

ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

An all-volunteer organization concerned with the conservation of the natural and historical environment of the

C&O Canal and the Potomac River Basin.

VOLUME XLIII

March 2011

Number 1

The Douglas Hike - April 30

The Day's Hike & Evening Events

By Dorothea Malsbary for the Program Committee

The Association's annual Douglas Reunion Hike, which commemorates the famous 1954 hike led by Supreme Court Justice William O. Douglas, is set for Saturday, April 30th, covering Point of Rocks to Whites Ferry. It will feature four hiking options along the towpath, a social hour, dinner, and evening speaker. Hike participants park at the Whites Ferry parking lot. Bus transportation will be provided to four starting points, and hikers will then walk back to their vehicles at their own pace. The first bus will depart at 10:00 a.m. and will drop hikers at Point of Rocks and Noland's Ferry. The second bus will depart at 11:00 a.m. and drop hikers at the Monocacy Aqueduct and the Dickerson Conservation Park. The towpath mileages at the access points and the hike distance back to Whites Ferry are: Point of Rocks, 12.7 miles, Noland's Ferry, 9.1 miles, Monocacy Aqueduct, 6.7 miles, Dickerson Conservation Park, 4.3 miles. **See the following article by Karen Gray on page 6 for points of interest along the route of this hike.**

Hikers will sign an Association waiver before boarding. Bring a bag lunch and a beverage. The bus fare is \$5 if paid in advance, and \$7 in cash if paid on boarding. Please bring exact amount.

At 4:30 p.m. we will gather at the Upper Montgomery County Volunteer Fire Department in Beallsville for happy hour, to be followed at 5:30 p.m. by a dinner buffet and evening presentation. The fire hall is at 19801 Beallsville Road, Beallsville, Md., near the intersection of Routes 28 and 109, about six miles from The (Continued from page 1.) The happy hour and buffet dinner cost \$20.

Our guest speaker will tell us about the mission and activities of the National Mu-

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The Canal Park's Anniversary

Looking Back Forty Years

By Carl Linden and Dave Johnson

Forty years ago this winter, Congress passed the legislation that created the Chesapeake and Ohio Canal National Historical Park. Public Law 91-664, the work of Senator Charles "Mac" Mathias (R-Md) and Congressman Gilbert Gude (R-Md), consolidated the C&O Canal National Monument and the Palisades section of the canal into a single park entity and authorized the acquisition of land within greatly expanded boundaries. It passed the House of Representatives in October 1970 and the Senate in December. President Nixon signed the bill on January 8, 1971.

The establishment of the park marked the successful climax of the C&O Canal Association's original goal after a nearly seventeen year campaign that began with the famous hike led by Justice William O. Douglas in 1954. Then, the Association had to establish new goals: how did we want the federal government to develop the new park? As Justice Douglas once famously advised: "First, we saved the canal from the parkway; now we need to protect it even from the National Park Service."

The park service, it should be noted, developed the

General Plan for the park after closely consulting with the canal advisory commission and receiving public comment on policy for the new park. The Plan, adopted in 1976 reflected many of the suggestions made in the course of the discussion.

Some of the discussion of what shape the new park should take appeared in the first issue of The Potomac Appalachian Trail Club magazine in 1973, which contained more than a dozen articles. Three of these were submitted



Restoring the Catoctin Aqueduct: Steel arch forms (above) are used in rebuilding the long central arch to close the gap left by the structure's collapse 38 years ago in a flash flood. See article and photos by George Lewis on the progress of the restoration on pages 3-4.

(Continued on p. 2)

by C&O Canal Association members. Bruce Wood, then the level walker chairman, described the damage caused to the canal by 1972's Agnes flood. Grant Conway, who hiked with Douglas in 1954, contributed an article on the status of the new park, its advisory commission, and the development, by the Park Service, of a draft master plan calling for intensive recreational facilities within the park. The third article, by Carl Linden, then president of the Association, discussed some of the suggestions for development that the Association supported or opposed. Carl summarized the Association's basic philosophy: that the canal park should be intended for the enjoyment of the citizen who is willing to explore its historic structures and river environment, and our opposition to development, on or adjacent to, the towpath which artificially creates visitor and recreational demands not in harmony with that philosophy.

The Association's position on camping was that "the presence of well-spaced hostels near the canal is a good thing, because they help reduce the need for campsites for canal travelers." "Campgrounds on or near the canal that can be reached by car are a bad thing, since they are likely to become just campgrounds for many people... especially near Washington, where such grounds become open-air motels for tourists."

The hiker-biker campsites and drive-in campgrounds predated the creation of the park; they were established in the 1960s, when the canal was a national monument. The General Plan adopted by the NPS in 1976 stated that additional drive-in campgrounds should not be established. Apparently none have been phased out, but neither have any new ones been created.

The Association believed then that concessions on canal property should be discouraged and carefully regulated when granted. The hotdog stands at Great Falls and Seneca "should be permanently removed." (It was noted that the one at Seneca had already been carried away by the flood.) However, "a concession serving canal travelers only — say, a small and unassuming tea room at a lock house not directly accessible by public road — might be justifiable." Bicycle and canoe rentals also were commented on, with the suggestion that they should be limited to "reduce traffic problems on weekends on the towpath near D.C....It is obvious that some hard thinking needs to be done and firm action taken to prevent a repetition of the same pattern at various points up-river."

The "hot dog stand" at Great Falls is still there, but there are no other food concessions on the canal, except at Fletchers. Likewise, bicycle and canoe concessions have not proliferated. (The growing number of bicycles on the towpath presents some problems.) The idea of small tea rooms at remote locations is probably not economically feasible. The canal boat operations were concessions prior to Hurricane Agnes, but since then have been run by NPS. Two new concessions are in the works: "canal quarters" and motor

boat rides; the former is in operation, the latter not yet. Some have concern whether these are appropriate, but park service management strongly supports these projects.

On the subject of visitor centers, the Association was "not in principle opposed to educational facilities dealing with the canal at a few points" such as Georgetown, Williamsport and Cumberland, but did not favor facilities "which are at best only indirectly related to the canal." An "ecological center" above Whites Ferry was cited as an example of the latter. It was stated that "we think it disturbs the ecology of the canal."

We do not recall an "ecological center" near Whites Ferry; perhaps a flood carried it away. The exhibits in the canal park visitor centers are mainly directed to the history and engineering of the canal.

A half-dozen specific suggestions made by Association members were stated, reflecting some of the critical evaluation the Association made on the Park Service's draft of its master plan.

- Crushed limestone with a final coat of fine-grained, well-bound material such as shale was proposed as a good surface for the towpath.

The NPS generally uses local materials for the towpath surface — bank run, stone, or bare dirt. The current project to resurface the path in the western section sounds like what was suggested in 1973.

- Special attention should be given to structures which need immediate work to save them from ruin, with rewatering where it would enhance the quality of the canal, and boat trips routed through restored locks.

The canal company could never keep up with the requirements for maintenance and repair, and neither has the NPS. Appropriations were generally adequate only for stabilization, not restoration. The only aqueducts rebuilt were Antietam (in 1963, by the national monument) and Licking Creek (in 1984 by park staff). Most structural repairs were for culverts, reflecting the inadequacy of government funding. In the last fifteen years funding for the restoration of the Monocacy and Catoctin Aqueducts, repair of the towpath breaks at Widewater and Big Slackwater and the new canal boat at Great Falls was not likely to have been forthcoming without strong citizen backing of the projects. Organizations such as the Association, the Friends of the Historic Great Falls Tavern, and the Catoctin Aqueduct Restoration Fund give vigorous and effective support, both moral and material, to the realization of these projects.

- Interpretive centers should be kept in high density areas. Williamsport, with its historic structures, is a site where there is room for appropriate facilities without danger of overuse. Western Maryland Station in Cum-

berland would be excellent for this purpose. Point of Rocks station might well serve as an interpretive center.

Williamsport will be the quintessential historic center if the development plan is fully implemented. WMRR station has become an excellent facility, but the surrounding area needs to be redesigned to conform rather than clash with this historic canal and railroad center. It is now proposed to reopen The Point of Rocks station for MARC passengers. If this happens, perhaps a canal exhibit could be installed in the waiting room.

- Construct a foot bridge across the Potomac River on existing piers at Harpers Ferry.

It took a long time but eventually this was done.

- Figure out a way of separating the Great Falls visitors from canal users — say, one path providing access to the falls and another to the canal. Agnes's destruction of the bridges provides the opportunity for some re-planning of traffic patterns.

That was probably an unrealistic suggestion. Only the first bridge, across the fish ladder, was destroyed. Building the new boardwalk over the old trail and remaining bridges, rather than building a new route across the islands — say, from directly opposite the Tavern — was surely the most feasible economic and environmental decision that could be made. Its soundness has proved itself over two decades. Many visitors first come to Great Falls Park to see the Falls. The quarter-mile walk down the towpath, passing three locks, introduces them to the canal, and they come back to learn more about it, and to explore more of the canal.

- The Widewater towpath should be reserved for walkers and the service road (Berma Road) should become the by-pass for cyclists. A berm-side bicycle path from D.C. to Great Falls might be a possible way of reducing the congestion along this section on weekends.

Berma Road was the by-pass for cyclists until the Association lent its support to the restoration of the towpath in the section where it had broken down along Widewater. The feasibility of a continuous bike path on the berm between Georgetown and Great Falls was highly doubtful in view of the many obstacles along the way. However, such a by-pass for cyclists would be provided by the projected extension of the Western Maryland Rail Trail through the park between Pearre and South Cumberland.

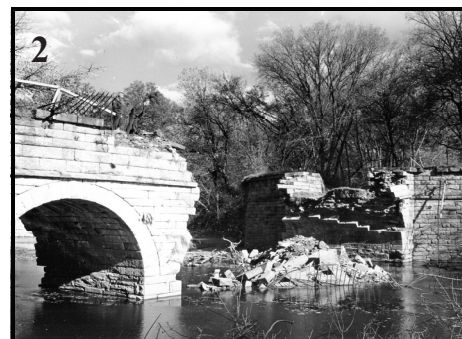
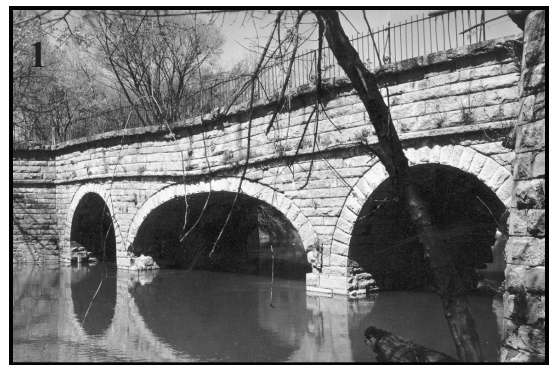
After four decades, it is interesting to see what the Association advocated then, and compare that with what has actually happened in the intervening years. Some of the Association's original ideas for the park now seem funny, others we still hold firm to, and many have come to pass.

Along the Towpath, March 2011

Golden Arches Come To The C&O Canal Yes, You're Gonna Love It

By George Lewis

Extraordinary construction efforts at Catoctin Creek are providing fast-food-like gratification for the ravenous C&OCA appetite to restore "The Most Beautiful Aqueduct on The Line" by mid-summer of this year (2011). Yes, "golden arches" are being used to bear the burden of temporary support for the C&O Canal's Catoctin Aqueduct; and in these hard times the C&O Canal National Historical Park has not yielded to the financial sirens of food chain commercialization. Three stone arches (a center elliptical 40-foot, and two flanking circular 20-foot, in diameter) supported the Catoctin Aqueduct (Fig. 1) until collapse of the entire Center and West arches, and a portion of the East arch, in 1973 (Fig. 2). At the heart of the restoration work is the offsite construction, and then transport to the aqueduct site, of many elliptical (Fig. 3) and circular (Fig. 4) gold/yellow colored steel arch forms. (See p. 4) Newly quarried granite ring stones are put in place (Fig. 5). Granite ring and key stones recovered from the collapsed aqueduct, and as needed newly quarried granite ring and key stones, have been fitted to the circular (Fig. 6) arch forms. The gap between the East and West arches was spanned (Fig. 7) downstream and (Fig. 8) upstream in January by Center arch forms that will serve as a template for Center arch ring and key stones. Prior to completing work, the "golden arches" will have served their purpose and be removed from the C&O Canal National Historical Park.





Photos on page 3

1. Catoctin Aqueduct prior to 1973 collapse

2. Collapsed West, Center, & intact East, arches

Photos 1 & 2 from the Tom Hahn Collection

Photos on page 4 (above)

3. Elliptical Center steel arch form

4. Circular steel arch form for East & West arches

5. Backside of newly quarried ring stones fitted with steel rods that will anchor the stones in the to-be-poured concrete core of the East arch.

6. Ring & Key stones & reinforcing bars fitted to East arch forms

7. The gap is spanned (RR viaduct in background)

8. "Golden" Center arch forms connect the East & West arches

Photos 3 - 8 by George Lewis

Crane Lowers Barge into River as Work Platform for Rebuilding Towpath



A 160-ton crawler crane (1) lowered a barge into the Potomac River where it will serve as a work platform (2) in the rebuilding of a four-mile towpath section on the Big Slackwater above Dam #4. Over the years floods slowly but surely washed away the section until it was impassable. The rebuilt towpath will stand hard against the palisade cliff skirting the river's edge. Barges give the work crew access to this rocky section. Photo (3) gives a hint of the challenge the builders face and the mock-up picture (4) shows what the finished towpath, anchored on bedrock, will look like.

Photos 1-4 courtesy of the NPS.



C&O Canal NHP Maintenance Crew Resurfaces Upper Reaches of the Towpath



*The Paving Machine
puts down surfacing material*



*The Grader
grades and levels*



*The Power Roller
makes surface firm & smooth*

Canal park maintenance personnel are engaged in resurfacing the towpath in the park's western district. Ruts and rough spots are being covered over by a new smooth textured, granular, and walker-friendly surface. Some 36,000 tons of surfacing material is being applied to the towpath. Last summer the towpath team resurfaced over 70 miles of towpath in the Allegany District, and is currently engaged in resurfacing and repair of the towpath in the Conococheague District.

Photos courtesy of the NPS

seum of Civil War Medicine as well as the relevance of the C&O Canal region to Civil War medical history.

Reservation forms for the dinner and the bus, and Presidents' Day breakfast are in this issue. The forms must be received by Friday, April 15th, after which no cancellations or additions will be honored for the dinner. Also, please be sure to check the Association website calendar at www.candocanal.org for any updates regarding the Douglas Hike. If you have questions, contact Dorothea Malsbary at programs@candocanal.org

Accompanied by the Past *by Karen Gray*

History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius

The 2011 Douglas Reunion Hike: Point of Rocks to Whites Ferry

Point of Rocks to Nolands Ferry: The longest version of this year's hike spans the upper 12.7 miles of the 48.2 mile initial construction line to which the company was restricted for its first four years. The Maryland Court of Appeals in early January 1832, released the canal company from the Chancery Court's injunction that had resulted from the dispute with B&O Railroad, would the canal company be able to continue building through the narrow passages between Point of Rocks and Harpers Ferry.

Today, the still-unincorporated community of Point of Rocks is best known as the Potomac crossing point for US 15 and the location of the most beautiful station designed by B&O RR architect E. Francis Baldwin (1837–1916). Completed in 1876, the station is one of a dozen still extant (although sometimes significantly altered) B&O stations designed by Baldwin who was also the architect for the former Camden Yards and the roundhouse now used by the B&O RR Museum in Baltimore.

The pivot bridge over the canal at Point of Rocks was constructed in 1834 by A. J. Douglas, who supplied the stone and constructed the masonry abutments and center pier (although Davies says this was done by Michael Byrne); and Louis Wernwag (1769–1843), who provided the wood and built the deck and remainder of the bridge. Pivot bridges were attractive to the canal company, as they represented an alternative to a permanent bridge, that might restrict the height of boats and were generally known to be a nuisance to canals. Wernwag was a well-known millwright and builder of wooden bridges who had settled with his sons at Harpers Ferry in 1824. His most famous work was the renowned "Colossus" over the Schuylkill at Philadelphia.

Between Point of Rocks and Nolands Ferry, hikers pass a variety of interesting sites, including, at mile 47.56,

the large pool of Kanawha Springs. Unfortunately the spring is no longer the impressive water source between canal and river that it once was. Davies describes the spring as a resurgence of "subterranean drainage along solution fissures in the New Oxford limestone conglomerate."

At mile 47.13 hikers pass the property of the Frederick County Fish and Game Protective Association's Kamp Kanawha, one of the locations where the Douglas–Washington Post hikers overnighted in March 1954. Outcrops of the New Oxford limestone conglomerate can be seen here.

Another outcropping of New Oxford formation limestone is seen at mile 46.80. This rock is sometimes referred to as calico marble, from which the hiker-biker-overnighter at mile 47.65 takes its name.

At mile 45.10 the Tuscarora Creek feeder once entered the canal. The feeder was used from 1833 to 1835 to supplement water levels in the canal until the inlet behind Dam 3 above Harpers Ferry was completed. The feeder consisted of an impoundment on the Tuscarora Creek 1200 feet to the north of the towpath at mile and an earth flume that carried water to the canal from that pool. Also several miles north of this section of the canal were lime kilns and limestone quarries used briefly in 1830–31 to provide hydraulic cement for canal masonry structures. Ultimately it was rejected as of inadequate quality, although cement was produced in this area until late in the last decade.

Nolands Ferry to The Monocacy Aqueduct: At Nolands Ferry (beginning point for the 9 mile hike to Whites Ferry) there is a Frederick County water treatment plant just upstream of the small recreation area. This site is of exceptional historic significance, having served as a Potomac crossing for Algonquin and Iroquois people before becoming a major crossing in Colonial times. For Europeans it was where the Carolina Road—the principal north–south piedmont route in Maryland and Virginia—crossed the Potomac River. This road stretched from Frederick, Maryland to the Occaneechie Island in the Roanoke on the Carolina–Virginia border, and it was popular because of its frequent springs, relatively safe river crossings, and milder weather than the Post Road nearer the coast, or the Great Wagon Road to the west in the Cumberland and Shenandoah Valleys.

Initially access across the canal to the Potomac crossing was provided by a canal ferry. However, in 1835 the canal company was ordered by the Frederick County Levy Court to provide a bridge over the canal. That bridge, like the one at Point of Rocks, was designed by Louis Wernwag but was not completed until 1848. It was rebuilt in 1858, torn down by confederate troops in 1864, rebuilt again and then replaced by an iron truss bridge in 1876. Finally, a steel truss bridge was constructed in 1913 that was carried away in the 1936 flood.

"Noland" is likely a corruption of "Newland"—referring to the ferry Elkanah Watson (1758–1842) took

Along the Towpath, March 2011

when he crossed here as a Continental Army courier in 1777. Watson would later become an early promoter of canals, and in 1791 was first in proposing the use of a series of canals and natural waterways to cross upstate New York.

At mile 44.04 the 16 ft. span historic culvert no. 71 carries Tuscarora Creek under the canal. The briefly-used Tuscarora Feeder was a mile upstream from the creek's natural confluence with the Potomac. The Little Tuscarora Creek 6 ft. span culvert is located at mile 42.44.

The Monocacy Aqueduct to Dickerson Conservation

Park: Those doing the 6.7 mile hike from the Monocacy might begin by walking across the aqueduct before heading down the towpath. This magnificent structure and the Paw Paw tunnel are considered the major works on the C&O Canal. The aqueduct's seven 54 ft. arches have a 9 ft. rise and collectively span 438 ft. over the Monocacy River. The Monocacy is Maryland's largest Potomac tributary and it was designated a scenic river by Maryland in 1974. There are many notable details to observe on and under the aqueduct, among them the sections of original railing, including a segment bent by flood debris and posts at both ends that bear deep rope cuts. The builders monument in the middle of the aqueduct bears the names of several of the major people associated with the canal in the 1828–1833 period when the aqueduct was being constructed, including Charles Fenton Mercer, who more than anyone else deserves to be called the Father of the C&O Canal; Charles B. Fisk, the only engineer to serve on the canal throughout its construction years (resigning in 1852); and Michael Byrne, one of the primary contractors during the canal years and the man whose company completed the last of the work necessary for the opening of the last 50 miles of the canal from Dam 6 to Cumberland on October 10, 1850.

For many years a small village known as Mouth of Monocacy existed at this site. The remains of a warehouse granary that stood on the edge of a large (500 x 100 ft.) basin can still be seen near the parking lot. Waysides along the road to the towpath tell the story of the Confederate efforts to damage the aqueduct in Sept. 1862.

At mile 41.98, culvert no. 59 carries the Little Monocacy Creek under the canal. With a 20 ft. span and 15 ft. rise, this culvert was big enough to take a road, which in fact it did for the road to Spinks (or Sprinks, or Haulvigs) Ferry linking the historic Martinsburg Road in Maryland with Virginia. The Park Service rebuilt the culvert during 1975–76. During the Sept. 1862 Confederate invasion, the berm and towpath walls of the canal were breached here, the canal drained, and a corduroyed road built across the canal.

Lock 27, popularly known as Spinks Ferry Lock, is passed at mile 41.45. Hahn, Davies, and Miele agree that this lock was extended on the upper end during the abortive effort of 1880–82 to lengthen the C&O locks to permit two standard freight boats, connected by a special device, to use the canal. Ultimately it appears that only 14 to 16

locks were extended in this manner, but there is some conflicting information in the records as to which they were and how many were actually completed. Lockhouse 19 is on the berm side, and Hahn reports that the wife of lock-tender John Whalen (date not given) drowned in the lock.

Hahn and Davies disagree on the location of Whites Ford used by Gen. Robert E. Lee on Sept. 4–7, 1862; Col. J.E.B. Stuart on Oct. 10, 1862; and Gen. Jubal Early on July 14, 1864. Hahn puts it near the abandoned waste weir at mile 39.49, more than half a mile below culvert 66 at mile 40.04. Davies puts it upstream near the power plant's north end at his mile 41, half a mile above culvert 66 at his mile 40.67. Davies shows the waste weir where Hahn locates the ford as being at mile 39.64. Using Davies' mileages, Hahn's location is 1.36 miles downstream from Davies' location.

Dickerson Conservation Park to Whites Ferry: Hikers doing 4.3 miles can begin at the Dickerson Conservation Park located just downriver from the Dickerson power plant property and between the canal and the Martinsburg Road with parking near mile 39.8 on the canal. This 304 acre park was acquired by the Maryland-National Capital Parks and Planning Commission in the early 1960s.

Lock 26 (Milk, Woods, or Fitchs Lock) at mile 39.37 was extended at the lower end, according to Davies and Hahn, but not according to Miele. Hahn states that the extension was done in 1875, but the extensions done in the mid-1870s only increased lock length by 10 ft. and were limited to locks 5–7.

This lock is most interesting because it reflects a change in the design of the locks that occurred in 1830. The original 1828 specifications called for side culverts in the lock walls rather than an external bypass flume on the berm side of the lock, and they located the upstream gate on top of the breast wall. In 1830 the specifications were changed in favor of external bypass flumes to provide a reliable water supply around the lock when its gates were closed and carry excessive water around the lock. They also extended the chamber of the lock to allow a full-length gate in front of the breast wall rather than on top of it. Lock 26 appears to have been initially built with sidewall culverts but with the full-length upstream gate. However in 1835 a bypass flume was built and then, at some point, rebuilt behind the site of the lockhouse that burned in 1959.

As hikers walk downstream they will pass impressive bluffs towering 30 to 70 ft. above the towpath. These are formed of the coarse grained red sandstone of the New Oxford formation. Davies notes the location of an old quarry to the east of the canal opposite the Marble Hill HBO near his mile 37.92. Mentioned in the 1827 Geddes and Roberts survey for the proposed eastern section of the canal (Tidewater to Cumberland), the quarry is reputed to have been the source for columns and other parts of the capitol that were made of the so-called "Potomac marble."

More than a dozen culverts appear to have been initially planned and/or constructed between lock 26 and

President's Report: A Good Year

by Dward Moore

Whites Ferry, but both Hahn and Davies indicate uncertainty in locating all of them or properly identifying each culvert's number. In any case, the large number of culverts in such a short section of the canal speaks to the many watercourses that drain the region to the north and east.

As hikers approach the ferry, they pass on the berm the remains of the large granary. The ferry was originally known as Conrads Ferry, but it was acquired after the Civil War by former-Confederate raider Elijah V. White, who became a prominent businessman in the area after the war. His home, Ball Farm, was on the Virginia side of the river not far from his ferry, but a number of his businesses, including the granary, were along the C&O Canal. Today Whites Ferry is the last ferry on the Potomac.

Immediately below the current road across the canal to the ferry is an old iron wood-planked road bridge on high red sandstone abutments. The first bridges at this location were timber, built in 1865–66 and rebuilt in 1871. The present historic iron bridge (no longer used) was built in 1876.

Prior to these bridges, the adjacent culvert was used to come and go from the ferry, but because it collapsed and was not restored, it no longer looks like a culvert. Additionally, it was apparently a very atypical culvert that may have been built directly under the canal using wood to create both the top of the culvert and floor of the canal. Neither Hahn nor Davies provide a coherent description of the original structure, and the current park engineer commented that he himself is unsure of the original design of the culvert. In any case, the original culvert was certainly a large one, with a 10-ft. span and 5-ft. rise sufficient to allow the passage of wagons and horses.

Endnotes:

¹ Mileages are those given in Tom Hahn's *Towpath Guide* (Harpers Ferry Historical Association 1997 edition) now out of print.

² Davies, William E. *The Geology and Engineering Structures of the Chesapeake and Ohio Canal*. C&O Canal Association, 1999, 150.

³ Bearss, C. Edwin. *The Chesapeake and Ohio Canal: The Bridges*, Historic Structures Report, 1968, National Park Service Division of History, 97. (Available in unsearchable pdf format at www.nps.gov/history/history/online_books/choh/bridges.pdf)

⁴ Davies, *ibid.*, 147–148.

⁵ Virginia historian and mapmaker Eugene Scheel has chronicled the Carolina Road and a brief article can be found at www.loudounhistory.org/history/carolina-road.htm.

⁶ *Ibid.*

⁷ Multiple Internet sites provide extensive information on this important early American.

⁸ Davies, *ibid.*, 138.

⁹ Hahn, *ibid.*, 78.

¹⁰ Hahn, *ibid.*; Davies, *ibid.*; and Miele, *The Chesapeake and Ohio Canal: A Physical History*, National Park Service, 1968.

¹¹ Hahn, *ibid.*, 76.

¹² Davies uses mileages from C&O "Canal Company surveys of 1835, 1851, 1870, miscellaneous construction surveys, and B. F. Mackall, T. L. Patterson surveys 1896–1898" (Davies, *ibid.*, 133–134). On the other hand, Hahn's mileages are based on canal activist Orville Crowder's 1959 walk on the towpath (which at that time was along much of its length in very bad condition) with a surveyor's wheel. It is unfortunate that Crowder's mileages, due to Hahn's popularization of them, have been so widely used, as the professional surveys Davies relied on were undoubtedly more accurate.

¹³ Davies, *ibid.*, 129; and Hahn, *ibid.*, 74. For information on this stone and its use in the capitol see: pubs.usgs.gov/gip/stones/stones3.html

¹⁴ Davies, *ibid.*, 125–156

This has been an exciting year for the Association as well as for the Park. We kicked off two major projects that many wondered would ever be possible. The reconstruction of the Catoctin Aqueduct and the towpath at Big Slackwater will do much to insure the continuity of the towpath from Georgetown to Cumberland.

Over this past year, it has been a privilege to serve as your president. It has been a busy year during which I have attended meetings, represented the Association at numerous functions, and have thoroughly enjoyed our fantastic C&O Canal National Historical Park.

Articles in our quarterly newsletter have been keeping you abreast of the many activities going on through the year. Your board has been very active, and Association members, most notably Rita Bawman, have represented the Association at numerous festivals throughout the region.

As I leave office, I have been reflecting over the past year's events and want to share with you what I have been doing as your Association president. During the past year I have:

- Attended monthly meetings of the Canal Towns Partnership (see article).
- Attended the quarterly meetings of the C&O Canal NHP Federal Advisory Commission. (Unfortunately, time ran out and the Commission was not reauthorized by Congress before the deadline of January 8 of this year.)
- Updated the Association's *Leadership Directory*. This valuable document is an aid to recruiting and training individuals who wish to serve in leadership positions in the Association.
- Initiated meetings with the chairman of the board, the president, and members of the board of the C&O Canal Trust.
- Worked with the president of the American Canal Society to try to raise funds to help the National Canal Museum (Easton, PA) to keep its archives open to researchers when their operating funds have been slashed by the state of Pennsylvania.
- Attended the Maryland Trails Summit.
- Met with Superintendent Kevin Brandt to discuss issues of concern to the Park and the Association.
- Represented the Association at the groundbreaking ceremonies for both the Catoctin Aqueduct and Big Slackwater restorations.
- Attended the week-long World Canals Conference in Rochester, NY.
- Welcomed guests attending the Association-sponsored symposium on early years of engineering on the C&O Canal.
- Represented the Association at the "coming out" party for the new mule, Eva, at Great Falls.

- Attended a meeting at the U.S. Capital visitor's center hosted by Senator Benjamin Cardin for Maryland tourism leaders. The address from the Deputy Director of the National Park Service, Dan Wenk, focused on the importance of our national parks.
- Along with Rita Bauman, represented the Association at the first annual Brunswick Bicycle Festival, which encouraged bicyclists to enjoy the C&O Canal towpath and the communities along it.

Additionally, during the past year I have volunteered my time two days a week at the headquarters of the C&O Canal National Historical Park in Hagerstown, Maryland. Working under the direction of Ahna Wilson, the Park historian, my work has included helping to organize the collections of photographs, slides, negatives, aerial photographs, and newspaper articles in the Park's archives. It has been a privilege working in the headquarters where the shortage of staff has made it difficult to maintain the archives and make their contents readily available to the staff as well as researchers.

Also From the President:

Over the past two years, community leaders along the upper parts of the C&O Canal National Historical Park have met to form an organization to support the communities and businesses along the canal. Also, those attending represented the C&O Canal NHP, county tourism bureaus, businesses, the State of Maryland, the Appalachian Trail Alliance, the Trail Town Program of the Great Allegheny Passage, the Canal Trust, and others.

Along the Great Allegheny Passage, the Trail Town Program includes six Pennsylvania communities. With hundreds of thousands of visitors each year spending over \$40 million, the towns have reaped the economic benefits of trail-based tourism. Now that the Great Allegheny Passage is directly connected to the C&O Canal NHP in Cumberland, there has been a tremendous increase in towpath use.

The Canal Towns Partnership is a grassroots effort to help canal communities better serve the needs of the millions of visitors who explore the C&O Canal National Historical Park each year. The Partnership includes Point of Rocks, Brunswick, Harpers Ferry, Sharpsburg, Shepherds-town, Williamsport, and Hancock.

Kiosks will provide towpath users with information about the communities. Using a standard design, the kiosks will stand just outside the park at the town entrance listing businesses and activities. The kiosk will post a map showing visitors the canal towns and points of interest. A web site will give information on the partnership towns to help visitors plan outings on the towpath.

The partnership seeks to develop a marketing plan to encourage trail-based heritage and cultural tourism and to make user-friendly town facilities available to visitors.

The next time you are out on the towpath, why not visit a Canal Town?

On The Level

By Level Walker Chairman Bill McAllister

For the last four years it has been my distinct privilege to serve our membership and the park as Level Walker Chairman and Second Vice President. When I volunteered for the position, I thought it was simply an administrative task of logging reports, assembling the report for the magazine, processing applications, and other clerical details. After I made the commitment, much to my surprise, I found that the bylaws make the Level Walker Chairman also the Second Vice President. But I'm neither that well versed in canals or the park nor that qualified even to be on the board! Well, I was absolutely wrong. Potential board members are us, any member. We don't need to possess great knowledge and passion for canals and parks, don't need to live close to the park or have a highfalutin degree. If you enjoy the canal and park enough to be a member, you have the qualification to be on the board. So later this year, when the call is made for board nominations, contact the nominating committee and ask about openings on the board. You won't regret it. So I'll see you on the towpath, on the river or at a meeting. Again, I am grateful for having had the opportunity to serve.

- Bill McAllister

Level #1 Tidlock to Incline Plane John Barnett reports 11/12 Canal has been drained. So far, little trash has been thrown in the basin. Tidlock almost trash free but wood pile grows. For first time in years, one can see the sand under the water from the river entrance to Tidlock and up to the footbridge. Over a long period, I often removed 20 to 30 five-gallon pails of refuse and debris from the tide and river. The work has paid off. The bottom needs occasional cleaning at low tide. Aqueduct area was clean this time. A lot of trash in the bushes at the exit path at 34th Street and terrace area by the exit to the footbridge at Potomac Street. **12/11** Lumber on Tidlock beach was too big to handle. I'll wait for a cleanup project.

Level #3 Brookmont-Glen Echo Lock 5 to Cabin John Creek Marcus Boorstin reports 10/24 Around 30 kayaks gathered in the channel for a kayaking event. A wedding party near Lock 7 was taking photos. Bottom visible in low water before Lock 5. Plant life at and in Lock 5 flourishing. A lot of the canal along my level is covered with algae. Several trees down in the canal. The bridge at Lock 6 under repair. Fallen trees near the pumping station, the towpath eroding into the canal, and a large island forming in the middle of the canal. The Little Falls dam danger sign on the Virginia side of the river was still almost invisible. Another large garbage-laden island has formed in the canal at Sycamore Island, blocking flow except for a tiny trickle. Sewage smell was noticeable. The garbage was out of reach. More solid algae before Lock 7. **11/27** As always, some bottles in the canal. On the path up from the canal at Mi. 7.5, we found plastic auto parts under the highway overpass and filled half a garbage bag with them. Low water level below Lock 5. More plant growth than usual noted at almost waterless Lock 5. Water level above Lock 5 normal. Algae covered much of the canal. Trees down above and below Lock 6. At Sycamore Island, a dam has formed in the canal. Water level was a foot higher on one side than the other. At Lock 7 the gear mechanism for the upper lock gate deteriorating. The canal above Lock 7 free of algae. Trees on both sides of the canal (suffocated by ivy) about to fall or have fallen. Also a few "fat" ducks swimming in the canal. **1/3/2011** My section frozen solid with logs atop the ice. Sewage stench noticeable at Lock 5 and Sycamore Island. The water level still low below Lock 5. A huge tree fell into the canal breaking

through the ice just above Lock 6. The canal island by Sycamore Island still blocking flow. Lots of algae in the canal. Many seagulls in the Potomac just above the dam. **1/30/2011** Saw a lone skier, but many ski tracks. Snowstorm a few days ago covered the towpath with several inches of snow/ice. Ice strong enough to support logs, but I was wary of stepping on it. Many trees and branches down. **Level #4 Cabin John Creek to Lock #14 Larry Heflin reports 10/2010** Tuck-pointing/re-mortaring of joints in locks proceeds downstream including Lock 8.

Level #8 Swains Lock (21) to Pennyfield Lock (22) Jack and Karen Forster report 10/2 Water high from the recent tropical storm. A ranger stopped at Swains' Lock and turned the rods with a large wrench to increase the flow of water through the lock. Towpath under repair in two places. Lock House 22 at Pennyfield Lock looks good, completely refurbished since I'd been there last. A placard advertises 'quarters' program. Wildflowers still visible in two shades of purple, yellow, white, and blue. Few leaves have turned. Two deer on the berm side, one with three-point antlers was butting the other as if teaching the younger one how. The younger followed the elder even when driven back. Saw two four-inch turtles and six eight-to-ten-inch turtles sunning on logs. **Joe D'Amico and Amy Proft report 10/11** Sunny, high-cirrus clouds, unseasonably warm, 70 to mid-80s, little breeze. The kiosk at Swain's has been removed, improving the view of the lock and lock house. Downed trees in canal near Mile 17 and 18 remain. Took photos of river-side erosion near Mile 17 for future comparison. Bulldozer still parked near Mile 19. Rock wall of by-pass flume at (Pennyfield) Lock 22 deteriorating. This may be an effect of recent construction work nearby. Along the way more turtles basking in the sun on rocks and limbs in the canal. Bird species sighted and/or heard: chickadee, Carolina wren, titmouse, cardinal, red-bellied and pileated woodpeckers, blue jays, and Canada geese in the river; saw egrets on rocks and flying over the river. Foliage turning yellow and orange but still mostly green.

Level #10 Seneca Aqueduct to Milepost 25 Carol Purcell reports 11/10 The entrance to the parking lot needs work. Bad during the summer, it has worsened with huge pot holes on the exit drive, divided in two lanes by a large tree. An accident could occur here. Towpath was in great shape. Autumn flowers in bloom: lavender asters, a few purple violets. Red-eared turtles sunning on rocks and logs in the widewater area. Many gray squirrels, one Canada goose, 38 Mallards (male and female), great blue Heron. Two barred owls called and responded. Heard a Pileated woodpecker deep in the woods. A delightful fall day great for hiking the level.

Level #12 Sycamore Landing to Edwards Ferry Patricia Hopson and Carol Ivory (assisted by fellow Sierra Club members: Ray Abercrombie, Tom and Linda Lightfoot, Diana Richman, Marjorie Richman, and Ron Wise) report 11/27 Not a lot of trash at both parking lots (beer and plastic bottles at Sycamore Landing), but little along the towpath, some bottles and cans in the canal prism; and still a lot of trash along the riverbanks. Fallen leaves and ground-covers make it a task to locate all the trash. We extricated a lot of it from piles of debris left from last spring's floods. It looks cleaner but we'll find more stuff in early spring, before everything leafs out. Ray and Pat began at Sycamore Landing and walked the entire level; the other six worked downstream from Edwards Ferry, covering the parking lot, the Goose Creek Inlet lock, the Chisel Branch Hiker-Biker (with its new sign), and the riverbanks. The Towpath is in good shape. A big unsightly black tarp in front of the Jarboe store ruins is embedded under dirt. We

tried, all five of us, couldn't pull it out. We saw at least one pileated woodpecker, one hairy or downy, and a red-headed woodpecker (?). **Level #15 Whites Ferry to Lock #26 George Wyeth reports 1/1/2011** Generally in good shape, the towpath is rough in places where recent maintenance work was done. No fauna of note, fewer birds than usual. A quiet and uneventful walk.

Level #16 Woods Lock (26) to Monocacy Aqueduct Michael Cianciosi reports 1/15/2011 Logjam removal at the Monocacy Aqueduct is done. Trailer/container by the river, a bull dozer and a roller near the parking lot remain. A bit of landscaping is needed to remove the dirt road that was built to move equipment to and from the river. The Monocacy River bank on the western side is eroded from the flow of water that went around the logjam. A great blue heron let me get within 15 feet of him before he flew. Many animal tracks were on the snow and ice. I wish I could have identified all the animals that made them. One of the larger tracks was likely that of a deer who was lucky enough not to have fallen through the ice.

Level #20 Catoctin Aqueduct to Lock #30 Jeff James reports 1/1/2011 Lander to Brunswick: Many enjoying New Year's Day on the canal, especially between the Lander lock house and Catoctin aqueduct. Filled a plastic grocery bag and a half with trash along the way. Luckily, one trash item was a Wal-Mart bag that I used to collect more trash. Only fauna of note: a few woodpeckers enjoying the trees by the canal and a couple of eagles overhead. Windy weather the likely reason for the many branches and limbs on the towpath. Most were small enough to be only a nuisance to a walker or cyclist. I rolled one large limb off the path. Last checked the Catoctin Aqueduct project several month back, so am not a good judge of progress, but evidently modern material, tools, and technology employed in the rebuild.

Level #21 Brunswick Lock #30 to Lock #31 Ron Howard reports 11/15 Temperature in high 50's. Partly sunny in a.m. and cloudy but bright later. Little trash found, unlike on my walk last April. Ruts and holes have been filled. Towpath now level and dry and in fine shape. Trash bag dispenser at boat ramp empty. I use them first and later empty them into a bigger bag. Most foliage on trees and bushes now gone. Saw no wildlife, but heard barred and pileated woodpeckers. A good day to be out, temperate and comfortable.

Karlen Keto reports 12/31 & 1/1/2011 Most trash was beverage containers but also a blanket, a used diaper, used Kleenex, and dog do. The latter was put in doggie bags and tossed to the side of the towpath (for someone else to take care of !!?). I now have a new mission to take a supply of doggie bags with me to hand out and suggest that the dog's human use them and take them home for proper disposal. Completing my level, Chesapeake aka Chessie (my dog) and I went to the Brunswick campground to attend a community fundraiser. Vehicles have access to the area. I had two grocery bags to pick up the trash in that area. I was sickened by all the trash left behind. I filled one bag in a jiffy and aimed to fill the second, but with dog on-leash the busy traffic made the task chancy. I plan to return to that section soon. Most of this trash had clearly been thrown out of truck/car windows. **Ed Rhodes reports 12/4** Collected trash from Mile Markers 55 and 56. Filled one large bag. Went back to Mi. 55.29 and filled three more large trash bags mainly at the railroad storm drain culvert that empties into the canal. The trash was a mixture of street trash and enough sports balls to open a used sports store. Potholes recently filled and towpath now shipshape.

Level #22 Weverton Lock #31 to Lock #33 Karlen Keto reports 11/18,19,21 Walked level two days prior to the JFK 50-mile mara-

thon on November 20. The NPS worked hard to close the breach at Sandy Hook and to put the towpath in good shape. Did my part clearing small twigs and branches from the towpath. Walked level again the day after the JFK and found **No Trash at All!** A thousand or so runners and nary a scrap of trash was found the next day. My dog sure enjoys level walking with me! **12/29** It was great meeting other LWs on the towpath. I split my LW in half over a two-day period. Since the LW couple I met was doing the whole level, I did not do the second half of it. Little flora and fauna this time of year, but my dog and I did spot some kind of critter scurry into a log.

Pat and Ken Heck report 12/29 Up to the U.S. 340 bridge no trash found. Met another level walker coming the opposite way also picking up trash to the bridge. Beyond that point, only a modest amount of trash found. Towpath under repair but in good shape. **Level #23 Harpers Ferry Lock #33 to Dam #3 Pat and Ken Heck report 12/29** Serious erosion at several places beginning after Mile Marker 61. These all are on the river side and continue at various intervals until the end of the level. In some cases, the erosion has affected the quality of the towpath. These areas need erosion control work designed to prevent such damage in the future.

Level #24 DAM #3 to Dargan Bend Ron Howard reports 11/23 There was almost no trash along the 0.6 mile stretch where Back Road parallels the towpath, which is an improvement over times past! I met three people on bicycles and two people jogging. I also met one man walking, with whom I had a lengthy conversation. He was very interested in what I was doing, as well as enthusiastic about the towpath. He wasn't a candidate for the Association, since he was visiting from Florida. The towpath was dry and hard but densely covered, in places with fallen leaves. I did not see any wildlife except ducks in the river. I heard the call of a pileated woodpecker.

Level #26 Mountain Lock to Antietam Aqueduct Jack and Karen Forster report 12/31 Usual trash paper. Many tissues picked up (colds of the season?). Surprised to see a high pile of fill dirt taking up two-thirds of the parking lot at Mountain Lock. Talked with a biker about its use. Seems the fill is for towpath resurfacing paid for with stimulus funds. No flora at all, but two squirrels, a heron, and a flock of about 60 Canada geese seen. A fine sunny day with temperature about 44. The one lane bridge on Harpers Ferry Road near Antietam Creek now in use and nicely re-done in original design.

Level #29 Foot of Sharpsburg, Lock #39 to Snyders Landing Elliott Krafur reports 11/1 Eagle on rocks that jutted 25 feet into the Potomac. Bird flew as we came near. A fine, crisp autumn day. River low and clear as we've ever 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. Sink hole at Culvert 111 growing and soon to begin digesting the towpath. We observed another perched eagle on the river about .2 miles south of Snyder's. Four small sink holes in Culvert 109; no water flowing through this culvert. Abundant ailanthus saplings growing in Lock 39 most five to seven feet in height. Plan to snip these on my next trip.

Level #30 Snyder's Landing to Lock 40 Margie Knott reports 10/24 reports A gorgeous day. Leaves just turning and some falling. My friend visiting from San Francisco enjoyed walking through the leaves and viewing the Potomac. We had a relaxing lunch break at the lock. Two fisherman launching boat into Potomac. Met two couples cycling from Pittsburgh to D.C. bikes loaded with camping gear, one on a tandem, the other on individual bikes. Some also cycling. Other bikers (15), walkers (7) and two joggers. Towpath in good shape. NPS busy filling ruts and holes. Wild purple asters blooming; a noisy flock of Canada geese on the river.

Level #32 Middlekauff's Basin to Marsh Run Culvert Edda Brenne-man and Woody Hurtt report 11/14 The towpath in fine shape. Beavers cut down a tree. Thirty seven young bikers resting (listening to lecture?) at the overlook over Dam 4. **Dave and Kathy Peterson report 10/3** Towpath top-dressed with crushed gravel. Pump at the well for Big Woods campsite...took 15 strokes for water to flow (nine strokes last time). The Big Woods campsite in fine shape. Mile Marker 82 damaged, needs replacing. Did the downstream end of our level from Marsh Run to Mile Marker 83. Two sinkholes in the canal bed about a .1 mile from Mile Marker 82 is about the same size and depth since our last inspection. Several towpath users noticed our orange vests and thanked us and C&OCA for our volunteer efforts. Always nice to get a "thanks!" **Carl and Dawn Kent report 12/27** The day—sunny, windy and very cold. Snow cover on towpath was hard packed. Last year's repairs of this section have held up well. The river above dam four frozen. Ice floes falling over the dam creating a thunderous noise.

Level # 33 Dam #4 Dam #4 to McMahon's Mill Carl and Dawn Kent report 12/27 Met only one person, who came out to view the frozen river above Dam #4. Towpath frozen with some snow cover but in good shape. Above the Dam #4 boat launch area two large trees fallen over towpath.

Level #37 Upper Falling Waters to Lock #44 (Williamsport) Jim Tomlin reports 10/29 Towpath dry; in good shape. Flicked off all sticks and branches. Second-floor shutter broken on lockhouse at Lock 44. Blue composite daisy in bloom. One squirrel; flock of blue jays. Went from Lock 44 to the RR bridge abutment (Winchester & Western RR trestle) at Mi. 97.54. Collected as much trash as I could carry. **11/20** Birds encountered: hairy woodpecker, bluebird, red-bellied woodpecker, pileated woodpecker, mallards, cardinal, unidentified ducks in Potomac, Carolina wren, great blue heron.

Level #41 Dam 5 to Four Locks Mercedes and Paul Tibbits report 12/31 Surprisingly little trash; usually a lot of it near the access from the dam parking lot. Young people swim from a platform here.

Level #44 Fort Frederick to Ernsville James Biasco reports 11/1 Towpath in good shape. CSX working on the rail bridge at about Mile Marker 114. Many geese on Big Pool. Alerted the park about the rail spikes on the towpath from the CSX bridge work.

Level #48 Hancock to Round Top Cement Mill Phillip Michael Cle-mans reports 10/16 Towpath was quiet in use, saw one deer and no birds up to the White Rock campsite. For an hour I followed a bird that this truck driver had not noticed before. After much research, my conclusion was a female hairy woodpecker whose mama spent too much time around pileated woodpeckers. Almost stepped on a brown, black with grayish stripe ten-inch snake sunning himself on the towpath. **12/6** Everything in good order. A few watery spots at Mi. 127. A pinkish flower with two green leaves on a long stem was the only live thing found. Flocks of Carolina chickadees, a downy woodpecker, four big fat Blue Jays, male and female cardinals, one fat Robin, seen before 126 mile post. One raven from Devil's Eye Brow near cement mill. Beavers gnawing on a couple huge trees near Mi. 127. **Michael Bucci Reports 1/1/2011** Fresh beaver chew near Mi. 127, culvert sinkhole near White Rock Hiker-Biker. Lunch at Weavers is always a treat!

Level #49 Round Top Cement Mill to Lock #53 Kristin Zimet reports 1/23/2011 Two local people walking dogs. Frozen tracks of a cross country skier. Removed broken branches on the trail, most small but a few large. Many tracks on patches of frozen snow. At Mi. 127 beaver tracks and gnawed trunks. At Mi. 128 saw bear tracks! Tracks of a turkey flock, at least 15; and a mink track (?) and

rabbit tracks all along. Did bird count for the C&O Canal Winter Bird Survey. Saw or heard 19 bird species. Favorites included a pair of common mergansers, four wood ducks, a red-tailed hawk, and three ravens. Bluebirds were out in force, more black-capped chickadees than Carolina chickadees. For the first time in many a year neither a hairy woodpecker nor a yellow-bellied sapsucker was seen. Robin Williams, my naturalist friend, walked with us.

Level #50 Cacapon Junction Lock #53 to Dam #6 Steve Dean reports 11/9 The towpath was resurfaced with compacted gravel and dirt from Deneen Road to Dam 6. A NPS maintenance team was installing the material in the Deneen Road area. They said the project was necessary to smooth out the towpath because ruts and pot-holes were increasingly difficult to repair in some areas. These conditions are even worse since the rains and the March flood. The surface is similar to the surface in the Oldtown area. I was able to take good looks at Culverts 192, 194, and 197; and the Lock 53-54 waste weir. They all appear clear but there is not a lot of water flow at the present time. Nothing unusual was noted with Locks 53, 54, 55 and the Dam 6 guard lock. The areas around the locks were well mown. Some wildflowers were hanging on. Some fall color in the leaves despite the late autumn date. Several Fox Squirrels.

Level #56 SEVEN MILE BOTTOM Culvert #208 to Lock #61 Pat White and Barbara Sheridan report 11/26 New signage for Great Eastern Trail, which splits in Hancock. One arm runs west on the towpath to Twigg Hollow, then up Outdoor Club Road to Mertens and north to Pa. Unusual scat: dark chocolate pudding appearing disks two to three inches in diameter, fresh horse tracks. Few birds.

Level #65 Spring Gap Recreational Area to Lock #74 Jim Lyons reports 12/4 Towpath in good shape -- Lock gates down at Mi. 72. Woodpeckers (one red-headed), cardinals, crows, sparrows, one hawk. A young deer on the towpath. Stopped at C&O Canal Visitors' Center in Cumberland and picked up maps to give to folks on the towpath. I met ranger Rita Knox and had a nice chat with her.

Level #66 Lock 74 to Mexico Farms Jim Lyons reports 11/28 Some low spots on towpath which collect water. One flock of doves observed (about 12). Lock 74 sign missing.

Level #67 Mexico Farms to Evitts Creek Aqueduct Mary Huebner reports 11/24 Squirrels, 12 species of birds, evidence of recent horse usage. Four bikers - all 'local'.

Join the Association Today!

If you are among those who enjoy the C&O Canal and want to see it preserved and protected, you might consider joining your fellow canallers in the C&O Canal Association. You can go to www.candocanal.org and find all you would like to know about the Association's activities and programs and how to apply for membership. Or, you can simply send us your name and address, phone number, and e-mail address (optional) and a check for annual dues: Individual - \$15, Family - \$20, Patron, \$25. Also, indicate the name you want on your membership badge and on a second badge for a family or patron membership. Please make your check payable to the C&O Canal Association and mail it along with the above information to:

*The C&O Canal Association
P.O. Box 366
Glen Echo, MD 20812-0366*

C&OCA Presidents' Day Festivities on Saturday, June 4

Our tradition of celebrating the Association presidents and enjoying general fellowship will take place again at Bill's Place in Little Orleans. A reservation form is enclosed in this issue. Breakfast will be served at 9:00 a.m.. Our board member, Champ Zumbrun, will lead a moderate four-mile hike in Green Ridge State Forest nearby, starting at 10:30. Wear sturdy shoes and bring your binoculars. Optional camping the night before at the Little Orleans Campground is being organized by Mary Ann Moen. Call her at (301) 784-3207 (her office) if you wish to join the group or you may make your own reservation directly at (301) 478-2325. The campground has a bathhouse and showers. Come and join us!

2011 Annual Meeting Report

At the Association's Annual Meeting on March 5, outgoing president Dward Moore reviewed the many developments of the past year along the canal, which are also described in his article on p. 8. William Bauman delivered an update on the Association's financial status and the use of its funds to assist the Park (see p. 18, and the Treasurers Report available on the Donations page of www.candocanal.org).

Jim Heins, chair of our Volunteers In Park (VIP) group, reported on projects that have included installing signs at park access points, painting canal boats, and battling invasive plant species. He said that 28 Association members contributed 428 hours during the year. Jim gave special caps to five individuals who worked 40 hours or more: Ron Howard, Dan Mick, Rachel Stewart, and John and Val Wheeler. Bill McAllister described the continued effectiveness of the Level Walkers, more than a hundred strong, who clean the towpath and bring maintenance needs to the attention of Park staff.

Membership chair Barbara Sheridan noted that C&OCA's rolls included 1,034 individual and family memberships at the end of 2010. She reminded everyone to spread the word about the benefits of joining and to consider gift memberships for friends.

A major setback of the past year was Congress' failure to reauthorize the C&O Canal National Historical Park Commission, an advisory body that has for four decades served as a very useful link between communities and the Park. Nancy Long, who chaired the commission at its inception, explained that the group will continue to convene on an unofficial basis. The first such gathering will be at 9:00 a.m. on Friday, April 1, at the Town Hall, 6106 Harvard Avenue in Glen Echo, Md. Meanwhile, legislation to reestablish the commission has been introduced into the Senate, and similar action is expected in the House.

By a unanimous vote, the assembled members elected the nominees previously announced in this newsletter. Changes in officer positions included: Rachel Stewart,

Along the Towpath, March 2011

President; Barbara Sheridan, First Vice President; Steve Dean, Second Vice President and Level Walker Chair; and John Wheeler, Information Officer. Directors elected for a three year term were Chris Cerniglia, Skip Magee, Dan Mick, Marjorie Richman, and Chap Zumbun. Congratulations to All!

(See photo of our newly elected President on page 21.)

Trails & Rails Program Comes to C&O Canal Fall 2011

By Curt Gaul

Trails & Rails is an innovative partnership program between the National Park Service and Amtrak. NPS volunteers and staff provide interpretative programs that foster an appreciation of a National Park's natural and cultural heritage on Amtrak routes that border or enter National Park sites. The Capital Limited route from Cumberland to Washington is ideal to interpret the Chesapeake and Ohio Canal National Historical Park.

This new program is being overseen by the C&O Canal NHP and Harpers Ferry NHP interpretive staff but the programs will be presented by volunteer staff. Currently, volunteers are researching and preparing a comprehensive resource guide. Additional volunteers are needed to ride the train once the resource guide is complete. Teams of two volunteers will begin their journey in Cumberland at 9:30 a.m. Along the way, volunteers will follow the resource guide to interpret the canal history, buildings, geology, flora and fauna, as well as share the B&O Railroad's connection to the C&O Canal. Support materials such as books, photographs, and brochures will be available to help passengers gain a more in-depth understanding of a particular story. After arriving in Washington Union Station around 1:30 p.m., volunteers can take a break and see the sites on the Mall before returning at 4:00 p.m. Volunteers will share the same information with a new group of people before arriving at Cumberland at 7:30 p.m.

The park plans to have the program in place by autumn 2011. Needed are volunteers interested in sharing C&O Canal history on the train one or two days a month. For more information, please contact Curt Gaul or Lisa Dittman at 301-582-0813 or visit www.nps.gov/trailsandrails.



Trails & Rails volunteers and Amtrak personnel get ready for another exciting trip.

NPS Photo

WANTED: *Outgoing people interested in sharing C&O Canal history with others in unique settings in the park. The C&O Canal NHP is looking for volunteers to help staff buildings at Williamsport, Hancock, Cumberland, Ferry Hill, and the Lander Lockhouse. Volunteers engage visitors, answer questions, provide park and area information, and help with bookstore sales. Costumed interpretation positions are also available at Williamsport and Cumberland. Volunteers are asked to work one four-hour shift per week or two per month, but schedules are flexible. Lander Lock House is looking for volunteers to give tours as well as provide park information. For more information please contact Ranger Rita Knox at Cumberland 301-722-8226 or Ranger Lisa Dittman at Williamsport 301-582-0813.*

ANNOUNCEMENT

The Annual Fall Through-Bike Trip

Our traditional C&OCA fall bike ride is scheduled for October 10 - 15. This is a departure from our usual dates, in that the ride begins, rather than ends, on Columbus Day (observed). We start in Cumberland and finish six days later in Georgetown, traversing the 184.5 miles of the towpath.

Our group includes both hardy campers and motel softies (aka "Muffins"), aided by trained patrol "sweeps" and guided by myself and assistant leader Pat Hopson. There is no sag wagon scheduled. We share breakfast and supper together and are each responsible for our own lunch.

Since we only do thirty or thirty-five miles a day our pace is leisurely. However, it is important that each rider is prepared for the trek and able to carry his or her stuff along on the bike. Upon signing up for the ride (which is limited to twenty persons) a rider will receive suggestions as to proper preparation.

There is a non-refundable registration fee of \$25.00 which should be sent to:

*Thomas L. Perry
116 South Conococheague Street
Williamsport, MC 21795*

Please indicate whether you plan to camp or stay in motels. All of us are responsible for getting ourselves up to the start of the ride. However, a shuttle back to Cumberland is provided at the end of the ride.

The Chesapeake & Ohio Canal and the Underground Railroad, Part 2

by Timothy R. Snyder

Since the publication of the first article concerning the C&O Canal and the Underground Railroad, which appeared in the March 2010 *ATP*, a new and important source of information has come to light. In 2010 Jill Craig, Digitization Librarian for the Western Maryland Regional Library and a member of the C&O Canal Association, attended a talk in Sharpsburg on the Underground Railroad. When another attendee mentioned an account of an escaped slave who utilized the canal, Ms. Craig made note of it and later located the source, which was an article entitled "Narrative of James Curry, A Fugitive Slave." The article was published on January 10, 1840, in the anti-slavery newspaper, *The Liberator*. In it, the author describes utilizing the C&O Canal towpath as part of his escape from bondage. *The Liberator* was founded and published by William Lloyd Garrison, one of the most ardent and influential abolitionists of the antebellum era. He published the first edition of the newspaper in 1831, proclaiming: "I *will* be as harsh as truth, and uncompromising as justice. On this subject [slavery], I do not wish to think, or speak, or write, with moderation . . . I am in earnest—I will not equivocate—I will not excuse—I will not retreat a single inch— AND I WILL BE HEARD."¹ Two years later he helped found the American Anti-Slavery Society, which called for the immediate abolition of slavery. Garrison faithfully published *The Liberator* for thirty-five years until the Civil War led to the end of slavery.

In "Narrative of James Curry, A Fugitive Slave," Curry wrote that he decided to escape from bondage after receiving thirty to forty strokes from a hickory rod at the hands of his overseer. Three weeks later, on June 14, 1837, at the age of twenty-two, Curry and his two brothers fled their plantation. The trio made their way through Virginia until at one point Curry narrowly avoided capture and became separated from his brothers, whom he never saw again. When he reached Alexandria, he crossed the Potomac to Washington where he struck up a friendship with a free black family, with whom he stayed and rested for eight days. After leaving the family, Curry wrote: "I then took the Montgomery road, but, wishing to escape Baltimore, I turned off, and it being cloudy, I lost my course, and fell back again upon the Potomac river, and travelled [sic] on the tow path of the canal." He journeyed along the canal towpath for two days without incident, but then came across a man on horseback who looked at him intently, but,

to Curry's relief, did not stop and question him. Curry stayed on the towpath and later came upon a "colored person's house" along the waterway that was likely owned by a free black. The individual or family who resided there took him in and gave him breakfast. Curry continued to follow the canal, likely traveling at night to avoid detection. When he reached Williamsport, he left the canal, headed north and passed through Hagerstown. On July 19, 1837, about two hours before dawn, Curry crossed the Mason-Dixon Line and entered Pennsylvania. Curry's subsequent travels took him to Chambersburg, Philadelphia, New York and Massachusetts. His narrative ends with his plans to depart for Canada in a few days "where, under the free government of Queen Victoria, I may feel myself a man."²

Curry's story is the only known account written by a slave that describes using the canal to escape from bondage. Although the account does not prove that the canal was a part of the Underground Railroad, neither does it disprove it. Curry seemed to discourage the belief that the canal was a part of an established route, writing that he came upon it after becoming lost. It must be acknowledged, however, that if the canal was indeed a part of the Underground Railroad, Curry and his publisher, William Lloyd Garrison, would certainly wish to keep this information secret to preserve it for use by other fugitives. The narrative suggests, however, that perhaps "stations," or safe-houses, may have existed along the canal. Curry clearly obtained knowledge of local geography that he likely did not bring with him from North Carolina. Wishing only to avoid Baltimore, for example, why did Curry travel for one hundred miles along the canal, which took him well past the city, but closer to Pennsylvania? How did he know to leave the canal at Williamsport and head north, where Pennsylvania was only about ten miles away? Did he obtain this information from a person who may have arranged his transportation across the Potomac at Alexandria, from the free black family with whom he stayed in Washington, from the free black man who owned a house along the canal, or from someone else? The necessary secrecy that was practiced by those who knew of the Underground Railroad may prevent us from ever learning the answers to these and other questions, but it leaves open the possibility that the canal may have been a part of the pathway to freedom. Curry's account, added to the evidence gleaned from runaway slave ads that was discussed in the first part of his article, form part of a small but growing body of evidence that suggest that it may indeed have been.

The "Narrative of James Curry, A Fugitive Slave," can be read online. The complete account can find be found at:

<http://docsouth.unc.edu/neh/curry/curry.html>. Those wishing to only read the portion that pertains to Curry's journey north of the Potomac should see the excerpt on the Western Maryland Historical Library website: <http://www.whilbr.org/itemdetail.aspx?idEntry=6715>.

¹ *The History of Us: Sourcebook and Index: The Documents that Shaped the American Nation* (Third Edition; New York: Oxford University Press, 2003), 116.

² <http://docsouth.unc.edu/neh/curry/curry.html>.

Dear Reader - It's been four years and sixteen issues since I began this C&O Canal and the Civil War series. I hope the column has been helpful in broadening your knowledge of the history of the "old ditch." For the time being, I am taking a break and let's consider the column to be "on call." If anyone in Towpath Land has a relevant contribution to offer, contact me directly or through the Towpath editor and we'll be happy to work it in. Thanks so much to those who have contributed to the column and to the rest of you for your kind support. See you along the towpath!
Gary

C&OCA VIPs: Let's Paint the Canal Boat

March 19 & 26

The first big project for C&OCA Volunteers in the Park (VIP) this Spring is to paint the canal boat in Georgetown and clean the docking area including the canal prism. We are scheduled to start on Saturday, March 19 at 9 a.m. This is a week earlier than originally planned since the canal is now to be rewatered during the week following the 19th. We will first paint the exterior of the boat and clean up the adjacent area. We are making the project a two-day affair. We will meet again at 9 a.m. the following Saturday, the 26th, to paint the boat's interior and varnish its benches. This is a big project. We hope you can make both days but we won't ask for a firm commitment to the second date until we have finished the workday on the 19th. I'll keep you posted on any updates or new information.

- Jim Heins (301-949-3518) or vip@candocanal.org

A Warm Welcome to Our New Members



*Jim & Carlotta Anderson, Glen Echo Md.
Mike Barnhart, Hagerstown Md.
Franklin H. Bell, Bluemont Va.
Nat Breed, Washington D.C.
Marcus Brown, Arlington Va.
Daniel J. Crumlish, Montgomery Village Md.
Robert W. Dowler, Vienna Va.
Peggy Eyler, Falling Waters W.Va.
Valentin & Dana Feys, Montgomery Village Md.
Stacey FitzSimmons & Jack Guralnik, Chevy Chase Md.
Harry S. Galblim, Bethesda Md.
David & Heidi Gardner, Sammy & Levi, Sterling Va.
Hendrik Groen, Alexandria Va.
John & Kerry Gruber, Gaithersburg Md.
David Guskin, Potomac Md.
Robbert Hibbert, Hanover Md.
Lorrie Kaplan, Bethesda Md.
Kathy Kupper, Arlington Va.
Ted Larew, Greencastle Pa.
Julien LeBourgeois, Washington D.C.
Bob & Terry Ledley, Laurel Md.
Eugene Maddex, Pittsburgh Pa.
Jim & Donna McCune, Keyser W.Va.
Mark McDevitt & Courtney Pauley, Lovettsville Va.
Gary McGinnis, Sykesville Md.
Stan & Wendy Mopsik, Shepherdstown W.Va.
Robert Nurick, Washington D.C.
Betty Peck, Monrovia Md.
Jim Reiersen, Arlington Va.
Mary Jane & David Roberts, Potomac Md.
John & Marcia Rounsaville, Bethesda Md.
Sandford & Monda Sagalkin, Sharpsburg Md.
The Smisek Family, Gerrardstown W.Va.
Kathy Jo Sommer, Walnutport Pa.
Elisabeth Spector, Washington D.C.
Al & Aurora Stayman, Potomac Md.
Paul & Sarah Stokely, Mount Airy Md.
Isaac Storer, Winchester Va.
Mark & Sheila Thalhimer, Washington D.C.
Stephen Ulricksen, West River Md.
Elaine Ziegler Forest Hill Md.*

Calendar of Events - 2011

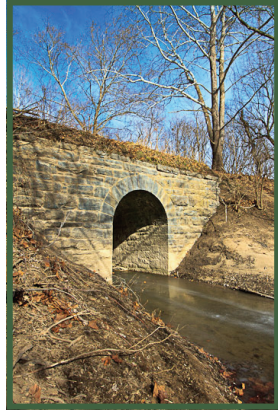
DATE	DAY	EVENTS, CONTINUED (www.candocanal.org)
Mar. 19	Sat.	C&OCA Volunteers in Park (VIP) Work Party, starting at 9 a.m. Paint the exterior of the Georgetown Canal Boat at Lock 3 and clean surrounding area. Contact Jim Heins (301-949-3518 or vip@candocanal.org)
Mar. 26	Sat.	C&OCA VIP Work Party, starting at 9 a.m. Painting Canal Boat at Lock 3. 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, Sfrenuous. Contact Pat White (301-977-5628 or hikemaster@candocanal.org)
Apr. 3	Sun..	Board Meeting: at Glen Echo Town Hall, 1 p.m.
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. 17	Sun.	Nature walk - Spring Wildflowers with Peter Whitney. Meet at 9 a.m. at lot across from Old Angler's Inn. Contact Marion Robertson (301-657-8992 or morobertson@verizon.net).
Apr. 30	Sat.	Annual Douglas Memorial Hike and Dinner. Hikers will have four different length options with bus transportation provided. Point of Rocks to Whites Ferry vicinity. After-dinner talk on Civil War medicine. See p. 1 and dinner reservation form inserted.
May 1	Sun.	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). Meet at Cushwa in Williamsport.
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 14 & 15	Sat & Sun	Mini-Bike trip, location TBD. No sag wagon provided. Contact Tom Perry (301- 223-7010). Reservations required.
May 15	Sun.	Continuing Hike Series, 10:30 a.m. Mile 166. Old-town upstream to Knuckles Cut. Contact Pat White (301-977-5628 or hikemaster@candocanal.org)
May 15	Sun.	Nature walk - Wildflowers at Pennyfield Lock from 10 a.m.-noon. 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.
June 4	Sat.	Presidents' Day at Little Orleans. Breakfast at 9:00. Details & reservation form in this newsletter. Champ Zumbrun 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 Bill Burton at canoemaster@candocanal.org or (703-801-0963). Reservations required.
June 25	Sat.	Barge Bash, Hancock, Md. Contact Lisa Hendrick at lisa.hendrick@frontier.com
June 25 & 26	Sat. & Sun.	Heritage Montgomery Tours: Seneca Aqueduct on Sat. (Ron Howard at ronhoward@comcast.net or 301-603-0336), Monocacy Aqueduct on Sat. & Sun. (Rita Bauman at wdbaumana@visuallink.com).
July 16	Sat.	Paddling trip, Brunswick to Monocacy. Contact Bill Burton (canoemaster@candocanal.org or 703-801-0963). Reservations required.
Aug. 7	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.

DATE	DAY	EVENT (see updates at w.candocanal.org)
Aug. 13	Sat.	Paddling trip, Old Patowmack Canal. Contact Bill Burton at canoemaster@candocanal.org or (703-801-0963). Reservations required.
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. 10	Sat.	Cumberland Transportation Forum. Contact Karen Gray at kmgrayphd@verizon.net or (301-739-3073, or Craig Roberts at family-farm@hotmail.com or (301-834-7420).
Sep. 17	Sat.	Sharpsburg Festival, Sharpsburg, Md. Contact William Bauman. wdbaumana@visuallink.com
Sep. 17 & 18	Sat. & Sun.	Canal Apple Days at Hancock, Md. Contact Rita Bauman. wdbaumana@visuallink.com
Sep. 19 - 24	Mon.- Sat.	World Canals Conference, The Netherlands. For more information, see www.worldcanalsconference.org: www.wcc2011.nl
Sept 24	Sat.	A Day at the Point, Point of Rocks, Md. Community Park. Contact Rita Bauman (info. below)
Oct. 1	Sat.	Canal Reunion, Williamsport, Md. Contact Rita Bauman. wdbaumana@visuallink.com
Oct. 2	Sun.	Board Meeting at the home of Tom & Linda Perry in Williamsport, Md.
Oct. 10-15	Mon. - Sat.	Thru-Bike Ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required. See p. 13
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

Waivers are required for Association hiking, biking and paddling trips The event leader will provide the forms to participants at the activity. Hikers must have proper footwear.

C & O Canal Culverts by Steve Dean

Culverts are essential to the integrity of the canal prism and towpath. They allow creeks, runs, and streams to pass under the canal without creating erosion or breaches in the canal prism. They also allow roads and paths to pass under so routes to the river are not impeded. Over 200 were originally built in the 1830s and 1840s over the 184.5 miles of the canal. Some have collapsed or filled in; others survive with modern repairs, and many are still in original condition. Late fall through early spring are the best times to view and photograph the culverts. Take a walk or ride and plan some stops to enjoy the culverts some day.



(Clockwise from top left: towpath arch unless indicated)

No. 94 (berm), Israel Creek, Weverton

No. 116, Marsh Run, Mercerville

No. 111 (berm), Snyders Landing

No. 51, Whites Ferry, culvert had two arches under the towpath and berm with a wooden culvert under the canal.

No. 71, Tuscarora Creek, near Noland's Ferry

No. 217, Seven Springs Run, Oldtown

No. 100, Near lock 37, timber based culvert

No. 69, Little Monocacy Creek

No. 215, Near Lock 67 and Town Creek Aqueduct

No. 65 (berm), Near Lock 26, culvert skewed at angle to canal

No. 206, Devil's Alley, near Lock 59

No. 175, Hancock, near Lock 51, box type culvert

No. 139, Four Locks, road culvert

No. 147, Near Big Pool/Fort Frederick

No. 231, Collier Run, near Spring Gap

References for Culvert spotting: "The Geology and Engineering Structures of the Chesapeake and Ohio Canal" - William E. Davies, available from the C & O Canal Association; "Historic Structure Report—The Culverts" - Harlan Unrau, available from National Park Service, on-line; and "Towpath Guide to the C & O Canal" - Thomas Hahn, any version.



Across the Berm

CHARLES E. DISS



On October 27 a long time member of the C&O Canal Association, Charlie Diss crossed the berm. Charlie and his wife Sylvia shared an abiding love of the outdoors. During their 52 years of marriage, they could often be seen hiking or biking on the towpath, or paddling down the Potomac. Several times they went the 184.5-mile length of the canal. Family, friends, and neighbors' children often joined them in their towpath expeditions. Charlie's favorite vacation was camping on the beautiful beaches of the Caribbean.

Born in Wray, Colorado, Charles Diss was a graduate of Regis College in Denver and held a Master's degree in Mathematics from Rensselaer Polytechnic Institute. After serving in the Army for two years, he became a senior engineer with IBM and worked there for 35 years. He is survived by his children, Andrea Diss-Torrance and her husband Michael; C. Ted Diss; and Joseph Diss and his wife Tracey; and three granddaughters, Katelyn, Teagan and Shannon; and a brother, William T. Diss, and his wife Minnie. Sylvia also has been an active member of the Association over the years and continues to take part in its activities.

DR. HAROLD M. SILVER



Dr. Harold Silver, a former member of the Association, crossed the berm last December 26 at 83 years of age. He was an eminent physician specializing in pulmonary medicine and practiced in Washington for over 35 years. He gained his medical degree from Columbia University while he was serving in the US Navy. He did his internship and residency at Bellevue Hospital in Manhattan. He went on to serve in the Public Health Service in Baltimore and held fellowships at Cornell and Jefferson Medical Centers before coming to Washington. He was a long-time member of the faculty of the George Washington University School of Medicine. He also practiced at Sibley Hospital, including a term as head of the hospital's Department of Medicine.

Dr. Silver was an avid birdwatcher. He very much enjoyed going out to the C&O Canal. Despite his busy life practicing medicine, he made a point of taking regular walks on the C&O Canal. One of his long-sought goals was to hike 184.5 miles of the towpath and he promptly took the opportunity to do so once he retired.

The Association's Special Funds

Our Association maintains four Funds:

1) **Big Slackwater** - In 2008 and 2009 the Association gave the C&O Canal NHP a total of \$80,000 to help complete a feasibility study for the reconstruction of the towpath at Big Slackwater and to help underwrite the Environmental Assessment Study. In 2010 the C&O Canal NHP received about \$17 million in federal funds for the work, in part because the project was "shovel-ready," i.e., the required paperwork had been completed. A contract for the work has been signed and a ground-breaking ceremony was held in August 2010, with the expectation that the break will be repaired within two years. Photos of the work's progress appear in our newsletter. Currently, donations to the Fund are held in reserve until the C&O Canal NHP advises us that additional funds are not needed. Any left over funds the Board will consider for transfer to another project.

2) **Kenneth Rollins C&O Canal Fund** - In 2010 the Association drew from this Fund to help pay for the new mule, Eva. Visitors will find her at work at Great Falls pulling the excursion boat. The Fund also underwrites the Canal Visitor Guide (summer and winter editions). The guide is available free at all visitor centers. For the last three years the Fund has been used to cover bus transportation costs to take all fourth graders in Washington County, Md. on trips to see Lock 44 and its lockhouse, Conococheague Aqueduct, Cushwa Warehouse and the "trolley barn" at Williamsport as part of their study of Maryland history. In July 2010 the Association sponsored a symposium on "C & O Canal Engineering: The Early Years" held at Shepherd University. This September the Association will sponsor a second symposium in Cumberland highlighting three modes of transportation: the canal, the B&O Railroad and the National Road.

3) **Davies Legal Fund** - The Association used this account for legal expenses linked with our opposition to placing a Georgetown University (GU) boathouse within the C&O Canal NHP. The Association opposes transfer of public lands to any individual or enterprise for private use. We also worked with the Defenders of the Potomac River Parkland, a coalition of civic and outdoor organizations which through proper channels and appropriate means oppose placing a GU boathouse in the canal park.

4) **Publications Fund** - This fund was used to pay the costs of publishing *Navigation on the Upper Potomac*, by Dan Guzy. This book is available through the Online Store.

No administrative costs are deducted from donations to any of these funds.

The treasurer will be happy to answer any questions members may have regarding these funds.

- William Bauman, Treasurer

Association Funds:

Many thanks to our Generous Donors

(from 11-16-2010 to 2-15-2011)

Ken Rollins C&O Canal Fund

Abbate, Mario & Anne
Aitken, II Thomas L.
Amero, Philip & Jane
Anonymous
Barnett, Patricia B.
Barry, Dennis M.
Betzer, Terry R.
Biasco, James R.
Boerner, Michael & Dorothy
Bogdan, Jr. John R.
Bradley, Marguerite A.
Brown, Barbara J.
Carter, Leslie J.
Cember, Richard P.
Chamberlin, Ashby
Cohen, Richard
Colgate, Chris A.
Condry, Jo Ann
Conlon, Jerome A.
D'Amico, Joseph M.
Davis, Paul & Margurite
Dean, Steven M.
Dieter, Emma Rose
Doak, John & Ruth
Dornsife, Cinnamon N.
Dudgeon, Ruth A.
Dryer, Bruce & Linda
Eckel, Ruth Stone
Eckels, Joseph & Jane
Ehlman, Thomas & Michele
Eldridge, Robert F.
Engstrom, David F.
Fabel, Arthur & Marsha
Fragale, John
Freiheit, Laurence H.
Giles, Craig & Lois
Gifford, James & Barbara
Goodwin, Donald V.
Goodwin, Jeffrey & Elaine
Greco, Elisabeth R.
Gregg, James M.
Grylack, Lawrence J.
Guy, John F.
Hackett, Douglas M.
Haigh, Bradley & Shirley
Hallquist, Theresa E.
Hallquist, Elisabeth M.
Harden, Dorothy P.
Head, Daniel & Jane
Hecht, Judith A.
Heimer, Mildred B.
Heins, James & Janet (2)
Hickerson, Carolyn K.
Howell, William Craig
Howell, John & Shizue
Ipavec, Dorothy J.
Jarmulneke, Fern J.
Johnson, David M.
Johnson, Carrie W.
Kahn, Marvin & Sandra
Kaplan, Walter & Benita
Keckler, Judy A.
Keller, George T.

Kelton, Ann D.
Kemstedt, Harry M.
Kennett, George D.
Kinsey, Ray C.
Kochenderfer, Joseph
Kovenock, Paul & Margurite
Kpkajko, Lawrence & Elizabeth
Langan, Laurence V.
Langevin, Paul T.
Lawrence, David & Joann
Leubecker, III Daniel W.
Leung, Vincent & Jacqueline
Lewis, J. Michael & Lou Ellen
Liebow, Norman & Jane
Light, Francis & Elisabeth
Linden, Carl A.
Loveless, Charlotte
Madeoy, Marlow & Nancy
Marmer, Michael & Linda
Marth, Paul & Rita
Marziani, J. C. & M. C.
Mast, Phillip & Luella
Matula, Stephen R.
McAllister, William & Susan
McCutcheon, John & Sigrid
McEwan, Mary K.
McGowan, Howard J.
Melchior, Robert & Jane
Mick, Daniel
Mills, Lary
Mitchell, David & Nicole
Mobley, Barbara C.
Moore, Dward & Jeanine
Morgan, Ronald & Rose
Morris, Helen D.
Nelson, James & Judith
Niskern, Diana M.
Noall, William F.
Olmer, Judith S.
Pankin, Mark & Mary Faith
Passett, Barry & Margery
Pekow, Charles
Penner, Jeanette M.
Peterson, David & Kathleen
Petkus, Paul A.
Petriche, Gary & Nancy
Petriche, Glenn E.
Plaskett, Patricia S.
Podolskis, Regina A.
Podvia, Mark W.
Poore, Katherine L.
Poremski, Richard P.
Powell, William & Nancy
Preston, Edmund & Eleanor
Radhe, Richard & Karin
Reinsberg, Carol L.
Reynolds, Craig A.
Richman, Marjorie
Rogers, Edward & Patricia
Russo, Gregory & Deloras
Sally, David Lawrence
Schmit, Lynn M.
Schoonmaker, Jan
Schwarz, Kurt R.
Sengers, Jan Vincent
Sierra Club Regional Outings
Skoglund, Leonard & Joyce
Sloppy, Dennis & Donna
Small, John Scott
Solomon, Howard W.
Stenley, William & Phyllis
Stevens, Robert & Alma

Stockham, Edwin H.
Stover, Mark C.
Strasser, Russell & Alice
Swisko, George M.
Tammara, William
Tobey, Stephen A.
Tucker, Samuel & Grace
Walsh, Hilary
Weisemann, Jane M.
Welsh, Barbara A.
Westendorf, Katrinka L.
Wheeler, John & Valerie
Williams, Stephen A.
Wilson, Fred & Nancy
Woodbury, Ellen H.
Yiu, Victor & Leepo
Zveare, Douglas W.

Big Slackwater Fund

Anonymous
Dean, Steven M.
Meijer, Paul H.
Morith, Ronald & Pamela
Nosalik, Ronald & Linda
Ravenscroft, William E.
Seneca Valley Sugarloafers

Davies Fund

Abbate, Mario & Anne
Anderson, Wayne & Lark
Bogdan, Jr. John R.
Bradley, Marguerite A.
Brown, William & Patricia
Butler, John & Renee
Cember, Richard P.
Dean, Steven M.
Field, P. Jonathan & Linda
Fragale, John
Greco, Elisabeth R.
Haigh, Bradley & Shirley
Hallquist, Theresa E.
Harden, Dorothy P.
Hedlesky, Katrina
Hurt, Woodland
Jones, John F.
Keller, George T.
Kelton, Ann D.
Kemstedt, Harry M.
Keto, Karlen C.
Kinsey, Ray C.
Kpkajko, Lawrence & Elizabeth

Krafsur, E. S. & H. J.
Light, Francis & Elisabeth
Linden, Carl A.
Marames, Kristine
Marziani, J. C. & M. C.
Mast, Phillip & Luella
McAllister, William & Susan
Moore, Dward & Jeanine
O'Dea, Thomas E.
Peterson, David & Kathleen
Petriche, Glenn E.
Poore, Katherine L.
Poremski, Richard P.
Powell, William & Nancy
Reynolds, Craig A.
Rogers, Edward & Patricia
Sally, David Lawrence

Schwar, Kurt R.
Sengstack, George F.
Skoglund, Leonard & Joyce
Sloppy, Dennis & Donna
Stanley, William & Phyllis
Strain, Sally C.
Strasser, Russell & Alice
Swisko, George M.
Tucker, Samuel & Grace
Welch, Jack B.
Ziegler, John & Margery
Zveare, Douglas W.

Memorial Gifts

Ken Rollins C&O Canal Fund

In Memory of Charles E.
Diss

Allman, Mary Ann
Boogaard, Marcia T.
Boverman, Margaret
Champeau, Beverly J.
The H2 Land Company
Dreyfuss, Norman & Deborah
Gigliotti, Raymond & Shelby
Huff, Grace P.
Massie, Joe & Katerzyna
Meyer, Robert & Holly
Risele, Robert & Alma
Roberts, Mary Jane

Ken Rollins C&O Canal Fund

In Memory of Sonny De
Forge

Perry, Thomas & Linda
Perry, Robert & Jane
Smith, III Hugh L.

Ken Rollins C&O Canal Fund

In Memory of Dr. Harold M.
Silver

Casey, Thomas & Elizabeth

Reminder

Please be sure to check the Association website, www.candocanal.org, for updates on what's doing on the canal. The website also has selected articles, a canal photo album, items for purchase from the Association store, and all sorts of information about the Association and the canal.

Scouts Sweep Clean and Stash the Trash

Boy Scout Troop 741 from St. Michael's, Md. cleared a six-mile stretch of the Potomac along the C&O Canal and on the West Virginia shore near Harpers Ferry September 4. The scouts were honoring Kennedy Fitzgerald, an Eagle Scout, from their troop who died in 2007 accident. He was a strong advocate for a clean Chesapeake and was studying environmental science at college. The scouts worked 136 hours picking up 1,200 lbs. of trash — their way of keeping the memory and example of their fellow scout alive.



Trash collected from the Potomac. Left to right: Lucas Merriken, Scoutmaster Bill Roth, Hunter Whitby, David Helgason, Andrew Sindermann, Ast. Scoutmaster Don Helgason, Robbie Dornton, Andrew Roth, Stacy Helgason, Don Helgason III, Missy Cannon, Jeremy Brandon, Lynn Helgason, Brent Andrews, Stewart Mitchell, and Gillian Andrews. Not pictured Eric Udler.

Scouts of Troop 741 load 1,260 lbs. of trash from the Potomac River into the truck.

Left to right: David Helgason, Andrew Roth, Robbie Dornton; Jeremy Brandon; Don Helgason III.



Our newly elected Association president, Rachel Stewart, raises her gavel and calls a slightly tipsy Ted E. Bear to order at the annual membership meeting on March 5th.

The Annual Frostbite Hike at Great Falls



The Frostbite Hikers. Left to right: Marion Robertson, Neil Gilliam, Harry Bridges, Jennifer Cabrera, Nasra Sakeran, Steve Williams, Gage Linden, Rachel Stewart, Bill Burton, Barbara Sheridan, Pat White, Laura Gilliam.

Photo by Carl Linden

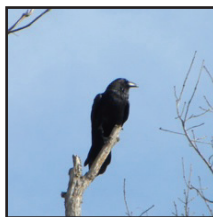
On a clear winter day this annual hike includes great views of the Great Falls gorge, and, if it is a snowy day, the area becomes a winter wonderland. The hike is regularly held on the first Saturday of December.

The 2010 hike was held on December 4 on a clear and sunny day making the views of the gorge and canal from the overlook trail a sight to see. The "frostbiters" above also enjoyed the views at the Great Falls overlook, at Mary's Wall, and along Widewater, including a look at the major canal wall breach near Old Angler's Bridge.

Spring on the C&O - Birds & Wildflowers

Come out and join us and celebrate spring on the C&O Canal with a walk to see and hear the birds on Sunday, May 1st and another on Sunday, May 15th, to discover the many wildflowers to be found along and near the towpath. We will have two fine guides in our company. Both have led us on great walks before, Kurt Schwarz of the Maryland Ornithological Society and Dr. Peter Whitney of the Botanical Society of Washington. We meet Kurt at 8 a.m. at Cushwa (NPS canal visitors center) in Williamsport. We meet Peter in the parking lot across from the Old Angler's Inn just off MacArthur Blvd.. (See Calendar on page 16.)

- Marion Robertson, C&OCA Nature Committee



Raven - Point of Rocks
Photo by Kurt Schwarz



Wild columbine
Photo by Marion Robertson

NATURE NOTES

by Marjorie Richman

That zebras and tigers are commonly found along the towpath is no secret. They show up in late March or April, weather permitting, and their colorful parade continues throughout the summer. With the first chill, they vanish.

These are butterflies of course, the beautiful zebra swallowtail (*Eurytides marcellus*) and the eastern tiger Swallowtail (*Papilio glaucus*). They are named for their similar coloration to larger fauna not found along the towpath: black and white stripes on the zebra and yellow with black stripes on the tiger. The swallowtail part of the name refers to the long tails on the insects' hind wings, which are often seen truncated in older butterflies. Although a predator may take a bite out of a tail, the butterfly survives.

With hundreds of butterfly species in our region, why do zebras and tigers congregate along our towpath? Butterflies are fussy about where they lay their eggs and the plants the newly hatched caterpillars eat. Each species will only lay its eggs on specific plants, called host plants, which also provides food for the caterpillars. You might think that such finicky habits endanger their survival. Luckily, there are plenty of host plants for tigers and zebras along our towpath.

Pawpaw trees are the zebra swallowtail's host and the trees abound all along the towpath. Pawpaw leaves, shunned by deer, give shelter for the eggs and food for the caterpillars. tigers are more flexible, but their favorite is the tulip tree, which is also common on the towpath.

It is not unusual to see the chrysalis of a zebra butterfly on a pawpaw tree in early spring. The zebra chrysalis looks like a little sack hanging from a leaf or twig. It is either green or brown. Start looking for it from late March to late April. The tiger chrysalis is harder to see as the butterfly lays its eggs on the upper branches of the tree.

Their unique qualities are often unappreciated because it is hard to get a good look at them. A butterfly hardly rests. When it does, it will fly away when approached. One remedy is to buy binoculars that offer close minimum-focusing distances. For example, a 6.5 x 21 binocular allows focusing as close as 1.6 feet. It is perfect for viewing butterflies from a respectful distance. These binoculars open up a world of insights into the super subtle color variations on a butterfly's wing and the amazing adaptations these fragile creatures have developed in order to survive in a predator-rich, ever-changing environment.



Along the Towpath, March 2011

Steamer Pulls Coal-Laden Barges Down the C&O Canal (continued from page 22)

Capt. Parker Recounts Cumberland to Alexandria Trip

"The Virginia reached Alexandria on Thursday morning, having lain by every night on our passage down. We deemed it prudent to do so, as some of us were unacquainted with the canal, its shoals, &c. We were 102 hours, what may be considered working time, in accomplishing the trip down; although one quarter of that time was lost in little delays, which are always incident to a new undertaking, and which a little expense and experience will obviate. We passed the entire train through several of the locks in 18 minutes - the steamer hauling the boats in and out of the locks, without detaching the train at all; and when the locks were near together, and the leads short, we frequently had three boats lashing at the same time in as many of the different locks. If our towing or connecting ropes had been long enough, we could with equal ease have had the four boats in as many locks at the same time. - When that number of locks are near together, our success in passing through them was much greater than we expected; - and there is no manner of doubt, that a train of six or eight boats may be passed through a lock in our way much sooner than the same number of horse boats, and with less labor to the hands and lock keepers. - We found no difficulty in passing other boats, or passing around the curves. Prudence and care are all that are required.

During our entire trip we injured nothing connected with the Canal, or other boats, or our own, except the towing lines which were parted whenever a barge went aground, and this was not infrequent. Our barges steered badly, owing to their rudders being too short, and the boats too deeply laden. We found one of them to draw 4 feet 6½ inches, which dragged much of the way on the bottom. This happened in consequence of a mistake in marking.

We traveled some of the way four miles an hour where the Canal was wide, but in the narrow portions we were obliged to throttle off, and use but a portion of the steam, as the entire power gave too great speed to steer the barges; - we wanted a greater load. And I have no doubt that the Virginia will haul five boats carrying one hundred tons each, at as great speed as shall be found either profitable or safe. She works 31 horse power; and works her entire power without any more abrasion to the cranks than an ordinary boat. On the whole, the experiment has proved more successful than I could reasonably have anticipated, considering the novelty of the business and the entire inexperience of the crew. It has clearly demonstrated to my mind, at least, that Steam can be used as a motive power on your Canal, notwithstanding the many locks, over horse and mule power. We found the lock-keepers and all the people, very kind and obliging, and most of the country through which we passed rich and highly delightful. The Canal is the greatest work of the kind I know of in the country. It, however, requires many things to be done before it can be said to be finished.

*Our train [of canal boats] left this place for New York, at half past 2, P.M."*⁴

⁴ *The Cumberland Alleganian*, Cumberland, Md, newspaper, Saturday, 6/7/1851, p. 2.

Hustle and Bustle on the C&O Canal - 1851

by William Bauman

Here the story of the voyages of the *Virginia* continues from the Hustle and Bustle article in the December 2010 issue of *Along the Towpath* on page 22. We can infer that the steam tow boat *Virginia* with her three canal boats did arrive successfully in Cumberland from the story: “**CANAL TRADE** - there have been several arrivals from below with Groceries, &c. for some of our Merchants”¹ We next go to the Register of Boats for 1851² and find:

No.	Date	Name of Boat	Hailing Place	Class	Length		Breadth		Draught of Boat		Name of Owner	Residence of
					ft.	In.	ft.	In.	empty	loaded		
45	4/3	H. G. Phelps	Alexandria	A	81	9	14	6	14	72	John McCaffery	Alexandria, Va.
50	4/5	I. A. Phelps	Alexandria	A	81	9	14	6	13	72	John McCaffery	Alexandria, Va.
144	5/15	Steamer Virginia	Boston		82		14		24	42	R.S. Denny & Co.	Worcester, Ma.
145	5/15	Ariel	Boston	A	78		14	4	11	72	R.S. Denny & Co.	Worcester, Ma.
146	5/15	American Eagle	Boston	A	77	7	14	4	11	72	R.S. Denny & Co.	Worcester, Ma.
147	5/15	Montour	Boston	A	76	9	14	3	11	68	R.S. Denny & Co.	Worcester, Ma.
169	7/17	Atlantic	Alexandria	C	87	2	14	5	18	62	Robert J. Jack	Alexandria, Va.

Something happened over the 1850/51 winter regarding the steamer *Virginia*. On April 5, 1851 she left Cumberland with 59.16 tons of coal. Then on April 28, 1851 she left Cumberland with 52.1 tons of coal. These first two trips were made unaccompanied by towed barges — practice runs as it were.

The next report was: "**Steam on the Canal.** - The steamer *Virginia*, with the barges *American Eagle*, *Ariel* and *Montour*, arrived on Wednesday last, about 1 o'clock, P. M., having left Alexandria on Friday at 2½ o'clock, P.M. and laid by two and a half nights on their way up. They are owned by R. S. Denny & Co. of Massachusetts, and are under the direction of Capt. R. H. Clark, of Norfolk, Va. Mr. Parker, the patentee of the steamer, and one of the Company, accompanies them on the experimental trip. We understand the Steamer worked admirably - taking the tow along at a speed of four miles an hour, without making more wash than an ordinary canal boat at the usual speed, and passing the train through many of the locks in 15 minutes. The boats are arranged with windlasses on the bow, by which they can readily be warped in and out of the lock - they are however moved in and out by the steamer, usually. These boats will load for the Frostburg Coal Company, for New York, passing through the Delaware & Chesapeake and Delaware & Raritan Canals. The object of the trip is to test the practicability of using steam on the Canal, which, we sincerely hope may prove successful."³

That was the first mention of the barges *American Eagle*, *Ariel* and *Montour* in the Cumberland newspaper. The train of boats had left Alexandria on Friday, May 9, and arrived in Cumberland on Wednesday, May 14; all four (steamer plus three barges) were then registered the following day, May 15, 1851. Note the three barges are shorter than the other boats. Then the four vessels departed Cumberland on May 19 with 80 tons of coal each.

We have received from Alexandria the particulars of the trip, from Cumberland to Alexandria, of the steam tow-boat *Virginia*, which pulled barges laden with coal. **Go to Capt. Parker's account of the trip on the previous page (21).**

¹ *The Cumberland Alleganlian*, Cumberland, MD, newspaper, Saturday 12/21/1850, p. 2.

² *REGISTERS ISSUED TO BOATS TO NAVIGATE THE CHESAPEAKE AND OHIO CANAL, 1851* found in C&O Canal Company files, Record Group 79, National Archives, College Park, MD.

³ *The Cumberland Alleganlian*, Cumberland, MD, newspaper, Saturday, 4/12, 5/3 and 5/17/1851, p. 3.

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	240-329-1346	Sharon Cleary
Superintendent's 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
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
Preservation & Projects	301-745-5818	Daniel Copenhaver
Cultural Resources Program	301-714-2211	Sam Tamburro
Historian	301-714-2236	Ahna Wilson

Palisades District Milepost 0 (Tidelock) 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 Ctr 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.):

Western Maryland District
Park Ranger Law Enforcement 301-722-0543 Todd Stanton (acting)
Cumberland Subdistrict 301-722-0543
Hancock Subdistrict 301-678-5463
Ferry Hill Subdistrict 301-714-2206

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

24-HOUR EMERGENCY
(TOLL FREE): 1-866-677-6677
HAZARDS CHOH_Hazards@nps.gov



Along the Towpath is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Material for consideration may be submitted to the Editor at that address, for receipt by the 15th of the month prior to publication. Electronic submission is preferred: editor@candocanal.org.

Editor: Carl Linden

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 may be contacted at website@candocanal.org. C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

2011 Association Officers

President: Rachel L. Stewart, 5914 Washington Blvd., Arlington, VA 22205, 703-237-4727, president@candocanal.org.

First Vice President: Barbara Sheridan, 11550 Farm Dr., La Plata, MD 20546, 301-752-5436 (cell), vp@candocanal.org.

Second Vice President & Level Walker Chairman: Steve Dean, P.O. Box 132, Saint. Leonard, MD, 301-904-9068, levelwalker@candocanal.org.

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

Information Officer: John Wheeler, 4304 Yuma St., Washington D.C., 202-362-6009, inquiries@candocanal.org.

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Crane at 160 ton capacity does heavy lifting re-building the towpath at Big Slackwater. See page five.
Photo Courtesy of the NPS



Culverts are crucial to canal integrity. Works of masonry craftsmanship, they come in all sizes and shapes on the C&O. See page 17.

FIRST CLASS MAIL

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