes last time we tested it). Big Woods campsite is in excellent condition. Mile Marker 82 is damaged and should be replaced. This trip we worked the downstream end of our level from Marsh Run to Mile Marker 83. We examined the two sinkholes in the canal bed at approximate mi. 81.9. These two features do not appear to have increased in size or depth since our last inspection. Several towpath users noticed our orange vests and thanked us and the C&OCA for our volunteer efforts. Always nice to hear "thanks"!

Level #34 McMahon's Mill to Opequon Junction Hiker Biker **Mr. and Mrs. Thomas Perry report** 8/12 The hiker-biker overnighiter and the towpath very much in neglect, probably because the detour has been extended and this area is not in great use. The youth group that we met seemed to be in ignorance as to the exact nature of the detour. They were aware that they would be coming up upon a detour, but we gave them instruction as to how to travel it safely.

Level #35 Opequon Junction Hiker Biker to Lock #43 **Stephen Williams reports** 9/26 A number of people were out enjoying the river in seven boats. Bikers along the towpath, about thirteen. There was also one long-distance runner. There were signs of recent and careful NPS trimming of lower branches of trees along the towpath. Arriving at the hiker/biker I saw a pileated woodpecker flying overhead. Along the level walk there was a large mass of migrating black birds with speckles, probably starlings, who would stop briefly to rest and grab a bite before continuing on their journey. A biker walking her bike said hello and told me with excitement that her son had found a large black and white feather and wondered what kind of bird it had come from. Guessing that her son had found a tail feather, I then openly speculated that it might be from a hawk, information she passed along by yelling to her approaching son, who smiled. Checking with Mr. Roger Tory Peterson's guidebook later, and seeing pictures and descriptions for the American rough-legged hawk, the red-shouldered hawk, and the nighthawk, my twinge of guilt was relieved.

Level #36 Lock 43 to Falling Waters **Dick Ebersole reports** 8/21 The towpath is in top condition with a few pot holes in the section at the Potomac Fish & Game Club. Lock 43 and its lockhouse were unchanged since my last visit. The lock is now dry and the grass has been mowed. Brush has been cleared off the old bridge piers at Falling Waters. Here Lee crossed the Potomac retreating from Gettysburg. Many leaves are down on the towpath because of drought. Many birds, squirrels, two deer and two pileated woodpeckers.

Level #37 Upper Falling Waters to Lock #44 (Williamsport) **Jim Tomlin reports** 10/29 Towpath dry and in excellent condition. Picked all sticks and branches off the towpath. Second-floor shutter broken on the front of the lock house at Lock 44. Blue composite (daisy) flower in bloom. One squirrel and a flock of blue jays. I walked from Lock 44 (99.30) to the RR bridge abutment (Winchester & Western RR trestle) at Mile Marker 97.54. I collected as much trash as I could carry back.

Level #38 Williamsport Lock #44 to High Rock Quarry **Diane Summerhill reports** 9/16 & 20 Towpath excellent all the way. Even the prism was clean. So was the water; clearly, park personnel had done the cleanup. Even the hiker-biker campground was clean. A first!

Level #40 Little Conococheague Nettle RR Bridge Piers to Dam #5 **Bill Hibbard reports** 9/4 Towpath was dry and in a good shape, though some heavy mud from earlier rains. Lots of leaves but few flowers; birds, bugs and butterflies.

Level #44 Port Frederick to Ernstville **James Biasco reports** 11/1 Towpath was in good shape. CSX was repairing the rail bridge near Mile Marker 114 at Big Pool's upstream. Many geese on Big Pool. I told the park about RR spikes on the towpath from the bridge work.

Level #45 Ernstville to Licking Creek Aqueduct **Rod and Sara Putman report** 7/10 Newly fallen limbs and trees blocked the towpath in two places between Hancock and Ernstville. I had no tools that could cut through the blockages. The trail was wet and muddy. We saw a doe with fawn, a fox squirrel, a crow, and a blue jay. We visited the fine new canal-side Visitor Center at Hancock.

Level #47 Little Pool to Hancock **Mercedes and Paul Tibbits report** 7/16 The towpath and the camping area near Little Pool were very clean, but the fishing spots were strewn with trash. One walker, carrying camping gear. Four bikers on a trip from Georgetown to Pittsburgh were camping; one biker camping solo; one just biking. More trees down than in other years. Everything in lush greens. One rabbit. One black snake. Not many birds seen, mostly in the Hancock town area. Thomas Aitken and Candee Schneider report 8/29 A fair amount of trash near the Tonoloway Creek Aqueduct was left mainly by fishermen. The towpath was mostly trash free, especially beyond the Hancock area. The towpath, the Tonoloway Creek Aqueduct and Little Pool Campground are all in top shape. The new visitors' center on the canal near Hancock is impressive. More canal items were for sale than I have seen before. The ranger gladly took our trash! It was nice not hauling it home for a change! We saw one deer, and turtles enjoying the sun in the Little Pool shallows. The hear likely kept people at home, and animals out of sight. This level has a lot to offer and Hancock has three good restaurants. The new park visitors center is well worth seeing.

Level #48 Hancock to Round Top Cement Mill **Phillip Michael Clemans reports** 10/16 Towpath was quite in use. Saw one deer; and birds were noticeably absent till the White Rock campsite. For almost an hour I tracked a bird different from any seen so far by this truck driver. After extensive research, I concluded that it was a female hairy woodpecker whose mama might have spent too much time around pileated woodpeckers. Almost stepped on a ten-inch snake lazily sunning himself on the towpath.

Level #49 Round Top Cement Mill to Lock #53 **Paul Petkus reports** 10/16 Towpath in good shape. Park Service has cut back vines and brush encroaching onto the towpath. My small saw stayed in my backpack. I cleared away downed branches that could get into the spokes of bicycles. The Leopards Mill Campground remains well maintained. A large gravel pile is in the lot at Cohill Station, perhaps to be used on the towpath? The overgrowth at Lock 53 needs removal. Otherwise the path and the area are in good shape. Leaves are starting to change colors, but green still predominates. Some hillsides are more colorful than others, reflecting different tree varieties. Towpath leaf litter is still light. I spotted three birds with blue plumage darting between the trees, but didn't get a good look at them for identification. Waterfowl tracks were in the algae covering watered areas, but the birds were gone by mid-afternoon. I did spot a bird clearly enough to identify, but it was



Newly Resurfaced Towpath (left) and Detail (right)- Photos by Steve Dean not pictured in my guide book. It was feasting on insects on a downed tree in the watered section.

Level #52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct Tom Aitken & Candee Schneider report 9/12 Half of the trash was collected near Little Orleans. Likely a lot came from Bill's Place, mainly beer and soda cans. The area is a sparsely traveled with trash items few and far between. Saw ten bikers, two of whom were traveling from Cumberland to Georgetown. Three hikers were on the towpath for short trips. Two fishermen landed their canoe a mile upstream from Indigo Neck Campground. The crowd on the towpath didn't jibe with the small number of cars in the parking lots. Many may have come over from the Western Maryland Rail Trail to the towpath. The towpath and structures are in good condition. Happily the NPS presence in the area is evident. The foliage in the downstream wall of the Sideling Hill Creek Aqueduct was pruned. Removing all growth would be difficult but the work had improved the aqueduct's appearance. A roller was parked by the towpath downstream from Little Orleans. The path is smooth as a result of adding compacted gravel, and in my years on the towpath, this is—by far—the best I have ever seen this section. In Hancock I learned about the group promoting extension of the Western Maryland Rail Trail fourteen miles through the Paw Paw Bends. No timeline was given, but such a trail would be a tourism bonanza. It could make the long, quiet stretches of the towpath even lonelier than they already are. This may be some time away, but if it comes, I'll keep riding and hiking the towpath.

10/17 We saw little trash and none along the canal below Bill's Place. All of the structures in this section are in good shape. This section of the towpath has now been rolled and graded and is in top condition. Two bike patrollers were on the level today. Many locals gathered around the TV sets at Bill's Place seeing the Ravens lose a rough one to the Patriots in OT. As a Steelers fan, I didn't share their sorrow, but silently rooted for the Patriots.

Level #54 Stickpile Hill, Lock #59 to Lock #60 Dennis Kubicki reports 9/20 My report could be subtitled "Almost Killed in the Line of Duty." I was walking along just west of Devil's Alley Hiker/Biker. I heard a strange noise. I looked around and saw a squirrel and, for a minute, thought it was coming from it. All of a sudden, I heard loud cracks, and a big branch crashed down 15 feet from where I had stopped. Ironically, the Washington Post had featured a story about an American tourist who had been killed by a falling limb in Istanbul. How could that happen I wondered. I wonder no longer.

Level #60 Little Cacapon to Town Creek Aqueduct John & Judith Lilga report 8/23 Day clouds up, temperatures went from low to high 70s. Picked up a 30-gallon bag of trash in the parking area and just a bit at MD 51 access. Only a small bag filled on the towpath. The port-a-john at the hiker/biker, mi. 162.1, was in good shape even after the nice weekend. The Town Creek Hiker/Biker was mowed. The pump flowed easily. A school bus from Sandy Spring Friends School (Olney, MD), and a

ily. A school bus from Sandy Spring Friends School (Olney, MD), and a car with Maryland plates were in the parking area. Saw five bikers going upstream and five downstream, and two trains going up and three down on the WVa side of the river. The river was low with algae lining the shores. The towpath was in top shape, smooth and easy walking. Structures (lock/aqueduct/waste ways/culverts/et cetera) were OK, with no new deterioration or vandalism. Wild impatiens in the lock were drawing hummingbirds beeping up for migration south. Trees and brush are growing in the lock. The culvert at 161.82 needs wood debris removed. Algae covered what little water was in the canal. Only one slider seen on the walk. Very few birds observed - usual in late summer. Just the hummingbirds, wood ducks, and a few other common species were still around. Silt grass, poison ivy, ailanthus trees, and ragweed dominated. We pruned back the wild rose on the edges as we walked out and back. An Ash Borer Survey Trap was at the aqueduct.

Level #61 Town Creek Aqueduct to Lock #68 Steve Johnson reports 10/2 Except for the lock house porch, the place looked ready for a presidential visit. Never seen it so ship shape. My nephew, Hunter Brakeall, took the photo (below) of a very large cat (bobcat?) near Cumberland.



Level #62 Lock 68 to Oldtown Bob Mischler reports 10/23 Little trash - mostly at picnic area in Oldtown. Does recession make people neater? A lot of algae in the canal and locks. The path was dry but bumpy. Cleared many downed limbs. No trash was seen as I biked along Level 61.

Cut back vegetation and cleared limbs. Saw a black bear just below Lock 68 just sitting on the grass — a first for me in about 25 years of park use.

Level #64 Kellys Road Culvert to Spring Gap Recreational Area Nasra Sakran reports 8/9 More trees were down in the canal than noted before.

Level #67 Mesico Farms to Evitts Creek Aqueduct Mary Huebner reports 9/12 Ironweed still in bloom. A couple saw a deer, near by, but I didn't see it. Turtles still around and signs of beaver activity. Pair of wood ducks, 18 mallards, flock of blue jays and four green herons. Leaves changing color. 10/10 Blue daisies, squirrels, turtles, and one chipmunk. A few wild mushrooms. About 15 species of birds. Lots of acorns.

Level #68 Evitts Creek Aqueduct to Wiley Ford Bridge Bob and Joan Mischler report 8/28 Canal bed from 181.25 to the aqueduct is as clean as I have seen it. Some 45 bikers, over 30 of which were scouts, six walking. Path dry and in good shape. In bloom - chicory, some joe-pye weed and Jerusalem artichoke on its last legs. Path along Level 69 is fine. 9/17 Path is in good condition with a few damp spots. In bloom - chicory, one squirrel, one groundhog. Cut back vegetation and cleared downed limbs.

Level #69 Cumberland Wiley Ford Bridge to Cumberland Terminus Bob Mischler reports 9/17 The towpath has many easily avoidable puddles between Mile Markers 183-184 but otherwise is in good shape.

Archival Donation

The C&O Canal Association thanks Robert C. Norris of Washington, D.C. for his recent contribution of archival materials. The material consists of letters and other documents relating to the ongoing issue of Georgetown University's proposal to build a boathouse on a site within the borders of the C&O Canal National Historical Park. The documents will form part of the Association's archival collection at the Special Collections Research Center at Gelman Library of George Washington University.

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 (106–43 BCE), *Pro Publio Sestio*

The Battle to Save the Canal, Part III: Defeat 1956–1958!

Part I and Part II of the account of the controversies over the use of the C&O Canal lands and adjacent Potomac River appeared in the June and December 2009 issues of *Along the Towpath*. This column continues that story.

In the Spring of 1955, the proposal for a C&O Canal National Historical Park (NHP) was simply another possibility thrown into the pot of special interests warring over how to use not just the canal lands, but the river itself, to whose fate the canal was inextricably linked. The Douglas Hike opposing the National Park Service's (NPS) 1950 parkway proposal had resulted in compromises by the *Washington Post*, organizations such as the C&O Canal committee, and individual leaders in the conservation constituency such as Anthony Wayne Smith. These plans generally supported the parkway idea, but emphasized using existing roads and placing the parkway beside, but not on canal lands, where possible. Also a January 1955 committee of state and federal officials established to re-study the parkway proposal, came out in its July 1, 1955 memorandum in support of the recreational use of the canal lands.

Nevertheless, the idea of building a road on or beside the canal between Cumberland and Hancock was still very much alive and well in Western Maryland. Senator J. Glenn Beall, Sr. especially was pushing aggressively for just such a use of the canal lands to replace U.S. Route 40 which was highly inadequate for modern transportation purposes and Western Maryland's needs. In response, in early 1956 Secretary of the Interior Douglas McKay, Senator Beall, and Representative DeWitt S. Hyde met and issued an "official endorsement of a Chesapeake and Ohio Canal NHP along with an associated but separate parkway west of Hancock." [Mackintosh, 75].

But if the idea of a canal parkway was effectively dead, little else about the canal's fate was decided.

The Maryland GW Parkway And the Division of the Canal Lands

In 1956 an important administrative and political decision was made to separate the part of the canal below Great Falls from that above, placing the lower approximately 15 miles under the regional NPS office in Philadelphia. Among the reasons for doing this was the desire to separate the issues around a still-active plan to build a parkway road along the canal below Great Falls from the issues around a national park that would begin where the lower parkway ended above Great Falls. The issue of the Maryland leg of the George Washington Parkway (GW Parkway) below Great Falls came to a head in 1955 and 1956. Despite

strong opposition from organizations such as the D.C. Audubon Society, the Progressive Citizens Association of Georgetown, and the Potomac Appalachian Trail Club, as well as individuals such as Howard Zahniser who had participated in the 1954 Douglas Hike, work began on the parkway in 1957. It would be completed by 1965 from the District line to a junction with Macarthur Boulevard near the Navy's David Taylor Model Basin, although the segment to Chain Bridge stalled over jurisdictional issues until 1970. (In 1989 the Maryland side of the GW Parkway was re-designated the Clara Barton Parkway.) [Mackintosh, 76–78]

Although NPS Director Conrad L. Wirth had testified before Congress in 1956 that the parkway would be no closer than 125 feet to the canal, he later revised this as it became clear that in two places it was within twenty feet and for 4.1 miles it was less than 120 feet of the canal. [Mackintosh, 78] Also the lockhouse at Lock 5 was torn down in 1957 because of its proximity to the parkway.

The Canal Park Legislation in the 85th Congress

The campaign for a C&O Canal NHP began in earnest in 1956 with the NPS drafting identical bills in July for introduction by Sen. Beall and Rep. Hyde. As they were introduced too late for action, they were re-introduced at the beginning of the 85th Congress in January 1957 as Beall's S. 77 and Hyde's H.R. 1145. They would have authorized a park including as much as 15,000 acres from Great Falls above the GW Parkway terminus "to a point determined by the secretary of the interior in or near Cumberland." The latter wording allowed for the possibility that the section in and immediately below Cumberland would not be included and that the lands there that were owned by the government might be exchanged for more desirable lands elsewhere. [Mackintosh, 81]

The legislation provided for an "over the mountain" parkway "connecting Maryland Route 51 near Paw Paw with Long Ridge Road near Woodmont via Town Hill Ridge." This was exempted from the 15,000 acre limit, but the right-of-way land could be acquired only by donation. The legislation preserved Maryland's jurisdiction over the river and its islands, permitted hunters to cross the park, and allowed fishing. [Mackintosh, 81]

Anthony Wayne Smith testified for the bill on behalf of the C&O Canal Association that had been formed in 1956 as an expansion of the previous C&O Canal Committee. However, he expressed some reservations, particularly about the possibility that the Cumberland end would be relinquished. Devereux Butcher of the National Parks Association had expressed regret at the exclusion of the canal below Great Falls from the Park. [Mackintosh, 82]

It should be emphasized that at this point the park being proposed lacked about 15 miles at the eastern end of the canal and the likely loss of a mile or more at the western end. Also, the park idea faced major opposition from Maryland's Game and Inland Fish Commission, Depart-

ment of Forests and Parks, and Maryland Board of Natural Resources. The latter expressed the opinion that "exclusive dedication of this long shoreline to public recreation is as extremely lopsided as would be its exclusive dedication to industry" and that prohibiting hunting (as would be the case in a national park) constitutes "the kind of thing too many Americans have had to accept from the federal bureaucracies in the interests of 'everyone.'" [Mackintosh, 82]

Electric cooperatives interested in public power development on the Potomac also objected and the Corps of Engineers wanted a proviso that would allow for future dams or other river developments. In response, the Senate Committee amended the bill to provide "that designation of lands for Chesapeake and Ohio Canal National Historical Park purposes shall not debar or limit, or abridge its use for such works as Congress may in the future authorize for improvement and extension of navigation, or for flood control or irrigation or drainage, or for the development of hydro-electric power or other purposes." [Mackintosh, 83]

At this point Rep. Gracie Pfof of Idaho—a strong proponent of public power—became a powerful opponent as chair of the responsible House subcommittee. Her committee procrastinated on consideration of the legislation until the end of June 1958, by which time the Senate's bill had passed the Senate. When Maryland's Representative Hyde suggested that the committee might follow the Senate in giving unanimous support to the bill, Rep. Wayne Aspinall of Colorado, then presiding, declared testily that "we reserve to ourselves the right to make our own determination." [Mackintosh, 84]

Unfortunately for park proponents, the Senate Public Works Committee had just requested a restudy of the Potomac basin by the Corps of Engineers, and the push for a series of dams was once again at the forefront of Potomac watershed considerations. Rep. Pfof expressed what appeared inevitable when she stated that "there would be no withholding of river development as future demands require it simply because this committee saw fit to establish a park." However, James L. Grahl of the American Public Power Association testified that "it might well be conjectured that one of the principal reasons for the introduction of this bill...is to block the construction of storage reservoirs on the Potomac River at any time in the future." [Mackintosh, 84–85]

The bill was referred to the full Interior and Insular Affairs Committee that scheduled it for action on August 20. However the committee adjourned on that day for lack of a quorum—which Rep. Hyde saw as deliberate. Regardless of the reason for the failure to achieve a quorum, the bill was dead.

Primary resource:

Mackintosh, Barry. *C & O Canal: The Making of a Park*. History Division, National Park Service, Department of the Interior, Washington, D.C. 1991. This document is available online in downloadable pdf and on-line html formats under the C&O Canal National Historical Park at www.nps.gov/history/history.

Along the Towpath, December 2010

Continuing Hikes 2011

This will be our 14th season. How time flies when one is having fun. These are our intimate, usually eight to a dozen people, discovery hikes. We explore the canal, enjoy the scenery, and learn from one another. On a recent hike we learned to identify a turtle's sex. Bring water and lunch and dress for the weather. We hike rain or shine, but cancel when driving is poor or snow is too deep. Check website or contact me if in doubt. Our March, May, and November hikes leave the towpath to rougher terrain. The March hike is strenuous.

January – This is usually our coldest hike. We go upstream from White's Ferry, ride the ferry if it's running (optional), and warm up at MacDonalds in Poolesville. **February** – We'll check the progress on Big Slack from downstream and then hike down to Dam 4 and the caves beyond. Bring a flashlight if you would like to briefly explore one of the caves. We'll park at the boat ramp which is upstream from Dam 4; follow Dam 4 Road past the dam and Sportsman's Club to a large parking lot and boat ramp. **March** – This is one of our favorite, but more strenuous hikes. We'll meet at the PawPaw Tunnel parking lot, climb Tunnel Hill, then bushwhack through the forest to find the five transit/surveyor stones that mark the tunnel route. Optional detour to locate a shaft is possible. Lunch will be eaten at Sorrel Ridge Hiker Biker or wherever we decide is the turnaround point, then we'll walk back through the tunnel to the cars. **May** – Oldtown to Knuckles Cut — deep Western Maryland Railway cut through the hillside. We'll meet at the parking lot near Lock 70. Sturdy shoes and hiking staffs will be useful for the transition between the railroad and towpath. The Oldtown school will be an interesting stop; it is being used to restore antique cars. There is also a small café in the school. **September** – no hike at this time. **November** – Another off the towpath hike. We'll meet at Carderock and then do a seven-mile loop along the river and back utilizing the B and C loops of the Billy Goat Trail. These are pleasant walks along the river, with a few easy rock scrambles.

Welcome to Our New Members

Patricia Astill, Poolesville, Md.
Charles J. Beall, Sr., Sykesville, Md.
Elizabeth Burkhart, Fairfax, Va.
Kim Doyle, Brunswick, Md.
Walt Hinton, Mount Airy, Md.
Clayton Johnson, Silver Spring, Md.
Patrick Kay, Brunswick, Md.
Sally Keefer, Leesburg, Va.
Kate Kingberger, Bethesda, Md.
James Lyons, Frostburg, Md.
Bernard G. Plavko, Monessen, Pa.
Anthony Rawson, Sagamore Beach, Mass.
Dawn Simpson, Odenton, Md.
Nancy & Jeff Tome, Point of Rocks, Md.
Jim Tomlin, Olney, Md.
John C. Tomlin, Washington Grove, Md.
David & Debbie Trask, Damascus, Md.
Linda Worthington, Havre de Grace, Md.
Jonathan Young, Pittsburgh, Pa.



Calendar of Events - 2011

DATE	DAY	EVENTS, CONTINUED (www.candocanal.org)
Jan. 1	Sat.	New Year's Hike, 10:30 a.m. Meet at mule statue at Cumberland NPS Visitor Center. Contact Mary Huebner (301-777-0545 or marybrd22@gmail.com.)
Jan. 23	Sun.	Continuing Hike Series, 10:30 a.m. Mile 35.5. Whites Ferry upstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org)
Feb. 6	Sun.	Board Meeting at Williamsport Town Hall, 1 p.m.
Feb. 26	Sat.	Continuing Hike Series, 10:30 a.m. Mi. 85.4. Boat ramp upstream from Dam 4. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Mar. 5	Sat.	Annual Meeting at Williamsport American Legion (see article on p. 1 & reservation form enclosed in this issue).
Mar. 6	Sun.	Sunday March 6 GEO Hike to Devil's Eye-brow. 12:30 pm. Meet at the Little Tonoloway parking area in Hancock. Contact Marlow Madeoy at nancymadeoy@aol.com
Mar. 26	Sat.	VIP Work Party, 9 a.m. to 12 noon. Painting a Canal Boat, location TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org)
Mar. 27	Sun.	Continuing Hike Series, 10:30 a.m. Mile 156. Investigate survey stones above Paw Paw Tunnel, Strenuous. Contact Pat White (301-977-5628 or hikemaster@candocanal.org)
Apr. 9	Sat.	Annual Potomac Watershed Clean Up, 9 a.m. to 12 noon. Contact Jim Heins (301-949-3518 or vip@candocanal.org)
Apr. 10	Sun.	Board Meeting: at Glen Echo Town Hall, 1 p.m.
Apr. 16	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 morobertson@verizon.net). Vicinity of Point of Rocks.
Apr. TBD	TBD	Nature Walk - Spring Wildflowers in Great Falls area. Date TBD. Contact Marion Robertson (301-657-8992 or morobertson@verizon.net).
Apr. 30	Sat.	Annual Douglas Memorial Hike and Dinner. Hikers will have three different length options with bus transportation provided. Noland's Ferry to White's Ferry vicinity. Details to be provided in the March newsletter.
May 7	Sat.	VIP Work Party, 9 a.m. to 12 noon. Invasive plant project. Contact Jim Heins (301-949-3518 or vip@candocanal.org)
May 15	Sun.	Continuing Hike Series, 10:30 a.m. Mile 166. Oldtown upstream to Knuckles Cut. Contact Pat White (301-977-5628 or hikemaster@candocanal.org)
May 14 & 15	Sat & Sun	Mini-Bike trip, location TBD. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required.
May 15	Sun.	Nature walk - Wildflowers, Place TBD. Contact Marjorie Richman (marjrichman@verizon.net or 301-770-3608).
May 21 & 22	Sat. & Sun	Two one-day trips on the Monocacy River. Contact canoemaster@candocanal.org or Barbara Sheridan at 301-752-5436. Reservations required.
May 29	Sun.	Joint Picnic, C&OCA & Friends of the Historic Great Falls Tavern. 6 p.m. (tentative date)
June 4	Sat.	Presidents' Day at Little Orleans. Breakfast at 9:00. Details & reservation form to be in March newsletter. Champ Zumbun will lead a hike in Green Ridge State Forest from Point Lookout to Bond's Landing.
June 5	Sun.	Board Meeting at Williamsport Town Hall, 1 p.m.
June 11	Sat.	One-day paddling trip at Violette's Lock (Lock 23). For info. on this intro. to paddling contact canoemaster@candocanal.org. Reservations required.
June 18	Sat.	VIP Work Party, 9 a.m. to 12 noon. Details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org)

DATE	DAY	EVENT (see updates at www.candocanal.org)
June 25	Sat.	Barge Bash, Hancock, Md. Contact Lisa Hendrick at lisa.hendrick@frontier.com
June 25 & 26	Sat. & Sun.	Heritage Tours: Seneca Aqueduct on Saturday (Ron Howard at ronhoward@comcast.net or 301-603-0336), Monocacy Aqueduct on Saturday & Sunday (Rita Bauman at wdbaum@visuallink.com).
July 16	Sat.	Paddling trip, Brunswick to Monocacy. Contact Bill Burton (canoemaster@candocanal.org or 703-801-0963). Reservations required.
July 23	Sat.	VIP Work Party, 9 a.m. to 12 noon. Details TBD. Contact Jim Heins at (301-949-3518 or vip@candocanal.org)
Aug. 7	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug. 13	Sat.	Paddling trip, Old Patowmack Canal. Contact Carl Linden at canoemaster@candocanal.org or 301-461-2071
Aug. 20	Sat.	2nd Annual Brunswick Bicycle Festival. Contact Dward Moore at (dwardmoore@comcast.net or 301-834-6007)
Aug. 26-28	Fri., Sat. & Sun.	Paddling trip & camping, Paw Paw Bends. Contact canoemaster@candocanal.org or Barbara Sheridan at (301) 752-5436. Reservations required.
Aug. 27-28	Sat. & Sun.	Williamsport Days at Williamsport. Contact Tom Perry (301) 223-7010.
Sep.	TBD	Rededication of the Catoctin Aqueduct. Check www.candocanal.org for updates.
Sep. 11	Sun.	Happy Birthday Montgomery County, Beall Dawson House, Rockville, Md.
Sep. 17	Sat.	Sharpsburg Festival, Sharpsburg, Md. Contact William Bauman. wdbaum@visuallink.com
Sep. 17 & 18	Sat. & Sun.	Canal Apple Days at Hancock, Md. Contact Rita Bauman. wdbaum@visuallink.com
Sep. 19 - 24	Mon.-Sat.	World Canals Conference, The Netherlands. For more information, see www.worldcanalsconference.org
Sept 24	Sat.	A Day at the Point, Point of Rocks, Md. Community Park. Contact Rita Bauman (info. below)
Sep. 24 & 25	Sat. & Sun.	Canal/Rail Fest, Cumberland, Md. Contact Rita Bauman. wdbaum@visuallink.com
Oct. 1	Sat.	Canal Reunion, Williamsport, Md. Contact Rita Bauman. wdbaum@visuallink.com
Oct. 2	Sun.	Board Meeting at the home of Tom & Linda Perry in Williamsport, Md.
Oct. 10-15	Mon. - Sat.	Through Bike Ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required.
Oct. 29	Sat.	Annual Heritage Hike & evening dinner & program, Hancock vicinity. Hikes of varying lengths. Details to be in September newsletter.
Nov. 20	Sun.	Continuing Hike Series, 10:30 a.m. Mi. 10.4. Carderock & Billy Goat Trails B & C. Meet in first parking lot on right. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Dec. 3	Sat.	Frostbite Hike, 10:30 a.m. Meet at Great Falls Tavern. Visit five vistas along the canal. Contact Carl Linden (301-461-2071) or Pat White (301-977-5628 or hikemaster@candocanal.org).
Dec. 4	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Jan. 1	Sun.	New Year's Hike. Details TBD. Mary Huebner

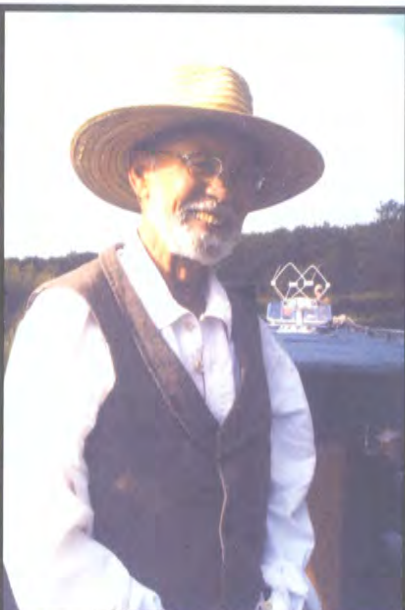
Note: Waivers are required for many of these Association activities. The event leader will provide the forms to participants at the activity. Hikes require proper footwear.

Across the Berm

Sonny DeForge

"Sonny" De Forge, an active and much loved member of the Association over many years, crossed the berm last October 19th shortly before his 77th birthday. For those of us who got to know him well on hikes, canoeing, cycling and camping trips, Sonny soon became a delightful and true friend. Raymond Justin was his given name, which he reduced to R. Justin for formal use. Sonny and "sunny" went together. By his mere presence Sonny would light up those around him. From the very first encounter people would like him. His cheerfulness was disarming. He enjoyed engaging people, person to person, heart to heart. People felt comfortable with him. He even seemed to make people he met feel better about themselves. Sonny had what some might call a divine gift for friendship.

Sonny did not parade his many skills and accomplishments. For a number of years he organized Association hikes, made all arrangements for buses, happy hours and dinners, and led canoe trips. Center stage he did not seek. Though he was often urged to run for the board or take a committee chair, he politely declined. Nonetheless, he was always ready to take on a job that needed doing. Sonny had a serious side as well and was clear-eyed and courageous in facing the end of life. He was prepared when the time came. Sonny will ever hold a bright and joyful place in our hearts and memories.



Top Left: Sonny and Lynn De Forge at a C&O Canal Association outing on the C&O Canal. Theodore the Bear (Association mascot) is in the foreground.

Bottom Left: Sonny and friends attending the World Canal Conference in Rochester, N.Y. as Association delegates (Sept. 2010) - (left to right) Sonny, Barbara Sheridan, Carl Linden, & Dave Johnson

Top: Sonny in one of his many hats.

Bottom: Sonny atop the Peaks of Otter (Va.) this past September.

Top right: Sonny on weekend duty as an Association volunteer at Lockhouse 75 for the Park Service. With him are Tom Perry and his grandson Markus Scott in the doorway.

Bottom right: Sonny and friends out hiking on Cape Breton, Nova Scotia. Left to right: Ken Rollins, Ron Miller, Carl Linden, Sonny and Alan Mead. The group took hiking and biking trips to Maine and Canada over the years.

The War Moves North

Following the Federal defeat at the Second Battle of Manassas at the end of August 1862, Gen. Lee hoped to capitalize on the situation to threaten the north, possibly gain recruits from Maryland and even draw Maryland into the Confederacy. As would occur the following year during the second invasion of the north involving the town of Gettysburg, this foray would seriously impact the State of Maryland and the Chesapeake and Ohio Canal. Following is a chronological account of events involving areas near the canal:

Assaults on the Monocacy River Aqueduct on September 4th by Confederate General D.H. Hill and on the 9th by General John G. Walker were chronicled in the June 2010 *Along the Towpath*. Also on the 4th, Company E of the 1st Potomac Home Brigade was attacked and driven from Edwards Ferry. Between the 4th and 7th, General Lee's Confederates streamed across the Potomac in the Leesburg area, observed by the Union Signal Corps detachment on Sugarloaf Mountain. There was skirmishing at Point of Rocks, Berlin, and Poolesville, and Federal forces were evacuating Frederick, Maryland, which Stonewall Jackson occupied on the 6th.

On the 5th & 6th, 35,000 Confederates of Generals Jackson and Longstreet crossed the Potomac at Whites Ford on their way to Frederick. General Jeb Stuart's Confederate Cavalry passed through Barnesville, moving east to screen the army. Company A, 5th New York Heavy Artillery and part of the 87th Ohio Infantry skirmished with Confederates at Point of Rocks and General Fitzhugh Lee forded at Edwards Ferry to secure Poolesville and Barnesville for the Confederates. Barnesville was abandoned later that day and Poolesville on the 7th after an attack by two squadrons of the 3rd Indiana Cavalry and two from the 8th Illinois.

On the 7th, Company I of the 1st Maryland Union Cavalry attacked Confederates fording the Potomac at Point of Rocks, killing three and capturing 17. From the 7th thru 11th, much of General McClellan's Union army passed through Rockville on the way to meet the Confederates at South Mountain. McClellan had his headquarters on the Falls Road.

Confederates blew up the B&O Railroad suspension bridge over the Monocacy River on the 8th, and on the 9th, Union Cavalry pushed back the 12th Virginia Cavalry of Lee's rear guard at Beallsville in a running battle towards Hyattstown. On the 9th, Lee issued Special Order #191, sending Jackson to capture Harpers Ferry, thus splitting his forces. A copy of the order was found by Union troops on the 12th, alerting McClellan to Lee's strategy. Jackson got under way on the 10th and passed through Williamsport on his way from Frederick to Martinsburg and Harpers Ferry, Virginia.

From the 12th through the 14th, McLaws', Kershaw's, and Barksdale's Confederate brigades assaulted Maryland Heights, which was defended by the 32nd Ohio with parts of the Potomac Home Brigade of Maryland Volunteers, 1st Maryland Cavalry, 5th New York Artillery, and Rhode Island cavalry. On the 13th the Confederates captured the heights, which overlooked Harpers Ferry from the north, as Confederate General John G. Walker, after attempting to destroy the Monocacy River Aqueduct and crossing at Cheeks Ford, occupied Loudon Heights on the east and Stonewall Jackson moved into Bolivar Heights on the southwest.

McClellan, moving to engage the divided Confederate army, assaulted the three passes over South Mountain on the 14th in the first major Civil War battle in Maryland. The Confederates were pushed back, but were allowed to consolidate their forces around Sharpsburg, setting the stage for what would be the bloodiest single day battle in the four year war.

The Confederate forces surrounding Harpers Ferry opened fire on the Union garrison on the morning of the 15th, forcing Union Colonel Miles to surrender his nearly 12,000 Union troops. The night before, 1,200 U.S. Cavalry escaped across the Potomac to capture a Confederate supply train near Williamsport on the morning of the 15th. With Harpers Ferry now in Confederate control, Jackson's army crossed the Potomac at Botelers Ford to unite with Lee at Sharpsburg on the 16th.

The Battle of Antietam on September 17th is one of the most chronicled events of the war and is best told by others. Simply put, the Confederates were outnumbered 41,000 to 87,000 yet fought to a virtual draw but, too battered to continue the fight, they were forced to retire across the Potomac the following day. During the battle, Sharpsburg residents reportedly sought shelter in Killiansburg Cave (canal mile 75.7) overlooking the Canal. The Confederate crossing back into Virginia at Botelers Ford on the 18th and 19th was recounted in the September 2007 *Along the Towpath*. One excellent account of the Battle of Antietam is given in *Landscape Turned Red*, by Stephen W. Sears.

Stuart's cavalry forded the Potomac into Williamsport on the 19th, hoping to divert McClellan's attention from the main Confederate crossing at Shepherdstown. In a battle a mile east of Williamsport, they fought off 7,000 troops of Pennsylvania militia under General John Reynolds. The campaign drew to a close on September 20 with Stuart again skirmishing with Pennsylvania militia before returning to Virginia.

Resources: Most of this material was drawn from Susan Cooke Soderberg's *A Guide to Civil War Sites in Maryland*, Daniel Carroll Toomey's *The Civil War in Maryland*, and Mark Mayo Boatner III's *The Civil War Dictionary*, with a wee bit o' help from my good buddy Tim Snyder.

Walter Stanley Sanderlin (1920–2010)

Dr. Walter Stanley Sanderlin died on February 12, 2010, in Washington, Pennsylvania, where he had made his home since he became a member of the faculty of Washington & Jefferson College in 1946. He served as chairman of the history department from 1964 until his retirement in 1985.

Dr. Sanderlin is best known to canal folks as the author of *The Great National Project*, one of the primary resources on the C&O Canal. First published in 1946, it is based on his doctoral dissertation at the University of Maryland. Johns Hopkins reprinted it in 1982, and in 2005 it was printed in paperback form by Eastern National.

Initially, Sanderlin had endorsed the 1950 report to Congress that recommended using the C&O Canal lands for a parkway. In an appendix, he summarized the canal's history and concluded that the parkway plan was "best adapted for the achievement of such varying objectives as the provision of recreation areas, the preservation of selected canal structures as historic sites, and the protection of the inherent beauty of the valley." However, in March, 1954, he was quick to join the Douglas–Washington Post Hike in support of using the canal primarily as a recreational and natural resource.

In a 1960 newspaper interview, Sanderlin reminisced about his early 1940s research in the C&O Canal materials at the National Archives. Noting that they had never been pulled from the shelves since their transfer to the Archives, he realized: "I was the first one to use them."

—Karen Gray

The Bikers' Gift to Hancock

Each October our Association through-riders group makes a contribution to a worthy project up or down the length of the towpath. Registration fees plus "second mile" donations are given to a worthy recipient during our trek down the canal. This year \$1050 was collected and given to Hancock's Good Samaritan House, which is operated by the Interfaith Service Coalition and provides temporary housing in emergency situations. Though this year's recipient is not a canal boat, lock or bike rack, the gift does have a lot to do with life along the canal. This year's gift expresses gratitude to a canal town which is always generous in providing pavilions, places to camp, even swimming and showers to the cycling groups I have brought there over the years. Debbie Cohill of the Coalition received our gift with enthusiasm and spoke to us movingly of the need in the Hancock community. We felt privileged to support her good work.

—Tom Perry

Along the Towpath, December 2010

The Annual C&O Canal Through-Ride

by Jim Williamson

Once again, Tom Perry led his 21 bikers out of Cumberland heading for Georgetown. Tom has led this fall ride to the nation's capital for the past 25 years. The day, October 6, was overcast and cool, but our spirits were high. Arriving in Oldtown, along its lovely watered section of canal, we turned off to have lunch at the Schoolhouse Kitchen (a former school). After lunch it was on to Paw Paw. Despite rain, puddles and some mud on the towpath, we rode along enjoying the scenery and the canal's tranquility. At Paw Paw, we split into "campers" and "muffins." The campers set up at Purslane Run Hiker Biker and the muffins stayed at Grandma's Kitchen restaurant and B&B where we gathered for chow and talk. Breakfast next morning was at the gas station shop across the way. Campers and muffins differed on who had had the better digs.

The day began cool and sunny. We got to nearby Paw Paw Tunnel in a jiffy. With lights on and for safety we walked our bikes through the dark 3118-foot tunnel. We remounted at the east portal and rode on to the boardwalk that traverses the deep rock-walled cut at the tunnel's eastern approach. We passed several locks with woodland on both sides of us and then the towpath returned to the river-side above Little Orleans and Bill's Place.

Bill Schoenadel was his good humored self and served us a satisfying lunch. The dollar bills glued to Bill's ceiling were too many to count. After lunch we warmed ourselves on Bill's sunny porch. Below Little Orleans, some took to the pavement of the Western Maryland Rail Trail leading into Hancock; others stuck loyally to the towpath's rougher ride.

We stopped at C&O Bicycle in Hancock to fix bikes and browse in the shop. Campers slept soundly in the shop's bunkhouse nicknamed the "chicken coop." Muffins headed for the Super 8. After dinner we met at the Good Samaritan House and made our donation for the needy in Hancock where 62% of its citizens are on public aid. The gift was gladly given and received. Next day we checked out the new NPS Visitors Center at town's edge. Then we went on to Fort Frederick and saw a movie on the fort's history. After lunch at the fort, we headed for Williamsport where we all were muffins that night. Breakfast was at the American Legion Hall. Below Williamsport we had to detour on roads around the Big Slackwater towpath break and back to the towpath at Dam 4. We lunched on a beautiful grassy spot at the Antietam Creek campground. The day ended at Harpers Ferry. Muffins stayed over in Harpers Ferry and the campers at the hostel where Justice Douglas spent a night during his famed 1954 hike.

From Harpers Ferry we left the mountainous region and entered the Piedmont plateau for the final two days of our ride to Washington. At Whites Ferry we enjoyed a dinner Tom's daughter prepared for us. Our ride next day to Great Falls and ending in Georgetown was pleasant and picturesque and our company *muy simpatico!* What more could we ask?

The Thru-Bikers - 2010



At milepost 184.5, Dam 5. Kneeling: Art Wise, Linda Worthington, Laurie Cullen, Pat Hopson, Deb Poole, Donna Sloppy, Shirley Lentz, Cheryl Wengerd. Standing: Kay Cynamon, Barbara Trippel, Norman Liebow, Paul Leatherman, Roberta Gutman, John Betting, Tom Perry, Pam Lantz, Frank Wodarczyk, Mike Holland, Jim Williamson, Ludwig Hendel. Photo by Denny Sloppy



These Gals Know How to Shake a Leg



These Guys Don't and Should Get Back on Their Bikes

Gals: Front: Kay Cynamon, Pat Hopson, Shirley Lentz, Donna Sloppy, Roberta Gutman, Laurie Cullen. Back: Cheryl Wengerd, Linda Worthington, Barbara Trippel, Pam Lantz. Photo by John Betting.
Guys: Ludwig Hendel in back, plus Jim Williamson, Paul Leatherman, Frank Wodarczyk, John Betting, Denny Sloppy, Art Wise, Norman Liebow, Tom Perry. (Above at Dam 5) Photo by Donna Sloppy

Two Nature Walks: Trees, Then Birds

Walk One: The September 4th Nature Walk with tree ID as the focus drew 15 members to Swain's Lock. Our leader, Jim Rose, says at first he thought he'd study birds, but he came to favor trees. Trees stay put and don't flit about. You can get a good look at them. Yet, there's much to remember when identifying trees — like bark type (pattern and color), leaf arrangement, size and shape. It was a rewarding and lovely day. Some of us enjoyed lunch at the picnic tables at Swain's after the walk.



Jim points out identifying features.



Sandi & Craig Roberts with Jim

Walk Two began on the chilly morning of October 2. It was our nature committee's second bird walk. Five of us got up early and made it to Rileys Lock by eight a.m.. The day was clear and sunny and warmed up nicely into the sixties. Kurt Schwarz was our guide. The birding at Riley's Lock was excellent. We identified 36 species in a span of two and a half hours. Highlights were; a mute swan, yellow-throated vireo, and brown creeper. Butterflies were fluttering about, including a Buckeye who settled and posed for us. All agreed that it was a splendid birders' morning. IDs are listed below (x means bird was seen, but not counted).

- Marion Robertson



*Ann Lochstampf, Judi & Mike Bucci, (back)
Bobbie Thorberg & Dorothy Skinner (front)*



Buckeye Butterfly settles on a host plant

x Canada goose
 1 mute swan
 2 double-crested cormorant
 2 great blue heron
 5 great egret
 x turkey vulture
 1 osprey
 2 red-shouldered hawk
 1 red-tailed hawk (eastern)
 x chimney swifts (many)
 1 belted kingfisher
 x red-bellied woodpecker
 x downy woodpecker
 x hairy woodpecker
 x northern flicker-yellow-shafted
 3 eastern phoebe

x blue jays (couple hundred)
 x American crow
 x fish crow
 x Carolina chickadee
 x tufted titmouse
 x white-breasted nuthatch
 1 brown creeper (early)
 x Carolina wren
 1 blue-gray gnatcatcher
 x American robin
 1 gray catbird
 x European starling
 x cedar waxwing
 1 northern parula
 3 black-throated green warbler
 x northern cardinal
 1 rose-breasted grosbeak
 x American goldfinch

Along the Towpath, December 2010

Nature Notes

The Great Horned Owl & the Skunk Cabbage

by Marjorie Richman

What do owls and skunk cabbage have in common? Very simple, in winter they are easier to see when they are either active at night or roosting by day.

The great horned owl is common in our area and can often be seen along the towpath. It roosts in dense foliage high in a tree close to the trunk. In winter, it seeks clusters of dead leaves for cover. Oaks and beech trees are favorites. Easily recognized, the horned owl is very large with horn-like ear tufts (see picture).



Look for trees with clusters, check the ground next to the tree for owl pellets, then look up to see if the owl is there. Also if a flock of birds seems to be attacking the tree, the chance is they are "mobbing" an owl to drive it away. Birds of many species often unite to mob the predator as their common enemy. If the mobbing works, you may see the bird fly from the tree in silent dignity and out of sight. You'll often see the bird mob in hot pursuit of the retreating owl. Have your binoculars handy.

Now, skunk cabbage is an unusual plant. *Mirabile dictu*, it blooms in winter. By February it is seen in the many marshy places along the towpath. It flowers in winter generating its own heat through a type of cellular respiration. The air might be freezing cold, but the plant is warm and, if conditions are right, it can even melt its way through frozen ground. Its leaves may stay underground, but its mottled purple flower is easily spotted (see picture). The flower is spike-like and is enclosed in a hood, called a spathe. This flower structure is a lot like Jack-in-the-pulpit, which also is found locally. Skunk cabbage and Jack-in-the-pulpit, are members of the same Arum family. This botanical structure is common to all plants in this family.

Skunk cabbage has a bad reputation. Even its Latin name, *Symplocarpus foetidus*, gives a clue as to why it might not be the most popular of flowers. Skunk cabbage has a distinct odor which, you guessed it, is similar to that of a skunk. People might not like it, but to its pollinators, flies, stoneflies and bees, it is perfume, enabling the survival of the plant.

For sure, there's more to see in winter than great horned owls and skunk cabbage. The trick is where to look, the habitats, and the shapes of things. With some preparation, winter is a wonderful time for a walk along the Towpath.



Along the Towpath, December 2010

Extension of the Western Maryland Rail Trail

Extension of the Western Maryland Rail Trail (WMRT) through the Paw Paw Bends area has high potential to attract people to the Green Ridge State Forest in Allegany County, who otherwise would not discover this great natural treasure. Such trails attract citizens to outdoor activities, which are good for body and soul and predisposes them to support conservation of forests and the natural domain.

The National Park Service invites public comment on the proposed extension of the WMRT from Pearre Station (near Lock 56) to the NPS picnic and camp ground near the Paw Paw Tunnel on the C&O Canal. The NPS is preparing an Environmental Assessment (EA) of the proposed extension of the rail trail on the abandoned Paw Paw Bends segment of the Western Maryland Railway, which is owned by the C&O Canal NHP. A section of trail would traverse Green Ridge State Forest. The project supports the canal park's mission by "providing historic scenic views, recreational experiences, and historic opportunities of the Potomac River Valley..." Send comments by December 20, 2010 to:

National Park Service - Denver Service Center
CHOH WMRT EA Planning Team
12795 West Alameda Pkwy - P.O. Box 2528/Denver
80225-0287

- Francis Zumbrun

Heritage Hike Notes



George Lewis briefs Heritage Hikers on restoring the Catocin Aqueduct

Favored by bracing weather on October 30, our most avid hikers boarded the first bus for Weverton and began their ten-mile trek back downstream to Point of Rocks. Most of them reached Brunswick just as the seven-milers were arriving there on the second bus. We marched in close order for a while, but were well spread out by the time we paused at Catocin Aqueduct, which other hikers had reached by walking upstream. Sporting the required hard hat, George Lewis gave us a fascinating briefing on the painstaking restoration of the historic span (top photo). We gathered later at Jefferson for an enjoyable dinner, capped with traditional music by Gilmore's Light Ensemble.

Hustle and Bustle on the C&O Canal - 1850

by William Bauman

"The steam tow boat *Virginia*, brought round from New York, a few days ago, via the canals, the canal boats *H. G. Phelps* and *L. A. Phelps*. These boats are intended for the canal trade on the Chesapeake and Ohio Canal, and will take their departure for Cumberland, it is expected, as soon as they take in their cargoes of plaster and sundries, which they are now doing. The steam tow boat *Virginia* will tow up the canal, and if found to answer, will be regularly employed in that business. We shall welcome heartily the first direct arrivals at this port of the '**BLACK DIAMONDS**' from the Cumberland region, and hope soon that a successful and prosperous business will commence. - *Alex. Gazette*."

"During the afternoon [of Thursday Sept. 19th, 1850], a large concourse of citizens assembled on the canal wharves, to witness the first departure for Cumberland. At seven o'clock the steam tow-boat *Virginia*, ahead of canal boats *C. J. Phelps*, *H. G. Phelps*, and *Atlantic*, of Alexandria, moved off from the basin in fine style, amid the cheers of the spectators. The three boats contain about three hundred tons of merchandise, such as groceries, limestone, fish, &c. and the whole is under charge of Captain McCoffery, a skillful and persevering gentleman, admirably qualified for the service. . . . Availing myself of an invitation to proceed a few miles in the *Virginia*, I was struck with the interest and curiosity evinced by the residents along the line, and, indeed, for some miles remotely, to see the operations of the *first* steamboat, drawing such immense burdens - so quietly - so smoothly and with such rapidity - on the placid bosom of their canal."

"The steam towboat, which we mentioned a short time ago, as being below, has passed up the canal. One objection to the use of steam on the canal is the delay at the Locks, each boat having to wait until all others are through the Locks before it can proceed. It takes about five minutes to each boat to pass through the Locks. - *Georgetown Advocate*."

"The Steam Tow-Boat *Virginia* passed this place last week *en route* for Cumberland, for the purpose of towing canal boats on the canal, in which trade it will hereafter engage. It will ply between Cumberland and Alexandria."

A search through *The Shepherdstown Register* and *The Alleganian*, newspapers from Shepherdstown and Cumberland, respectively, for the remainder of 1850 yielded no stories about the convoy arriving in Cumberland. Thus we conclude the experiment failed due in part to the time delay in passing the several locks, as cited above. A success story would have been big news. The adjacent undated NPS photograph illustrates two steam powered canal boats. Living quarters in the front, steam boiler in the rear, and a round helm, as still found on sailing boats today, in front of the aft house. They tried.



The Shepherdstown Register, Shepherdstown, Va., newspaper, Tuesday, Sept. 17, 1850, p. 2.

The Shepherdstown Register, Shepherdstown, Va., newspaper, Tuesday, Oct. 1, 1850, p. 2.

The Shepherdstown Register, Shepherdstown, Va., newspaper, Tuesday, Oct. 1, 1850, p. 2.

The Shepherdstown Register, Shepherdstown, Va., newspaper, Tuesday, Oct. 15, 1850, p. 2.

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

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Brian Carlstrom
Assistant Superintendent	301-714-2204	Sharon Cleary
Superintendent Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Brad Clawson
Administrative Technician	301-714-2215	Tom Houdersheldt
Chief of Interpretation	301-714-2214	William Justice
NRM Program Director	301-714-2210	Chris Stubbs
Community Planner	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	Mike Seibert
Partnerships & Volunteers	301-714-2238	John Noel
Volunteer Coordinator	301-714-2218	Daniel Filer
Chief of Preservation & Projects	301-745-5818	Daniel Copenhaver
Cultural Resources Program	301-714-2211	Sam Tamburro
Historian	301-714-2236	Anna Wilson

Palisades District: Milepost 0 (Tidlock) to Mile 42.19 (Monocacy River)
11710 MacArthur Blvd., Potomac, Md. 20854
Park Ranger Law Enforcement 301-491-6279 Joshua Cunningham
Supervisory Visitor Use Assistant 301-767-3703 Paul Johnson

Georgetown Visitor Center 202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007
Supervisory Park Ranger 301-491-2452 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: Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.)
Park Ranger Law Enforcement 301-722-0543
Cumberland Subdistrict 301-722-0543
Hancock Subdistrict 301-678-5463
Ferry Hill Subdistrict 301-714-2206

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

Hancock Visitor Center 301-678-5463
439 East Main St., Hancock, Md. 21750
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
Canal Quarters Program	301-714-2233

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



C&O CANAL ASSOCIATION

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

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

2010 Association Officers

President: Dward Moore, 403 Walnut St., Brunswick, MD 21716, 301-834-6007, president@candocanal.org

First Vice President: Ned Preston, 6306 Swords Way, Bethesda, MD 20817, 301-530-8153, vp@candocanal.org

Second Vice President & Level Walker Chairman: Bill McAllister, 2624 Point Lookout Cove, Annapolis, MD 21401, 301-520-1000, levelwalker@candocanal.org

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

Treasurer: William Bauman, 1086 Adams Rd., Winchester, VA 22603, 540-888-1425, treasurer@candocanal.org

Information Officer: Adrienne Gude, 4000 Massachusetts Ave., N.W., Apt. 1222, Washington D.C. 20016-5144, 202-244-4882, agudecanal@hotmail.com

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CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.

P.O. Box 366

Glen Echo, MD 20812-0366

Along The Towpath Chesapeake & Ohio Canal Association

www.candocanal.org



"Walking on the C&O Canal"

1
So come along and take a walk with me
We'll hike on down a path of history
Whether you're a guy or you're a gal
You're sure to love the C&O Canal.

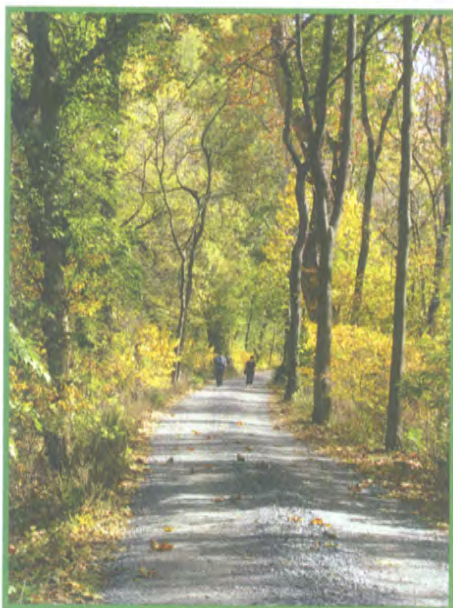
2
Along the towpath you will likely find
Some sights and structures history left
behind:
There's aqueducts, locks, culverts, dams
and gates;
A surprise for you at every turn awaits.

3
You might see seven turtles on a log
And if you don't watch out, you'll step on
a pickerel frog.
There's beavers, foxes, possums, and
raccoons
You might even see a white tailed deer or
two.

4
Fishermen, birdwatchers, bikers too,
People just taking a hike to see the view,
You can even come across a femme fatale
If you take a walk on the C&O Canal.

<http://www.youtube.com/watch?v=EMYwFYwtPu0>

Andrei in concert on YouTube →



The Annual Fall Heritage Hike (Oct. 30)

A Ten-Mile Walk on the C&O Canal
Towpath

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