



# ALONG THE TOWPATH

A quarterly publication of the  
Chesapeake & Ohio Canal Association

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

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## Heritage Hike -Weverton to Point of Rocks, Saturday, October 30

### The Day's Hike & Evening's Events

The Association's annual Heritage Hike is set for Saturday, October 30, from Weverton to Point of Rocks. Featured are three hiking options along the towpath, a dinner, and an evening program. The hikes begin and end at Point of Rocks train station parking area. The evening events will be held at the Jefferson Ruritan in Jefferson, Maryland.

Hikers may park their cars in the train station parking lot, where they board a shuttle bus that takes them to three hike starting points.. Hikers walk back to their cars at their own pace. Rest stops are located at: the Brunswick boat ramp, the NPS visitor center (Continued on p. 2 column 1)

### Groundbreaking at Big Slackwater

Park Superintendent Kevin Brandt was master of ceremonies at the groundbreaking celebration on August 7 for the restoration of the towpath along Big Slackwater above Dam #4 near Williamsport. About a dozen dignitaries received shovels and hard hats to break ground for the project. It might be asked: Why were there so many groundbreakers called to do the job? Recall that it took just one groundbreaker to begin the building of the C&O Canal. That one, of course, was John Quincy Adams back on the Fourth of July, 1828. It might be asked: Do we have here a case of groundbreaker inflation or not? While it might well take a lot of lesser notables (Continued on p. 2 ,column 2)



Stop for a look at the Catoclin work site - photo by George Lewis.



Ranger on-the-ready for a lot of Big Slack groundbreakers.

In Brunswick stop by the NPS Visitor Center and the Brunswick RR Museum next door at 40 W. Potomac Street.



Sue Coeburn ready to shuttle & Gilmore's Light Ensemble ready to play

## The Heritage Hike - From page 1

Brunswick Campground, Lander, Bald Eagle Hiker-Biker close to Lander, the boat ramp under US 15 at Point of Rocks.

Hike lengths back to Point of Rocks station lot (mi. 47.79) are: #1 from Weverton 10.22 miles; #2 from Brunswick/MD 79 7.24 miles; #3 from Lander/Lock 29 3.1 miles. A round trip from Point of Rocks Station to the Catoctin Aqueduct is 7.48 miles. A Nature Committee member will join the middle-distance hikers (no. 2 above) and will help identify flora and fauna along the way.

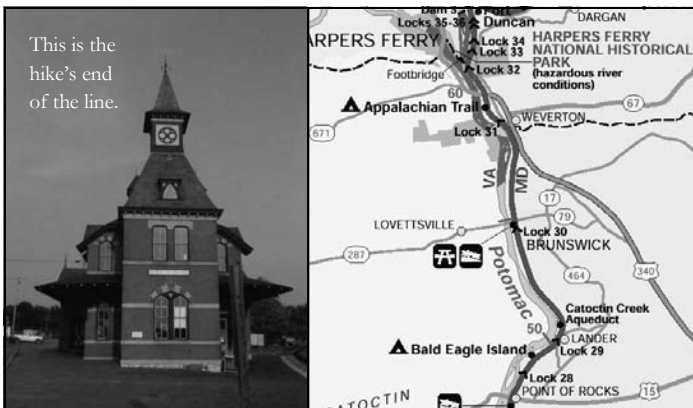
Those taking the longest hike from Weverton should arrive before 10 a.m. when the first bus departs. Hikers starting from Brunswick or from Lander should arrive before 11 a.m. when the next bus leaves. The last bus at noon will go to Weverton and Lander only. Waivers must be signed at boarding. The bus fare is \$5 for riders who have prepaid with the dinner reservation, or \$7 cash if paid on boarding the bus. Bring a bag lunch and a drink with you.

Brunswick or Harpers Ferry are worth exploring time permitting. At 4:30 we will gather at the Ruritan in Jefferson (4603B Lander Rd.) for Happy Hour, for a deluxe dinner buffet at 5:30 and the evening musical entertainment. The Ruritan is on the north side of US 340 at the Lander Road exit (exit #8 on US 340) at Jefferson and shares a building with the Volunteer Fire Co. behind the BP station.

The happy hour refreshments and the buffet dinner cost \$20. Gilmore's Light Ensemble will play and sing traditional 19th century tunes and ballads on period instruments.

**The reservation form for both dinner (\$20) and the bus fare (\$5) is inserted in this issue. It must be returned by Wednesday, October 20th. No cancellations or additions are accepted thereafter. There are no refunds for prepaid dinners or prepaid bus reservations. Check the Association website calendar at [www.candocanal.org](http://www.candocanal.org) for any updates on the Heritage Hike. If you have questions, contact Dorothea Malsbary at [programs@candocanal.org](mailto:programs@candocanal.org)**

**Go to Karen Gray's article on p. 6 for details on the points of historical interest that hikers will encounter on the hike route.**



## The Big Slackwater Groundbreaking - from page 1

to match a president as ceremonial groundbreaker, this is **not** the conclusion to be drawn in this case. Rather, so many groundbreakers were on hand for this august occasion because so many groups and individuals had joined in the effort to see that the flood-demolished towpath at Big Slack is fully and solidly restored. As Kevin Brandt observed: "The path to success has been through an exemplary partnership between the federal, state and local governments, park visitors and the business communities, all of whom passionately support and appreciate the C&O Canal National Historical Park."

Among this day's groundbreakers were: Sen. Mikulski's staff rep. Juliana Albowicz; Washington County Commissioner John Barr; C&O Park Supt. Kevin Brandt; Sen. Benjamin Cardin; Canal Trust Pres. Matt Logan; Cianbro Corp. representative Michael McGeady; C&O Canal Association Pres. Dward Moore; Md. State Sen. Don Munson; Pres./CEO Hagerstown-Washington County Visitors Bureau Tom Riford; Rep. Bartlett's chief of staff, Bud Otis; and Md. Dept. of Transportation Sec. Beverley Swain-Staley. (The 12th hard hat and shovel were not used.)

Kevin also pointed out the C&O Canal Association's role in the timely provision of a grant to the C&O Canal NHP to help fund the required Environmental Assessment. The EA was prerequisite for initiating the project. It was necessary to have the Big Slack project "shovel ready" to be eligible for the \$12 million appropriation that was obtained for the project. The opportunity was fleeting but the park, under Kevin's leadership, did not let the critical moment slip away. The funds were duly awarded under the American Recovery and Reinvestment Act of 2009.

The Association has long realized the need for repair of the Big Slack towpath was growing more and more urgent. On our through-hikes down the C&O Canal towpath it became increasingly difficult to traverse the Big Slack section. Flooding was destroying the towpath. After its closure, we had to hike around the break on a five-mile detour on narrow county roads without shoulders. Safety then became a central issue.

The Association began its campaign in earnest for towpath restoration at Big Slackwater five years ago when Bob Perry was president. We adopted the slogan, "No Slack at Big Slack" coined by long-time Washington County C&O commissioner and Association board member, Ed Miller. After his term as Association president Tom Perry headed the Big Slack committee of leading citizens and directed efforts to win public support for the repair.

The 2.5 mile break along Big Slackwater puts a dent in the continuity of the C&O Canal National Historical Park. Before the break developed, the park could justly boast that the C&O was the sole canal right-of-way from the great canal era that had not been disrupted. Once the towpath is restored along Big Slackwater, which will take about 18 months to complete, the C&O Canal will regain its rightful place as the last unbroken canal era towpath.

*Along the Towpath, September 2010*

## C&O Canal Engineering: The Early Years

A Review of the Symposium by William Bauman  
and Friends

On July 24, the C&O Canal National Historical Park and the C&O Canal Association co-hosted a Symposium on the Early Years of C&O Canal Engineering. The program was held at Shepherd University, Shepherdstown, West Virginia. The event was planned and organized by Karen Gray, who has filled many roles in the Association over the years and is the volunteer librarian at park headquarters.

The day's program started with an interpretive walk at Lock 38, across from Shepherdstown. Close to three dozen people learned about the history of the area, the early ferry service, and several bridges that were built and rebuilt. The interpretive walk wrapped-up at the Shepherdstown River Lock where boats could enter the canal from the river slackwater formed by Boteler's Dam.

The symposium was held in the auditorium of the Byrd Legislative Center, Shepherd University, Shepherdstown, W.Va.. The auditorium holds 100 people and every seat was taken. Attendees were drawn from the surrounding area — Baltimore, Cumberland, Martinsburg, Arlington and Bethesda — with one couple attending from Indio, Cal.. Approximately 35 of the 100 attendees were not members of the Association, indicating a good outreach.

Mr. Steve Pennington, a geotechnical engineer and chair of the history and heritage committee of the Capitol Section of the American Society of Civil Engineers, opened the program with a presentation on Benjamin Wright, C&O Canal Chief Engineer, June 1828 - Fall 1830. Mr. Wright learned his trade on the Erie Canal, having first been in charge of the central section and with subsequent promotions became Chief Engineer. One of his early tasks was the design of the Monocacy Aqueduct. The stone initially selected for the piers showed signs of erosion after only three years. All that masonry had to be replaced. Mr. Pennington had several slides showing relevant maps and photographs to illustrate his presentation. Mr. Wright has been credited as the Father of American Civil Engineering, with a suitable plaque at his final resting place in New York City.

Dr. Emory Kemp, an engineering historian and Professor of Civil Engineering at West Virginia University, followed with a presentation on the life of Charles Ellet, Jr., an early American civil engineer, in large part based on Mr. Ellet's personal papers, which are being transcribed by volunteers at C&O Canal NHP Headquarters. While Mr. Ellet was born and raised in a farming family, he had higher aspirations in life, and taught himself mathematics and French. He began his professional career as a rodman on the Susquehanna Survey for a canal in Pennsylvania, then moved to the fifth residency of the C&O Canal as assistant engineer. His personal papers indicate continuing difficulties,

including the re-construction of the Monocacy Aqueduct piers mentioned above. In early 1830, Mr. Ellet moved to France to study engineering in a one year post-graduate program, his first formal education. In 1832, Mr. Ellet returned to America, but not to the C&O Canal. Dr. Kemp had several slides to illustrate Mr. Ellet's subsequent engineering designs, including a suspension bridge over the Ohio River at Wheeling, W.Va., and another suspension bridge over the Niagara River, downstream from Niagara Falls. About 1835, Mr. Ellet was the contractor for both projects, at the same time, some 300 miles apart. Dr. Kemp was in charge of a seven million dollar restoration of Mr. Ellet's suspension bridge at Wheeling. Thus Dr. Kemp had a personal interest in Mr. Ellet's papers.

Dr. Robert J. Kapsch, an eminent engineering historian and noted author of books and studies on canals, discussed structures on various canals ending with a focus on the Monocacy Aqueduct. While the Erie Canal predated the C&O Canal, the Erie Canal had some wooden locks and aqueducts, that required rebuilding almost as soon as they were completed. The C&O Canal was built to last and was intended to be the epitome of civil engineering design and construction.

Mr. Denis McMullen, an uniquely experienced historical preservation engineer specializing in masonry structures opened his commentary by pointing to a slide of the Monocacy Aqueduct shown by Dr. Kapsch in his concluding remarks. Mr. McMullen was the lead engineer in the restoration of the Monocacy Aqueduct a few years ago. He spoke about his current challenge - the almost total reconstruction of the historic Catoctin Aqueduct. The first issue was determining the cause of the structure's collapse in a flash flood in 1973. If that were not understood and addressed, a simple rebuilding of the aqueduct, or other similar structures, would lead to future failure. Mr. McMullen showed slides of aqueducts and viaducts from China and Europe, including one viaduct that had been built and rebuilt four times before the engineers got it right. That structure still stands today, over 200 years later. Mr. McMullen wants to be sure that the Catoctin Aqueduct, after restoration, will remain for centuries.

The symposium closed with a panel discussion by the four presenters. The panel moderator was Sam Tamburro, an NPS Historian and manager of the Cult Resources Program at the C&O Canal NHP. Then the audience was given the opportunity to ask questions. One asked why European canal locks typically had curved side walls whereas those on the C&O Canal were straight and vertical. The curvature lends strength to the wall. The panel allowed that cost was the most likely factor accounting for the difference.

(continued on p. 4)



## The Symposium Day's Activities

In the morning before the Symposium was held the participants were treated to a guided tour of the section of canal across from Shepherdstown, W.Va., and next to the new James Rumsey Bridge. The area was once busy with canal and river traffic. Canal boats laden with goods could enter the Potomac through the river lock below Lock 38 and cross over to wharves on Shepherdstown's river shoreline. Boteler's dam downstream formed a slackwater to accommodate the canal boats.

Photos:

1. Despite a very hot day with temperatures rising into the high nineties, a goodly group of people showed up to hear Park Guide Beth Clawson talk about the rich history of the area around Lock 38.
2. The interpretive talk began by the Rumsey Bridge pier in direct sun, but a breeze off the river tempered the heat.
3. Beth soon took us to a shaded and cooler spot next to the towpath where she continued her talk.
4. The walk ended at the ruins of river lock below Lock 38. The river lock gave canal boats access to the river and Shepherdstown.



5. After the walk everyone was invited to visit the Ferry Hill Plantation on the hilltop above Lock 38. The air conditioning there was much appreciated.





## An Enjoyable Sojourn at Lockhouse 49

Lockhouses along the C&O Canal towpath are now ready for overnight stays at reasonable prices. Several of us, Frank Wodarczyk, Christine Ford and I, liked the idea of staying over at a secluded place with a bike trail by the door and a chance to relive a bit of history. We chose Lockhouse 49 at Four Locks near Fort Frederick and scenic Dam 5. Arriving on Saturday afternoon in early August, we



Ready for a towpath trip

back "home." In the evening we took in the goings-on at the Four Locks riverside picnic area (swimming, water skiing, jet skiing, boating and music). Then we relaxed



Inside



Outside

on the lockhouse porch, a perfect spot to watch life on the canal and wonder what it was like when the canal was active. For dinner we copped out on cooking

and dined at a restaurant in nearby Hagerstown. The lockhouse has electricity, fans and heat. We retired to our bedrooms with fans blowing and windows open. It was even chilly. We were glad to have sleeping bags and not just sheets for cover. We took an early stroll on Sunday morning, had breakfast on the porch, and observed the parade of people passing by on foot, bikes and horses. All waved and some stopped to chat. We felt like proprietors and not just guests. We then packed up, left by checkout (10:00 a.m.) and biked south past Dam 5. We went home with great memories and intent on a return stay at Lockhouse 49 for the fall colors.



Inside the lock chambers of Four Locks

- Marjorie Richman and Frank Wodarczyk

## New Hancock Visitor Center Is Now Open



The Bowles House - NPS photo

The NPS Visitor Center in Hancock is now open to receive visitors and towpath travelers. On May 28 the center was dedicated. The visitor center's new home is the historic Bowles House. It stands next to the canal at mile 123 between Locks 51 and 52 and close to the Tonoloway Creek Aqueduct.



Ribbon cutters left to right are: Park Supt. Kevin Brandt; Don Corbett of the Hancock Historical Society; Gov. O'Malley's representative Josh Russin; Congressman Bartlett's representative R. J. Caster; Hancock Mayor Dan Murphy; Senator Cardin's representative Robin Summerfield; Sen. Mikulski's representative Julianna Albowicz; Pres./CEO Hagerstown-Washington County Visitors Bureau Tom Riford; Western Md. District Supervisory Ranger Curt Gaul.

Photo: Courtesy of Hancock Historical Society

The visitor center's canal-side site is a lot better than its previous location, which was away from the canal and across Hancock's main street.

The Bowles House is a three story center hall brick structure. William Yates began building it more than two centuries ago (in 1780 to be exact). The structure is well built and has stood the test of time.

Miss Pauline Little was its last resident. She passed away in 1982. Locally the residence has also been called the Little House. The Park Service purchased it in the early eighties and is now painting, shuttering and refurbishing it inside and out.



Don & "Banjo Bill" - Photo by Rita Bauman

On many days of the week you can enjoy music by Donald Stanley on guitar and "Banjo Bill" Adams, who also takes up the guitar when the mood strikes him. In the photo (above left) Ranger Emily Hewitt looks on and enjoys the musical duo's tuneful strumming.



Peggy, Irene & "Bun" - Photo by Rita Bauman

Recent visitors to the Bowles House were Peggy True, Irene True Little, widow of Gary B. Little, descendant of P. T. Little, and Wm. (Bun) True, brother of Irene.

- Rita Bauman

## Accompanied by the Past by Karen Gray

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

### Hiking the B&O and C&O Battleground

This year's heritage hike not only allows walkers to see the work being done on the Catoctin Aqueduct, but also to experience two or three of the four narrow passages over which the great legal and political battle between the B&O Railroad and C&O Canal for right-of-way took place 1828–1833.

On June 10, 1828, ten days before the C&O Canal Company would be formally organized in the first meeting of its stockholders, the company sought injunctions in Washington County to prevent the B&O Railroad (which had organized on April 24, 1827) from acquiring right-of-way through the areas from Point of Rocks to Harpers Ferry where the Potomac passed through narrow gaps in mountain ridges. On June 24 and 25, the B&O countered with requests for injunctions against the canal company from the Court of Chancery in Annapolis. [Unrau, p. 66]

In the summer of 1829 and in October of 1831, two sets of hearings were held before Chancellor Theodorick Bland. In addition, between March 17 and July 4, 1830, a court-ordered survey of the contested 12 miles between Point of Rocks and Harpers Ferry was conducted by Nathan Roberts for the C&O Canal and Jonathan Knight for the B&O Railroad to determine if there was any way to get both works through the narrow passages. In their final report the surveyors concluded that it could be accomplished only “by laying the railroad further into the rocks, and the canal further into the river.” [Dilts, p. 112]

On November 9, 1831, following the October arguments in his court, Chancellor Bland lifted the injunctions on the railroad and made those on the canal permanent. However the canal company promptly appealed the ruling and convinced the Maryland Court of Appeals to hear their case out of turn, which it did between December 26, 1831 and January 2, 1832. On January 4 in a three to two ruling, the appeals court confirmed that the canal company had succeeded to the Potomac Company's charter rights, including the right of prior location. [Unrau, pp. 66–69; Dilts, pp. 104–116]

The legal issues of this famous case are complex, and the court would likely have split, leaving Bland's ruling standing, had not a judge believed to favor the railroad been out ill. However the situation presented by the narrows was ultimately resolved by legislative action, not the

appellate court's ruling. On March 22, 1833, the state legislature passed a law that laid out the basis for a compromise between the two companies and threatened the end of all state financial assistance if they did not accede to it by May 10. The negotiations that followed produced a very similar agreement to that in the legislation. This revised agreement was signed by the canal company on May 7 and the railroad on May 10.

The key provisions of the Compromise of 1833—as the agreement became known—required the canal company to grade right of way for both works along two miles from Harpers Ferry to Millers Narrows and along the two and a tenth miles encompassing the lower and upper Point of Rocks narrows. In exchange for this work, the railroad would pay \$266,000 to the canal company. While the March 22 legislation had authorized the railroad to purchase 2500 shares of stock to compensate the canal company for its work on the railroad's right-of-way, the agreement signed by the companies required instead that the railroad make a cash payment of one twelfth the total on the first day of the month for a year. [Proceedings of the President and Board, C&O Canal Company, May 7, 1833, C. 341–345.]

### Locks and Lockhouses along the Hike Route

All four locks along the hike route (28–31) were lengthened in the winters of 1880–81 and 1881–82 when the canal company began a program to increase, over time, the length of all the locks by 100 feet. The design that canal company president Arthur Pue Gorman convinced the board to adopt required boats that could be coupled in what was called the “Pennsylvania system” of “double-headers,” introduced in 1877 by William Frick of Chester, Pennsylvania. Such boats could be separated and put through singly when they came to a not-yet-lengthened lock. However, no record has been found of any boats modified in this way on the C&O. Also, neither the C&O Canal Company records nor subsequent research resolves the issue of precisely how many locks were successfully lengthened, although it was most likely only 14. [The 47<sup>th</sup> Annual Report of the C&O Canal Company; Sanderlin, pp. 236–237]

The lockhouse at lock 31 was built in 1833 and numbered as Lockhouse 23, using the original system of separate numbers for lockhouses. However, by the time the lockhouses at locks 30, 29, and 28, were built in 1836–37, they were identified by the number of the lock they served. Locks 28, 29, and 31 were all brick, but a house was purchased in the vicinity of lock 30 rather than built by the company, and it may have been frame.

### Lock 31 Area Structures

The longest version of the 2010 Heritage Hike begins at Weverton where the land was once owned and named by

practical engineer Casper Wever who worked for the B&O from 1828 to 1838—for eight of those years as chief of construction. Wever had envisioned creating a great industrial village here, powered by the Potomac's fall of more than 15 feet over a two-and-a-half mile distance.

When some of Wever's land was condemned for canal right-of-way, he challenged the condemnation price and received an inflated award from a sympathetic court. His case was one of those that set an example that contributed to the unpredictably high price of land paid by the C&O during its construction years. [Unrau, p. 71]

Lock 31 is one of the more interesting locks on the C&O Canal and was also one of the most expensive of the locks below Harpers Ferry to build because of the tail race for a mill that was built under the canal adjacent to the upstream end of the lock. This deep channel can still be seen from the grassy area on the berm side of the lock. The mill's works had been driven by the water from adjacent Israel Creek.

Note that the towpath wall of this lock is concrete and that stone from the wall can be found along the opposite side of the towpath. Like many lock walls, this one had slumped inwards, requiring the periodic shaving of the outer face of the stone to maintain the required width of the lock. Eventually, the facing stones became too thin and were replaced with concrete. [Hahn, p. 96] Some of the stone from this lock came from Casper Wever's quarry. [Unrau, p. 160]

In 1835 Lewis Wernwag constructed a pivot bridge at this lock for the Weverton Manufacturing Company. Wernwag (who is best known for his magnificent bridge over the Schuylkill at Philadelphia known as the "Colossus") acquired land on Virginus Island at Harpers Ferry in 1821. He built the first bridge over the Potomac for the Wager family that had inherited Robert Harper's land on the point, and he is connected with other structures in the area, including several on the canal.

### **Millers Narrows**

The uppermost of the four narrow passages that resulted in the C&O and B&O legal battle is opposite and below Harpers Ferry where the Potomac flows through a gap in the Blue Ridge Mountains. The third of the narrows is known as Millers Narrows, and it lies between Weverton and Knoxville, at the south end of South Mountain (the counterpart of which is known as Short Hill Mountain in Virginia). The Washington–Frederick County line follows the crest of South Mountain and crosses the towpath at mile 57.85. Weverton quartzite mixed with shale is exposed in the road cuts north of the canal in this area. [Davies, p. 176]

### **Lock 30 and Culverts 81–87**

Stone for this lock came from as far away as granite quarries on the Patapsco near Ellicott city and the Seneca quarries more than 32 miles down the Potomac. [Unrau, p. 160] A pivot bridge designed by Louis Wernwag was built across the lock in 1841 [Davies p. 173]. The location of the lockhouse here is uncertain. [Unrau, p. 246] In 1846 a flour and grist mill was built on the berm side of the canal downstream from the lock, and in about 1863 a grocery and feed store was built at this lock. [www.brunswickmd.gov/files/Forms/BrunswickHistory.pdf; Unrau, p. 660]

Seven culverts, numbers 81–87, can be found between Lock 30 and the Catoctin Aqueduct. These include the 10 ft. span road culvert for the Tobacco House Branch (no. 83) and the culvert for Little Catoctin Creek (no. 82) that has a span of 16 ft. [Davies, pp. 168–169]

### **Catoctin Aqueduct**

The aqueduct was built between 1832 and 1834. Some of its stone was boated some seven miles down the river from a quarry on Casper Wever's land. [Unrau, p. 160] In 1832 complaints were placed against the contractors for dressing the stone in the "roughest possible manner" rather than close cutting the pieces, as well as for ordering and accepting undersized stone. This led the inspector of masonry A. B. McFarland to state that "we are going to have a ridiculous piece of masonry." [Unrau, p. 59; Davies, p. 165]

The aqueduct was problematic in several ways, including the sharp curve just above it that resulted in accidents when boatmen failed to slow down to negotiate it. During the busy 1870s, the company issued an order that boats were to slacken their speed 50 yards from both approaches, and a watchman was stationed at the aqueduct to enforce the order. [Unrau, p. 811]

Additionally, breaches occurred in wing walls in 1835 and April 1838, necessitating the placement of a wooden trunk in the waterway until the stonework was repaired. On June 18, 1838 a wing wall fell, and in 1859 and 1870 serious leaks developed that required partial rebuilding. In 1873 a report stated that the berm wall was pushed 15 inches out of line and was leaking badly. [Davies, p. 166]

### **Lock 29**

In 1864 George P. Remsberg was authorized to build a warehouse near this lock and M. E. Alexander was given permission to build a grocery and feed store. In 1869 John E. Rench was given permission to build a second store near the lock. [Unrau, p. 660, 696, 754, 833] (continued on p. 9)



## National Trust Chief Richard Moe Retires Boosted Monocacy Aqueduct Restoration

Richard Moe, a strong supporter of the restoration of the Monocacy Aqueduct, retired this past summer as President of the National Trust for Historic Preservation. For seventeen years he led the Trust in its efforts to see America's "most endangered historic places" preserved. His successes in that task are legion. What the Association remembers best, however, is the big boost he gave to our campaign to save the Monocacy Aqueduct from ruin. He came out to see the aqueduct and agreed it was eminently worth saving. We submitted to the Trust a nomination of the aqueduct as a "most endangered historic place."

The Trust put the aqueduct at the top of its list of the eleven "most endangered" for 1998. The Trust with the NPS and the Association held a public presentation of the list at the aqueduct on June 15, 1998. Our congressional delegation and many other dignitaries arrived to take part in the ceremony. A large crowd of friends of the canal park assembled in the meadow by the aqueduct. Park Superintendent Doug Faris conducted the ceremonies and introduced each of the speakers. The star of the show, however, was First Lady Hillary Rodham Clinton who came to speak as Chair of the White House Millennium Commission. She gave a rousing talk on "Saving America's Treasures." The highly publicized event gave a big lift to efforts to repair the deteriorating aqueduct. Happily, its full renovation was celebrated at a festive rededication ceremony in May 2005.



Front Row (left to right) Congressman Roscoe Bartlett; Park Superintendent Douglas Faris; President of the National Trust Richard Moe; First Lady Hillary Rodham Clinton; the Honorable Gilbert Gude, Senator Paul Sarbanes, and Senator Barbara Mikulski.

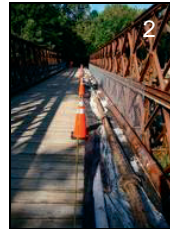
Photo (June 15, 1998): Courtesy of the NPS.

## Catoctin Aqueduct Work Progresses

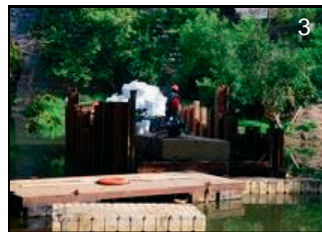


Work at the Catoctin Aqueduct now proceeds apace. These photos were taken in July and August.

Forms and rebar for the base of the wing wall (photo #1) are being set.



The concrete line (#2) that now crosses the Bailey bridge takes concrete from the east end of the Bailey bridge to the base of the west wing wall. Pumping concrete into the foundation forms should begin the last week of August.



The coffer dam (#3) surrounds the pier and is now water tight. In addition, large sand bags run from the coffer dam to the base of the aqueduct up and down river. Water will be pumped out of this area so work can proceed on the base of the aqueduct on this west side.



The large crane (#4) lifts a water pump up and lowers it onto the pier. The pump was brought in by a pickup truck.



Then the crane lifted several sections of hoses onto the pier. After the hoses were attached to the pump, they started the pump(#5) and began to empty the water surrounding the pier

- Notes & photos by Dward Moore



What the Aqueduct Should Look Like When Done

Pen & Ink of the Catoctin Aqueduct by Tom Kozar



(continued from p. 7)

### Lock 28 and Upper and Lower Point of Rocks Narrows

Between Lock 29 at Mile 50.9 and the pivot bridge over the canal at Point of Rocks at mile 48.2 is a mere 2.7 miles along which lie not only Lock 28, but the two railroad tunnels that mark the upper and lower Point of Rocks Narrows.

The roadbed laid out for the B&O by the canal company under the compromise of 1833 was a ledge cut into the southern tip of Catoctin Mountain. Most of the canal at the narrows was built on a revetment placed in the river. This was, of course, the very solution put forward in the report by Roberts and Knight following their court-ordered survey in 1830.

In 1867–68 the Catoctin and Point of Rocks tunnels were constructed of sufficient size for a double-track line. As originally built, the upper tunnel was 3,107 ft. long, while the lower tunnel was 788 ft. long. [Davies, pp. 167, 153] A century later, however, the tunnels could not accommodate the higher rail cars, and in 1961 the old bench was enlarged, allowing the railroad to place one track outside the tunnels and to move the remaining track to the middle of the tunnels, thereby gaining the needed height.

When the government obtained the canal lands in 1938, the B&O sought to “reserve” certain parcels for its use, including the Point of Rocks and Catoctin tunnel areas. Ultimately it was agreed to allow the railroad to intrude into the canal prism for vaguely defined “slopes”. The “slope clause” covering this arrangement specified that precise surveys would be completed later and that encroachments on the canal would be approved by the Secretary of the Interior. However, in 1949 the railroad began dumping earth, ballast, and cinders into the canal in these areas, sometimes beyond the “slopes” and without the government’s approval. [Mackintosh, pp. 18, 29] Hikers will note these and other signs of railroad abuse of canal property in this area.

Lock 28 has only a six foot lift. It was one of the first structures completed in 1832 after the resolution of the court case with the B&O. In 1844 Mrs. James Davis was appointed to succeed her recently-deceased husband as lockkeeper. A feed and grocery store appears to have been established about 1864. [Unrau, 795]

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## Nominating Committee Search

Each year, there are positions on the board of the C&O Canal Association that become open for election of members from the association.

The Nominating Committee is now meeting to determine the candidates for the 2011 officers and Board of Directors. The elections will be held at the annual meeting in March of 2011. The nominating committee has begun its search for folks interested in becoming more involved in the C&O Canal Association. If you would like, and be willing, to help in shaping and guiding this organization as we move forward with our commitment to assist in the protection, preservation and promotion of the Chesapeake and Ohio Canal National Historical Park or you have ideas or suggestions as to how we can better serve the park we love so much, you may be just the person we are looking for! If you are interested in a position on the Board or you know someone who would make a good candidate for office, please contact me or one of the other members of the Nominating Committee. This year’s members are:

Jim Heins, chairman 301-949-3518 [jheins57@verizon.net](mailto:jheins57@verizon.net)

George Lewis 301-834-4044 [lewisdvm@aol.com](mailto:lewisdvm@aol.com)

Mary Ann Moen 301-784-3207 [mamoen@atlanticbb.net](mailto:mamoen@atlanticbb.net)

Ned Preston 301-530-8153 [presto77@verizon.net](mailto:presto77@verizon.net)

Pepper Scotto 301-834-9907 [catoctinkey@gmail.com](mailto:catoctinkey@gmail.com)

John Reed 202-541-0372 [jreed8221@aol.com](mailto:jreed8221@aol.com)

| DATE            | DAY            | <b>C&amp;OCA CALENDAR OF EVENTS</b><br>(visit <a href="http://www.candocanal.org">www.candocanal.org</a> for updated event information)   |
|-----------------|----------------|---|
| Sep. 19<br>-24  | Sun.-<br>Fri   | World Canals Conference, Rochester, N.Y. For more information, see <a href="http://www.wccrochester.org">www.wccrochester.org</a> .   |
| Sep. 25 &<br>26 | Sat. &<br>Sun. | Canal/Rail Fest, Cumberland, Md.  |
| Oct 2           | Sat.           | Bird walk at 8 a.m. with Kurt Schwarz, at Riley's Lock. Contact Marion Robertson at (301-657-8992) or <a href="mailto:marobertson@verizon.net">marobertson@verizon.net</a>  |
| Oct. 2          | Sat.           | Canal Reunion, Williamsport, Md.  |
| Oct. 3          | Sun.           | Board meeting at the home of Tom and Linda Perry at 116 S. Conococheague St. in Williamsport, 1:00 p.m..  |
| Oct. 6 - 11     | Wed. -<br>Mon. | Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required.  |
| Oct. 23         | Sat.           | VIP work party, Details TBD. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).   |
| Oct. 23         | Sat.           | Continuing Hike Series. 10:30 a.m. Lock 67/Town Creek Aqueduct Access (Mile 162) upstream. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).   |
| Oct. 30         | Sat.           | Annual Heritage Hike and evening dinner and program, Harper's Ferry to Point of Rocks vicinity including Brunswick and Catoctin Creek Aqueduct. Hikes of varying lengths will be available. See p. 1 of this issue for details..                                      |
| Nov. 14         | Sun.           | Geology Hike. Exploring the geology in the Paw Paw area. Details TBA. Contact Marlow Madeoy (703-723-6884) or <a href="mailto:madeym@verizon.net">madeym@verizon.net</a> .  |
| Nov. 21         | Sun.           | Continuing Hike Series. 10:30 a.m. Goose Creek Navigation (Virginia, parking lot at intersection of Route 7 and Goose Creek.) Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).                          |
| Dec. 4          | Sat.           | Frostbite Hike, 10:30 a.m. Meet at the Great Falls Tavern. Visit five vistas along the canal in the Great Falls/Widewater area. Music & snacks at the tavern after hike. Contact Carl Linden (301-461-2071 or <a href="mailto:clinden@gwu.edu">clinden@gwu.edu</a> ). |
| Dec. 5          | Sun.           | Board meeting at Glen Echo Town Hall, 6106 Harvard Ave. 1:00 p.m.   |
| Dec. 31         | Fri.           | New Year's Eve Hike. Details in Dec. issue of <i>Along the Towpath</i> .  |
| Jan. 1          | Sat.           | New Year's Day Hike (2011). Details in Dec. issue of <i>Along the Towpath</i> .   |

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

## Donors to Association Funds from May 21, 2010 to August 15, 2010

### Ken Rollins C&O Canal Fund

Paul & Ramona Apple  
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慷慨

Generosity

## A Warm Welcome to Our New Members



Cinnamon & Charles Baker Dornsife, Washington, D.C.

Chris Hanessian, Bethesda, Md.

Charlie & Lisa Harris, Beltsville, Md.

Jonathan & Brigitte Kirschner, Rockville, Md.

Tatjana Meerman, Potomac, Md.

Michael Reis, Silver Spring, Md.

Robert Schmick, Severna Park, Md.

Harold Snyder, Shepherdstown, W.Va.

Willis Van Devanter, Poolesville, Md.

Lynn Walker, Jefferson, Md.

Toni & Barry Zimmerman, Frederick, Md.



## On The Level by Level Walker Chairman Bill McAllister

On our annual family trip in July, we cycled on the Delaware and Lehigh towpath around Easton, Pennsylvania, and across the Delaware River on the Delaware and Raritan Towpath south of Lambertville to Trenton. Although these canals are watered for the most part, they do not match our towpath and park from the standpoint of good maintenance and upkeep. What a difference our Level Walkers, VIPs, our National Park Service personnel and many other volunteers make in enabling us to have a pleasurable time travelling on our towpath! You will note in several of the condensed reports below our Level Walkers' praise for the NPS's quick reaction to the challenges of blizzard and flood this past winter and spring.

Let us recognize retired Level Walkers Karen and Ed Leisinger, of Tannery, PA, and Bill Justice, Sr., of Hagerstown, Md., and welcome new walkers Michael Bucci of Gaithersburg Md., Libby Hillard of Poolesville, Md., Steve Dean of St. Leonard, Md., Jeffrey James of Jefferson, Md., and Ed Rhodes of Harpers Ferry, WV.

Bill McAllister (301-577-4757) [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org)

### *Level #1 Tidlock to Incline Plane* **John Barnett reports 5/4**

One of the lock doors at 39th St. has come off its pinnings and lies across the lock. Mowing in the Georgetown area hasn't been done lately and possibly will be put off until just before canal boat rides resume. One whole heavy bag of trash came from aqueduct, all from about one week, AND the season has only started! Tidlock beach is messy but the lock looks okay. **5/21** The canal boat has resumed operation and a recent cleanup has left the Visitor Center area in good shape. Lots of ducks and their offspring. At Tidlock, I got rid of a lot of the driftwood but there's enough left that I cannot manage, also a barrel of I-don't-know-what. **6/4** Temperature was very warm, humid, and debilitating. Surprise! The remains of a boardwalk which washed up onto Tidlock Beach during the floods has vanished, perhaps taken by an abnormal tide or helped out by humans. I straightened up the beach the best I could and, except for the barrel, the place looks pretty good. Need to trim the vegetation on the lock walls when the weather is less breathtaking. **6/22** Very light trash volume, aqueduct CLEAN, by gosh. Students gone home for the summer and everyone else hugging their a/c units. **7/2** Weather, glorious!! Tidlock looks pretty good. I didn't find much trash

but pulled some large weeds. En route, I met Georgie Newman, Palisades Volunteer Coordinator, who will now be my logistical contact. I'm delighted to have an interested park employee with whom we can work closely, and also pleased by a Stewardship Agreement under which the Thompsons Boat-house staff will help with maintenance at Tidlock. **7/10** Aqueduct a mess. Now the resident artists are painting a lot of the rocks white, looks like Hades! I took around ten five-gallon pails of twigs, etc., from the surface water at Tidlock, and removed a large timber that was sticking up from the sand. Last week, I visited the Incline Plane, where someone has kept the brush down since I did some clearing there months ago.

### *Level #3 Brookmont-Glen Echo Lock 5 to Cabin John Creek* **Caroline and Bill Triplett report 7/5**



boaters, two runners, 18 walkers, and 20 bikers. Saw one duck, one blue heron and a giant moth with amazing camouflage. This shows that animals are still smarter than humans and stay out of repres-

sive heat(98 F.). The algae/pollen on the water was quite heavy between Locks 6 and 5, less downstream. The trail was very clean and the shoulder fringe was well trimmed. The Canal is a wonderful treat and a special place to visit anytime.

### *Level #4 Cabin John Creek to Lock #14* **Larry Heflin reports**

**April 2010** Several newly fallen trees block the mostly dry canal throughout this level. Many others had been cleared before the storm. Tree debris is in most locks and overflow channels. On 4/25, I warned several people about an ill-tempered copperhead that struck at (and seemingly missed) a curious dog near Lock 12. 4/9: Fallen tree debris moved to side. **May 2010** No water is expected in near future in canal upstream of Lock 8. NPS will investigate questionable water quality downstream from Lock 8. **June 2010** Steel cable barrier at entrance road to Lock 8 had been unbolted, so I replaced the bolt and the nut that secured it. Lock 13 parging complete; Lock 14 mortaring underway. These are programs under stimulus funds. **July 2010** Two peregrine falcons at American Legion Bridge. NPS reports that downed trees in canal are about to be removed. Tuck-

pointing of locks and apparent filling-in of the butterfly valve frames just upstream from the upstream lock gates continues. Lock 14 now re-mortared, Locks 13 and 12 under way.

*Level #5 Seven Locks Lock #14 to Bridge at Cropley* **Bobbie Thorberg reports 6/8** The canal is a swamp all the way to Lock 14 and upstream to between miles 11 - 12. Above that there is open water, and washouts are being well taken care of by NPS. Mowing the sides of the towpath takes a toll on plant life. In the swampy sections, there is an abundance of arrow arum, various reeds and grasses, and cattails. Not much in bloom except trumpet vine, purple thistles, and plantain. Bird life is abundant but not very visible, except for eastern phoebes, green heron, great blue herons, and cardinals. **Jim and Jan Heins report 7/12** As usual, we picked up several bags of dog poop, wrapped carefully in plastic and stowed where it would likely remain for 32 years. Overall, however, the section was clean. Severe damage to canal near road culvert to Carderock Pavilion, and the dry canal is terribly overgrown.

*Level #6 Bridge at Cropley to Great Falls Tavern and Level #7 Great Falls Tavern to Swains Lock* **Diane and Timothy Seward report for 2010 through July** On 3/6, Tim helped in preparing the Tavern for the big water. Then, after the rains, we walked the level on 3/9. The water was incredibly high below Mary's Wall, but what we found most interesting was a beautiful fox sleeping on top of a promontory between the canal and the river. A sadder sight was some feathers from a great blue heron that had frequently perched on a limb near there -- an eagle or a climbing predator must have caught it.

*Level #7 Great Falls Tavern to Swains Lock* **Alan and Becky Hedin report 5/15** Blooming flora: common fleabane, gill-over-the-ground, garlic mustard, multiflora rose, poison ivy, Japanese honeysuckle, blue flag, stinging nettle, yellow iris, phlox, blue-eyed grass, clover, golden ragwort, Virginia creeper, oxalis, common black snakeroot, lyre-leafed sage, lesser stitchwort. Not in bloom: wineberry, stilt grass, Indian strawberry, grape, Japanese barberry, mugwort, Japanese knotweed, mimosa. Fauna: Great blue heron, red admiral, Canada goose, eagle, cormorant, turkey vulture, swallowtails, fish, crow, damselfly, skipper, cardinal, cabbage white, bees, bluebird, gnats, blue jay, turtle, common white-tail. Pollen on the canal waters made an artistic design. Bridge over the lock at Great Falls Tavern was closed, and

a disabled visitor appeared to have great difficulty with the rocky temporary detour. **Susan VanHaften and Rod Mackler report 7/31** Very little garbage, given the traffic this level sees. NPS was working hard and the results were clear. We met Ranger Gene Cook removing a huge piece of driftwood from Swains Lock. By and large, the towpath was in good condition given the recent storms. Clearly the NPS had driven the level: a large box elder had fallen into the canal, but a section had been removed to clear the towpath. There was a minor washout along the edge of the towpath near mi. 15; large, woody weeds in the sides of Lock 21; kudzu thriving by the culvert at Swains Lock and opposite Lock 20. Few animals were in evidence -- too hot? -- except yellow and black swallowtails, dragonflies, two anhingas, and a few turtles and lizards.

*Level #8 Swains Lock (21) to Pennyfield Lock (22)* **Joe D'Amico and Amy Proft report 5/10** Water level was normal along most of the distance; several fallen trees in canal near miles 17 and 18; river-side erosion site near mi. 18 looks larger, with more protective fencing; towpath showed signs of recent re-grading near mi. 19; extensive, ongoing restorations at Lock 22 include new swing gates and pathways; dilapidated farm house near lock has been removed. We saw numerous turtles, several deer and a river otter or small beaver near mi. 18. Canada geese hissed as we passed their goslings. Other birds sighted and/or heard: chickadee, Carolina wren, titmouse, cardinal, pileated woodpecker, red-tailed hawks, and an indigo bunting.

*Level #10 Seneca Aqueduct to Milepost 25* **Mason White reports 7/11** Bottles, cans, and food cartons found around fishing spot on west side of aqueduct, where plant life was so dense I had trouble getting in and out. Counted 42 bikers, 37 walkers, and four runners. No wild animals seen. **Carol Purcell reports 6/30** Camp Calleva was in full swing, with kayaks on Seneca Creek and swimming around a war canoe in the Potomac. One small tree overhanging the towpath at mi. 23.5 was a problem for bikers. In full bloom: summer aster, red clover, wild onion, red trumpet vine, beggar ticks, yellow jewel weed, nettle, Spanish needle grass, garden phlox, white pea, white clover. Fauna: one beaver, a red-eared turtle and one other kind of pond turtle, gray squirrels, six young ducks, lots of crows, vultures, phoebe, great blue heron, prothonotary warbler. Heard a cuckoo, various frogs and an American toad's mating song. Again it was a perfect day to hike my level!



*Level #9 Pennyfield Lock #22 to Seneca Aqueduct* **Sylvia Diss reports 7/30** This section needs more tables and benches to draw people from crowded areas of the park. At Violettes Lock were 15 teachers, with trainers, sponsored by Chesapeake Bay Foundation, and also seven kids and their leaders enjoying a treasure hunt.

*Level #11 Tenfoot Island to Sycamore Landing* **Mason White reports 7/4** Counted 27 bikers, eight walkers, and four runners. Weather was cloudless and 85 degrees. No wildlife seen. The plant growth is extremely thick but beginning to wilt, the towpath was as dry and hard as I can recall. I removed what little wood debris was on the path.

*Level #12 Sycamore Landing to Edwards Ferry* **Patricia Hopson and Carol Ivory (assisted by fellow Sierra Club members: Ray Abercrombie, Pat Astill, Elizabeth Dame, Janet Kegg, and Frank Wodarczyk) report 5/16** Very little trash on the towpath and less than usual at the Sycamore Landing and Edwards Ferry parking areas. We're still clearing debris from the riverbank that washed up in the March floods. We saw two hikers and at least 40 cyclists, including one on a seven-day trip to include the Great Allegheny Passage. NPS has done a good job of repairing the towpath after the floods. **7/3 Patricia Hopson and Carol Ivory (assisted by fellow Sierra Club members: Janet Kegg, Marj Richman, Susan Sewell, and Frank Wodarczyk.)** No vehicles at Sycamore Landing when Susan and I stopped by there, but the Edwards Ferry parking lot was full. Counted at least 55 bicyclists, four hikers, and four kayakers. The towpath is in good shape; the Edwards Ferry area downstream to the hiker-biker was freshly mown. The repair of the upper end of the lock at Edwards Ferry continues. Carol and I cleaned out the Goose Creek Inlet Lock as best we could; three or four big stones are collapsed into the bed of the lock.

*Level #13 Edwards Ferry to Harrison Island* **Steve Pollock reports 7/5** Level 12 is in good shape. Level 13 activity includes the stabilization of Jarboe's Store at Edwards Ferry, which looks complete, and partial rebuilding of the Lock 25 lock wall. Further upstream are some rough patches, potholes and small trenches that can be dangerous for bikers.

*Level #15 White's Ferry to Lock #26* **George Wyeth reports 6/27** Towpath is in generally good condition but rough in places. No fauna of note, animals are smart enough to stay

out of the heat. A plant with long white spikes of small flowers was abundant in the canal bed.

*Level # 16 Woods Lock to Monocacy Aqueduct* **Michael Cinciosi reports 7/31** So many trees are stuck behind Monocacy Aqueduct that boats cannot get past. Plants are actually growing in a large island-like cluster of trees. The towpath was free of fallen trees, although at least a dozen have fallen into the watered canal. The Dickerson Conservation Park trail that crosses the towpath was blocked by a fallen branch. I broke up as much of it as I could to clear the way.

*Level #18 Nolands Ferry to Point of Rocks* **Thomas Knoerzer reports 5/30** My daughters and I walked the Point of Rocks half of the level, picking up trash and seeing how the trail fared in heavy rain. We had fun. At Calico Rocks Hiker-Biker site, which was pretty much a big puddle, we collected two-thirds of a bag of trash, but were unable to reach a soccer ball floating in the canal. We encountered just two people, both on bikes.

*Level #19 Point of Rocks to Catoctin Aqueduct* **Marlow and Nancy Madeoy report 6/11** The water level at the Point of Rocks Bridge gauge was 2.5 feet, and the river flow rate was at normal. At the upper end of my walk, I saw a crew of six men working at the Catoctin Aqueduct site, where restoration work is in full swing.

*Level #21 Brunswick Lock #30 to Lock #31 and Level #22 Weverton Lock #31 to Lock #33* **Ed Rhodes reports 5/20** Towpath is good except where it is washed out between Rt. 340 bridge and mi. 60. There is a temporary bridge for walkers but not vehicles, an obstacle for rescue of a drowning victim in the Potomac around 5/14. Removed low branches over trail. **7/5** Trash collected included a t-shirt from Hancock Bike Shop, new, sealed in a bag, and my size! I fixed up the orange plastic mesh at each end of the two temporary bridges over damaged areas at miles 60 and 64.5 but it needs replacement.

*Level #22 Weverton Lock #31 to Lock #33* **Karlen Keto reports 5/26** Saw about 18 hikers, one canine, and, yes, about 135 cyclists, including about 100 children with adult chaperones. All were helmeted! Conditions were fine, although the breach at Sandy Hook still requires a dismount to use a wooden bridge. Turtles were sunning on logs in canal. One snake sunning itself went back into the flora.

*Level #26 Mountain Lock (Lock #37) to Antietam Aqueduct* **Jack and Karen Forster report 7/31** Sign in parking lot still cautions about high water damage, but none seen anywhere. Rotting fence at base of parking lot has been removed. No wildflowers or fauna, except cricket noise and bird calls. Surprisingly low usage. Those absent because they expected continuing heat and humidity missed a beautifully cool day for the season. We had a wonderful day.

*Level #27 Antietam Aqueduct to Shepherdstown Lock #38* **Steve Dean reports 5/7** Light trash except for large amounts of bottles and fishing-related debris in canal prism at Antietam, and many brushes, paint cans, etc., left under the N&S trestle by graffiti painters. Wildflowers in bloom, mostly dame's rocket. Extensive garlic mustard around Millers Sawmill area. Fauna included one great blue heron on river, woodpeckers heard but hidden. This was a good first level walk that allowed me to baseline the level. **Steve Dean Reports 6/11** I trimmed low hanging branches in four places. Towpath was recently mown between Millers Sawmill and Lock 38. Three of the trash bag dispensers were vandalized at the Antietam Creek campground. The survey marker near the river lock was knocked over, so I set it against a stake. Wildflowers are mostly past bloom. Cliff swallows living in mud nests on the Antietam Aqueduct are very active and worth the trip down to the creek to watch.

*Level #29 Foot Of Sharpsburg Lock #39 to Snyders Landing* **Elliott Krafur reports 4/12** The towpath was well cleared with remarkably little serious erosion from the March 12-16 flood. About 200 yards of towpath at Snyder's Landing that long had been below its height in canal operating days was well under water during the flood. The prism there is nearly filled with sediment. The sinkhole at Snyder's and the one about 3/4 mi. downstream, continue to grow. Masses of Dutchman's breeches, Virginia bluebells, and scilla. Paw paw are now in flower. I counted over ten tiger and six zebra swallowtail butterflies.

*Level #30 Snyder's Landing to Lock 40* **Margie Knott Reports 7/18** Two fisherman; four bikers; two walkers; family of three playing with their dog in the river. Many muddy areas due to heavy rain the night before; towpath is being repaired from earlier flood damage around miles 78-79. New signs warning bikers to walk their bikes over rough repair areas. Paw paws starting to ripen.

*Level #32 Middlekauff's Basin to Marsh Run Culvert* **Dave and Kathy Peterson report 5/31**: Several groups of fishermen, 19 bikers, 10 walkers; and evidence of recent equestrian usage. Signs of NPS towpath maintenance around the dam and along path downstream included sand nourishment in several places, some widening, and mowing. Bagworms have recently erupted from the "bags" in the trees along the path.

*Level # 34 McMabon's Mill to Opequon Junction* **Hiker Biker Tom and Linda Perry report 5/1** On the upper part of the towpath were many ruts caused by vehicles driving in wet conditions. On the lower section, evidence of damage from recent flooding. Grass is beginning to grow tall at HBO campsite and on upper section of the towpath.

*Level #36 Lock 43 to Falling Waters* **Dick Ebersole reports 6/7** The towpath is in good condition except a few potholes near Potomac Fish & Game Club. Lock 43 and its lock house look unchanged since my last visit. There is a good deal of water in the lock. Recent mowing. Saw lots of birds, squirrels, and three deer.

*Level #38 Williamsport Lock #44 to High Rock Quarry* **George Kennett and Mary Wheeler report 5/30** 92 degrees and sunny (about 10 degrees cooler on Towpath). VERY busy as it was Memorial Day weekend. MANY bikers and walkers between miles 99-103. Eight people fishing in basin. Towpath in very good shape, except a large limb across towpath about 1/4 mi. south of mi. 102. Saw several turtles, geese and goslings in the watered portions between Cushwa Basin and Lock 44. A GREAT day!

*Level #41 Dam 5 to Four Locks* **B. K. Lunde reports 7/24** Seven bicyclists, one with a trailer; no hikers; one boat; and a jet ski. Hot and muggy. Nice new toilets at Four Locks. Little bit of water upstream of two locks. Pink phlox, few paw paws, white morning glory. Both yellow and black butterflies, nine geese in the river, leaves falling due to drought.

*Level #42 and #43 Four Locks to Fort Frederick* **Carl Pedersen reports 6/22** Two families were living in Lockhouse 49 with six children, evidently on summer vacation. Maintenance has done an excellent job of restoring the area after the March flood.

*Level #44 Fort Frederick to Ernstville* **James Biasco reports 7/17** One biker headed from Pittsburgh to D.C. and several fishermen. Towpath was in good shape. Many geese on Big



Pool, otherwise quiet. The State of Maryland has planted trees in a big open field between the towpath and river.

*Level #48 Hancock to Round Top Cement Mill* **Phillip Michael Clemans reports 6/13** Noticed interesting tracks and then, as I was gathering refuse on the return hike, two bikers said they saw a bear at mi. 132. So, based on my suspicions and their testimony, I'll say I found signs of bear at about mi. 126, but do so diffidently. **Michael Bucci reports 7/13** Reported a sinkhole forming at culvert by White Rock Hiker-Biker campground. Tread was great even after night's rain. Frogs singing. Purple emerald ash borer trap in tree. New Visitor Center at Bowles House is nice.

*Level #49 Round Top Cement Mill to Lock #53* **Paul Petkus reports 7/17** I ventured off the towpath to explore a path that links with the Western Maryland Rail Trail. Animals seen included: a bunny tauntingly close to the level; possibly a pileated woodpecker; and a small turquoise bird that struck me as belonging in a pet shop than in the wild. Cyclists were numerous along miles 124-153, many more than one would expect on a hot day. Hikers were scarce.

*Level #50 Cacapon Junction Lock #53 to Dam #6* **Steve Dean reports 5/15** The towpath is clear and smooth, except an eight foot section near mi. 131.8 where NPS repaired erosion. I picked up small branches and trimmed low hanging ones. Canal Structures: I could not scrutinize most culverts because they are overgrown, but Culvert 194 was clear



Photo by Steve Dean

with water flowing through, and Culvert 197 is dry and silted. Locks 53, 54, and 55 were clean and in good condition, as was Dam 6 guard lock. Cacapon Junction Hiker-Biker camp site was clean, freshly mown, but unoccupied. Wildflowers in bloom: mostly dame's rocket and spring beauty. Purple iris growing in Lock 53. Fauna highlights: several fox squirrels around miles 132-133; corn snake near mi. 134; diamondback terrapin in a puddle near mi. 131.

**6/25** One hiker on his way from Lansing, Mich. to Washington, D.C. Twelve bikers likely a scout group. The towpath is clear and smooth. Locks 53, 54, and 55 and the Dam 6 area are overgrown. Many paw paw trees with fruit; several wood ducks with ducklings; a doe with fawn; fox squirrels; many red-bellied woodpeckers. Need insect repellent in this area, but a hidden treasure of the canal, quiet and natural-feeling.



Corn Snake - Photo by Steve Dean

*Level #52 Sideling Hill Aqueduct to Fifteen Milepost Creek Aqueduct* **Tom Aitken and Candee Schneider report 5/16** Ten bikers and one hiker on the towpath. The least garbage that I've seen on the level. Credit goes to NPS and visitors. However, a large blue plastic barrel on the river bank above the Indigo Neck campground needs removal. Little activity at Fifteen Mile Creek campground. Only a few fishermen. A lone tent at Indigo Neck. Candee's sons caught three catfish while we walked the level. The towpath looks pretty good, but with a few large, deep pot-holes. Structures appear to be in good shape, although I worry about the long-term effect of bushes growing out of the wall of Sideling Hill Creek Aqueduct. Most animals were in hiding, but beavers were busier than usual near mi. 139 working on some big trees. A very good day to be out on the C&O.

*Level #53 Fifteen Mi. Creek Aqueduct to Lock #59* **John and Valerie Wheeler 6/3-4-5 report** NPS was repairing tow-path with blue stone, using lots of trucks and equipment. On 6/4, saw C&OCA members Tom Perry, Debbie Poole, and Paul Leatherman setting up camp at 15-Mi. Creek. As always, we enjoyed lunch (6/3) and dinner (6/4) at Bill's Bait, Boats, and Beer. On 6/5, we hiked along the level to Bill's Place for Presidents Breakfast.

*Level #54 Stickpile Hill Lock #59 to Lock #60* **Dennis Kubicki reports 6/10** Stickpile Hill Hiker-Biker camp site was trashed with food waste, the worst that I have ever seen as a Level Walker. I picked up a 30-gallon bag of the debris. I encountered about a dozen cyclists. One from Pittsburgh had fallen and badly scraped his arm, but decided to continue on to his lodging at Hancock. The tow-path from Little Orleans to Lock 60 was very muddy after the 6/9 rain, and under water in places. The segment between mi. 149 and Lock 60 had deep water-filled ruts. However, work was underway to drain the path and to re-surface it. Encroaching vegetation from the sides of the path also placed bikers at risk of being snagged. Greenery and wildflowers were everywhere. Fauna: two deer on the pathway; one beaver; and hundreds of turtles, some at least 15-20 pounds, if not more. The area around Lock 59 was very clean.

*Level #56 SEVEN Milepost Bottom Culvert #208 to Lock #61*  
**Hilary Walsh reports 5/29** Picked up a Styrofoam cup on the towpath, realized it was live bait belonging to a fisherman. I quickly replaced it before he noticed. Upon my return, both bait and fisherman were gone. About 20 cyclists. Eight friendly fisherman, all with a smile and hello. Towpath muddy from recent rains. Canal level high, and have never seen the river so muddy and high on this level. Across from the lock house, a large tree was “shedding” large pieces of white fluff! Many turtles getting their sunbaths and warmth on logs. A splendid day on the towpath!!

*Level #60 Little Cacapon to Town Creek Aqueduct* **Skip Magee reports 7/1** The towpath was in good condition. It always looks better when dry. The tops of both “Walk Your Bike” signs at the Town Creek Aqueduct have loosened from their frames and need repair. We noted the poor design when we (C&OCA and NPS personnel) installed the signs.

*Level #61 Town Creek Aqueduct to Lock #68* **Steve Johnson reports 7/27** Towpath recently mowed, level in prism very low (drought condition), poor old lock house porch on the way out. About six bathers were in Town Creek just above aqueduct. It appeared to be a “clothing optional” event, so I did not intrude. It was a very hot day after all.

*Level #62 Lock 68 to Oldtown* **Bob and Joan Mischler report 5/7** Path bumpy in spots but much better than in last report. Two pairs of Canada geese, each with four youngsters, and some turtles. Heard bullfrogs. Blooming dame’s rocket in profusion, some yellow mustard, buttercups, daisy fleabane, a lot of six-petal white flowers, water lilies about to bloom and of course, my favorite, lots of garlic mustard. **Bob Mischler reports 7/22** Path generally dry and in good shape except a few puddles and many potholes. In bloom: chicory, phlox, Queen Anne’s lace and crown vetch. I cut back much multi-flora rose and a few tree limbs, also cleared some downed limbs.

*Level #63 Oldtown To Kellys Road Culvert* **Bob Mischler reports 7/15** Oldtown to Lock 71: minor wet spots. Lock 71 to about mi. 168.75: fantastic - towpath was recently resurfaced using new machine. Remainder of level was full of puddles, easily avoided but tiresome, and 4-5 major washout spots. Many branches were downed by recent thunderstorms. Picked up worst limbs and most smaller ones, and cut back vegetation intruding upon path. Noted a few Deptford pink.

*Level #64 Kellys Road Culvert to Spring Gap Recreational Area*  
**Nasra Sakran reports 6/10 and 11 6/10** Saw a group of 14 bikers coming by from Pennsylvania, and three locals. 6/11: boy scouts camping, some boaters, the three ‘residents.’ Towpath OK. Grass was cut between towpath and canal. Lots of poison ivy. I just had Weed Warriors training, and pulled about 200 seed-full garlic mustard plants. One bored-looking box turtle.

*Level # 68 Evitts Creek Aqueduct to Wiley Ford Bridge* **Bob and Joan Mischler report 5/5** Never seen it so free of debris under Rt. 28 bridge. Path is in good condition. In bloom: dame’s rocket, daisy fleabane, and an unidentified white flower. Saw lots of robins, red-winged blackbirds, heard crows and cardinals. **6/17** I biked on Level 65 and most of 66 up to mi. 176, and to the last mi. in Cumberland. Despite heavy rain earlier in the week, path was OK, with only a few wet spots.

*Level #69 Cumberland Wiley Ford Bridge to Cumberland Terminus*  
**Bob and Joan Mischler 7/17** Path is dry and in good shape. Garden phlox, sumac, joe-pye weed, crown vetch and wild potato vine in bloom. Few turtles in canal. Cut back vegetation and cleared a small fallen tree.

**Charles Mason White level-walking as a LW at large 5/15** Point of Rocks to Lander. Weather clear, mild. Counted ten walkers, two runners, and 28 bikers. Removed a lot of small limbs, sticks. The foliage thickening. Towpath was muddy in places, but nothing requiring NPS attention. A walker with a very big pack said he had started at Whites Ferry on his way to California. **5/21** Lander to about mi. 54.5: Counted 31 bikers, two walkers, and two fishermen. Towpath muddy in a few spots. Picked up many sticks and small limbs. **5/27** About mi. 54.5 to 57: weather, hot. Counted ten bikers, seven walkers and one runner. Towpath good. **6/7** Miles 57 to 60.8: weather, cool. Walker said she was hiking the Appalachian Trail from Georgia to Maine. Towpath in very good shape except a spot just west of mi. 57. **6/15** Harpers Ferry to mi. 64. 78 degrees, light rain at start. Towpath condition good. Pick up wood but less than usual. **6/17** Miles 64 to 67. Closed bridge on Harpers Ferry Rd. caused a detour to parking lot at Dargan Bend, not so easy to find. **6/30** The last leg of my journey was from miles 57 to 70. Clear weather, 87 degrees.

A bit over a NPS bag of trash: paper, plastic, some clothing and a wiffle ball.

## Book review:

### *A History of Green Ridge State Forest*

By Champ Zumbrun: The History Press,  
160 pp. \$19.99

Reviewed by Dave Johnson

When you hike the towpath between Little Orleans and Paw Paw, you are in the most remote and unspoiled area of the entire C&O Canal. The general plan adopted by the National Park Service in 1976 established an overall management philosophy for the development of the historical and natural values in the then-new park. For this, it created a zoned land use plan in which each section of the park was classified in one of five categories. These range from zone A, restored major historic interpretive areas, such as Georgetown, Great Falls and Williamsport, to zone E, which provide natural surroundings for those who seek a near-wilderness environment. The longest zone E section is the forty miles from Hancock to Oldtown. This is where the river makes a big southern swing as it twists and carves its path through the mountains, leaving a large back country between the canal and Interstate 68. The greater portion of this land remains undeveloped because it is the Green Ridge State Forest, more than forty-three thousand acres from the Potomac River to the Mason-Dixon Line, between Sideling Hill Creek and Town Creek.

Francis "Champ" Zumbrun, a member of the C&O Canal Association board of directors, recently retired from the Maryland Department of Natural Resources. Most of his more than thirty-year career was spent as forest manager of Green Ridge State Forest. Now he has written a fine history of the forest.

Champ's book provides a comprehensive history of eastern Allegany County from colonial times. He describes the role of Col. Thomas Cresap, one of the first pioneers to settle in the area, who blazed many of the trails that became the important routes to the west before and during the French and Indian War. These included the Nemaquin Path (1753) and the road from Ft. Frederick to Ft. Cumberland (1758). A portion of the latter remains today as Oldtown Road, the main road through Green Ridge from Little Orleans to MD 51 near Paw Paw. In the early nineteenth century most of the land that is now the state forest was owned by Charles Carroll of Carrollton and his family, who extracted iron ore and timber from the property. In the second half of the century, Frederick Mertens, one of the wealthiest men in western Maryland, acquired over 30,000 acres from Carroll's heirs to support his timber business. (He also owned coal mines, but is most remembered in C&O Canal lore as the owner of one of the major boat-yards in Cumberland and operator of a sizable fleet of boats.) By the last decades of the century, the Mertenses had cleared and burned off most of the old timber on Green Ridge, and Frederick's sons began converting the land into apple orchards. They subdivided the land into small tracts, but went bankrupt in 1917.

In 1931 the State of Maryland purchased a 1,735 acre tract, the beginning of the Green Ridge State Forest. Addi-

tional tracts were acquired over the following years until GRSF became the largest contiguous block of forest land in the Chesapeake Bay watershed in Maryland. In the second half of the book, Champ describes how the Civilian Conservation Corps hastened reforestation, and traces the evolution of forest management and the growth of forest science and technology, including fire-fighting, in the modern era.

The book is illustrated with many photos of significant persons and historic scenes and structures. A minor complaint is that the only map is much too small to be useful. A full-page (or double-page) map would help the reader see where the sites and trails described in the text can be found. This book should be of great interest to all canallers whose favorite parts of the towpath are classified as zone E, and should inspire them to explore this wonderful neighbor of the C&O Canal.

Note: This book is available through the Association Store section of [www.candocanal.org](http://www.candocanal.org).

### *An Invitation to Membership*

*If by some mischance you are not a member of the C&O Canal Association, please consider joining our organization! Among the benefits are: recreational and social events; volunteer programs; the opportunity to support the canal park and to participate in discussions concerning its future; and a subscription to this quarterly newsletter.*

*If you are already on our roster, consider giving a gift membership to a friend! In either case, please visit our website, [www.candocanal.org](http://www.candocanal.org), and print out the form from the Membership page. If printing the form is not convenient, simply send a letter to the C&O Canal Association, P.O. Box 366, Glen Echo, Md. 20812, with the following information: your name (and that of the gift recipient, if applicable); address and phone number; the membership category selected (Individual, \$15 per year; Family, \$20 per year; Patron, \$25 per year ); a check for the selected amount; and the name to appear on your badge, plus a second name in the case of Family or Patron memberships. We look forward to your participation!*





## The War in Cumberland

Cumberland, like much of the State of Maryland, held divided sentiments regarding the conflict between north and south, and during early 1861 a number of meetings were held in support of both sides in the upcoming conflict. Though a decided minority in the western part of the state, southern sympathizers sent many young men to serve the Confederacy, both at the outset and during the course of the war. The split would last for many years after the war. Though never a major battleground, the city did experience "unpleasantries" during the war, a few of which follow.

Three months after the Confederate assault on Fort Sumter and over a month before the 1<sup>st</sup> Battle of Bull Run, General George McClellan's Union troops, having defeated a force of Confederates at Philippi in the mountains of western (now West) Virginia, entered Cumberland, Maryland. The 11<sup>th</sup> Regiment, Indiana Zouaves under Colonel Lew Wallace, now under General Robert Patterson, Military Department of Pennsylvania, occupied the city on June 10\*, largely ending open southern support and providing vital protection to both the C&O Canal and the B&O Railroad. There was no through service between Baltimore and Wheeling on the B&O from the burning of the Harpers Ferry bridge on June 14, 1861, until March 29, 1862, and service was disrupted at various other times. The North Branch bridge east of Cumberland was burned on May 28, 1861, and again in February 1864.

On June 13, 1861, Colonel Wallace led a force of around 500 men to raid a Confederate detachment at Romney, (West) Virginia, only 24 miles distant, but returned to Cumberland after a brief fight in which the Rebels fled the town. Confederates occupied Romney for much of the war, a minor but constant threat. On the morning of 19 June, 1861, Confederates burned the B&O bridge across New Creek, (West) Virginia, panicking the civilian population of Cumberland. Federal troops were sent out to meet the rebel attack, but it never materialized and the city soon returned to normal. Two weeks after the Romney raid a Union picket skirmished with Rebels at Patterson's Creek and Frankfort and later that day fought a pitched battle at Kelley's Island in the Potomac between Spring Gap and Oldtown.

Wallace, however, seeking combat for his Zouaves, petitioned to be included in the forces to attack Harpers Ferry and on July 7 received orders to proceed to Martinsburg. The regiment was replaced by 1,200 to 1,300 troops of the First and Fifth Regiments of Pennsylvania Volunteers.

During the Southern march north to Gettysburg, Confederate General John Imboden on June 17, 1863 demanded surrender of the city. Federal forces had evacuated Cumberland the prior day following a Union defeat at Winchester, Virginia. Three hundred and fifty men and two guns occupied the city for about three hours, but knowing that there were strong Union forces nearby, after purchasing personal goods with Confederate scrip and destroying telegraph lines, then departed, taking a number of horses and some recruits. The August 1864 Battle of Folck's Mill, just northeast of the city, was covered in the September 2008 issue of *Along the Towpath*.

Union troops in Cumberland, numbering as many as 20,000 during the war, were later commanded by Brigadier General Benjamin Franklin Kelley and Major General George Crook.. One of the more dramatic episodes of the war was the February 21, 1865, capture of Generals Crook and Kelley, a tale of intrigue and daring worthy of the very best of fiction writers. In brief, Lt. Jesse McNeill held a personal grudge against General Kelley for his role in the imprisonment of McNeill's mother in August 1863. Four dozen men of McNeill's Partisan Rangers, many of them southern sympathizers from the city itself, entered Cumberland on a cold winter night to spirit the generals out from under the noses of around 7,000 Union troops. They were taken to Richmond where they were paroled shortly thereafter. The motives, planning and operation are revealed in Harold Scott, Sr.'s *The Civil War Era in Cumberland, Maryland, and Nearby Keyser, West Virginia*.

Following the Confederate surrender at Appomattox in April 1865, Cumberland became a Federal mustering-out point. Many soldiers and wagon trains arrived in June at a camp on the National Road west of the city to be paid and separated from service. Some were released immediately, but many were retained to guard government property and to maintain order until full civil authority could be restored. While most of the troops comported themselves honorably, there were a few reported cases of looting and pillaging, and the military maintained a heavy presence in the region for the balance of 1865.

### References:

*A Guide to Civil War Sites in Maryland*, Susan Cooke Soderberg, 1998;

*The Civil War in Maryland*, Daniel Carroll Toomey, 1983;

and *The Civil War Era in Cumberland, Maryland and Nearby Keyser, West Virginia*, Harold Scott, Sr., 2000; which presents a very thorough coverage of wartime events in the area.

\* For those who recall the initial column in June 2007, I commented on the problem of different sources giving different information. Here, one source says the 6<sup>th</sup>, one the 7<sup>th</sup>, three the 10<sup>th</sup>, and one the 11<sup>th</sup>!

## *Artefacts of Industrial England*

by Albert Schmidt

In 2008, I embarked on an unlikely tourist junket - one of sampling the landscape of 19<sup>th</sup> century industrial England. I traveled principally in England's West Midlands — in and around Birmingham, Manchester, and Liverpool — where I focused on industrial artefacts—canals, viaducts, aqueducts, factories, and the like — which had made England *the first modern nation*. Here I present abbreviated journal entries of my travels:

**Manchester Center: the Bridgewater Canal & Castlefields Basin.** I made my way to Castlefields, the basin where the historic Bridgewater Canal from Worsley, ten miles distant, linked the Duke of Bridgewater's coal mines with the Salford and Manchester quays, the city's cotton factories, and eventually Liverpool via the Manchester Ship Canal. Castlefields lay at the confluence of three bodies of water--the River Medlock and the Bridgewater and Rochdale Canals. The most impressive aspect of this setting, aside from its historic significance, is its regeneration: docks and warehouses have been transformed into a modern living community called Castlefields Urban Heritage Park. A front yard sign succinctly says it all:

*In the early 19<sup>th</sup> century canals cut through the green fields beside the Roman fort on the outskirts of Manchester. A few decades later the castle and fields survived only in the name of warehouses, wharves and poor houses. Two canals changed Castlefields: the main arm of the Bridgewater Canal built in 1764 sweeps around this wharf. The branch to the left led to Potato Wharf, the site of the now demolished Stratfordshire Warehouse. The lock opposite marks the junction of the Bridgewater with the Rochdale Canal. The latter, which opened in 1805, connected Manchester to Pennine towns and ultimately the east coast port of Hull.*

**Manchester to the Sankey Viaduct and Canal.** I took a train to Earlestown to view the Sankey Viaduct, known locally as *The Nine Arches*, because of its round-arch span-drels. Built of brick and sandstone, it was and still is a vital transportation link between Manchester and Liverpool. The Sankey Canal beneath it, now dried up and filled with rubbish, in its heyday was used for shipping coal to the industrial cities around Liverpool.

**Manchester to Bolton, Blackburn, and Burnley.** I set out for three old textile centers. Bolton and Blackburn were once the largest cotton manufacturing and spinning centers in the world. In Burnley the Weaver's Triangle is regarded today as 'probably the finest example of a cotton weaving neighborhood in the whole of England,' appearing much as

it did two hundred years ago.

The Burnley journey, which took me through the scenic Lancashire countryside, led only to disappointment: The Weaver's Triangle was closed that day. I persisted and struck up a conversation with a canal boatman on the wharf in back of the mill. He was a Lowland Scot (from Jedburgh, near the border). We found a common interest: his having retired from the faculty at the University of St. Andrews and my having been a student there sixty years earlier. Before long he invited me to join him on his canal boat to a town some six miles farther on, where I could catch a train back to Manchester.

Riding in a canal boat in England for even this short distance was something that I had long hoped to do. And in our brief excursion we passed the backs of decaying factories and warehouses and through a tunnel and an aqueduct which passed over one of Britain's four-lane motorways.

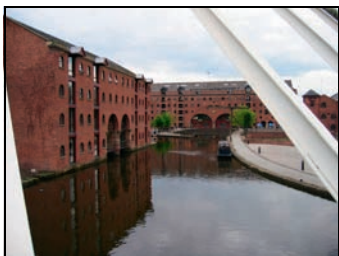
**Liverpool to Pontcysyllte (Wales).** The short trip from Manchester to Liverpool was uneventful; however, the 20-30 miles into north Wales from Liverpool led to a magnificent engineering site — the famed Pontcysyllte Aqueduct. This great bridge over the River Dee, both higher and longer than the Sankey rail bridge, is part of the Llangollen Canal, which itself has been called one of the most beautiful waterways in Europe. An advertisement reads as follows:

*The Llangollen Canal leaves the Shropshire Union Canal just north of Nantwich in rural Cheshire and climbs through deserted Shropshire farmlands to cross the border into Wales near Chirk. It then cuts through increasingly hilly countryside to finish alongside the River Dee tumbling out of Snowdonia, just above Llangollen. It is 41 miles long and takes at least three days to cruise (one way).*

The aqueducts at Chirk and Pontcysyllte, both equipped with cast iron troughs, were the work of the engineers Thomas Telford and William Jessop. As the blurb reads: *At Pontcysyllte the trough is exposed and sits atop 120 foot high slender masonry towers. When you cross it by boat there is an exhilaratingly sheer drop on the non-tonpath side!* The dimensions of Pontcysyllte — 1,007 feet long, 11 feet wide, 5.25 feet deep, an iron trough 126 feet above the river, and supports of 19 hollow piers, each creating an arch 53 feet wide — made this an incomparable structure.

This trip, which included more than just the places mentioned, convinced me that England's urban rust belt is possessed of its own kind of fascination. As such, it allows for a favorable comparison with the country's more heralded rural landscape.

(See photos by Schmidt on next page.)



1. Manchester: Castlefields Urban Heritage Park where River Medlock and Bridgewater and Rochdale Canals meet.



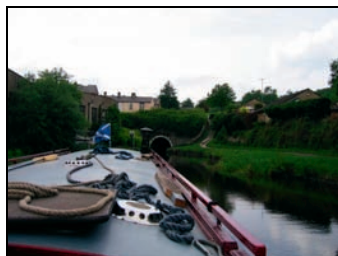
2. Manchester: (Same location as #1 above) The Castlefields Urban Heritage Park.



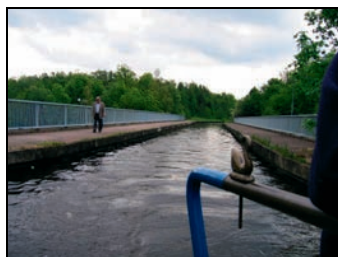
3. Manchester/Earlestown. The Sankey Valley Viaduct as it appears today.



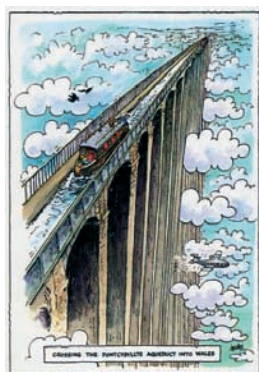
4. Burnley. The Leeds/Liverpool Canal. Passing the backs of old factories.



5. Burnley, The Leeds/Liverpool Canal. Entering into the Gammow Tunnel.



6. Burnley. The Leeds/Liverpool Canal passing over a four-lane motorway.



7. Wales, the Llangollen Canal, the Pontcysyllte Aqueduct. Postcard dramatizes its height.



8. (Above) Wales, the Llangollen Canal, the Pontcysyllte Aqueduct. Distant View.

9. (Left) Wales, the Llangollen Canal, the Pontcysyllte Aqueduct. View of Telford and Jessop's cast iron trough

## Violettes to Pennyfield Lock and Back



Ready to go at Violettes Lock



Lunch in shade behind Pennyfield Lockhouse (l. to r.) Christine Vespal, Libby Hillard, Bill Burton, Pat White, Barbara Sheridan, Anthony Laing, and Sonny Deforge. Libby and Christine made two **tasty** dips. Recipes below.

### Green Goo

1/4 cup cilantro parsley  
1 jalapeño without seeds and chopped  
1 large clove garlic  
scant 1/2 teaspoon fine grain sea salt  
2/3 cup / 160 ml extra virgin olive oil

### Hummus:

8 oz chickpeas, reserve some liquid  
scant 1/2 cup freshly squeezed lemon juice  
1 1/2 teaspoons fine grain sea salt  
1/3 cup tahini (if too dry add some liquid from chickpeas)  
1/2 tbsp Cumin  
1 tbsp sesame oil

It was a bright and sunny June 12th when the Association's fearless boatmen set forth at Violettes Lock. But all was not well! Construction at Great Falls was blocking the take-out site. Hearts were heavy at the thought of shortening a splendid paddle. Not to mention the hassle of loading canoes and kayaks in the tiny and jammed parking lot at Swain's Lock where Barbara took the very last spot.

But worse was yet to come. Tales of a tree-blocked bypass flume at Pennyfield Lock were accompanied by stories of myriad serpents awaiting those trying to portage past the tree and down the slippery slope.

Well, in good Association fashion, the issue was discussed over food as the boatmen commandeered a table. And what food it was. Chris and Libby served superb dips of Cajun origin with cornmeal crackers and crispy chips. Tony, Carl, Sonny, Bill, and Neil dug in with great delight. This scribe's oatmeal cookies capped the great repast.

With full stomachs instead of hearts the crew paddled back from whence they came. No snakes, no construction, no congestion, just pure contentment.

- Pat White

## Brunswick to Monocacy Paddling Trip



It's not a plum! It's a bowling ball!

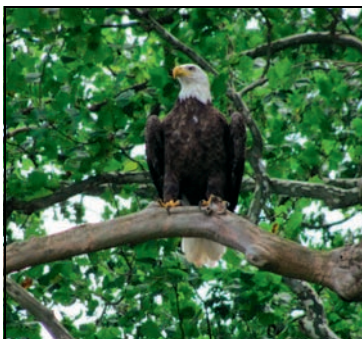
On July 17, thirteen of us set out from Brunswick in nine kayaks and two canoes on a hot but fine summer day. We turned into Catoctin Creek to check work in progress at the aqueduct reconstruction. Dutiful Level Walker Pat White pulled a bowling ball from the creek. It's a trash-free park you know. Catoctin creek

*Along the Towpath, September 2010*





A young bald eagle.



An alert parent on a nearby perch.

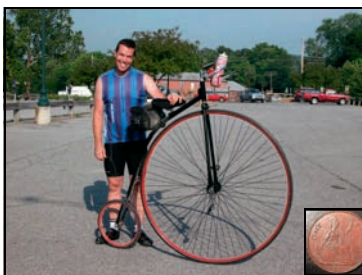
the eight-foot bank and lug them up the towpath to the parking lot. The trip was well worth the extra effort at the end.

- Bill Burton

was a respite from the heat. It was shaded and its water nicely cool. Lander lock house was the next stop. Below Point of Rocks we sat at a shaded picnic table in a farmer's field for our repast. The trip's highlight came after lunch when we saw the young bald eagle on a low branch and an adult nearby keeping a close eye on us. They were unruffled by our presence and posed pertly for Barbara Sheridan's photos. Next was this annual trip's favorite stop at the Tarara Winery in the cool of A/C and the cheer of the grape. The last leg was the long crossing over the Potomac to the Monocacy River. Here we found our way to the boat ramp blocked by a debris-clogged aqueduct and no choice was left but to drag our boats up

Photos by Barbara Sheridan

## Believe it or Not! On the C&O Canal



Eric Rhodes is riding a Victorian age bike circa 1880. The front wheel is four feet or so across, the tires are solid rubber and it has no brakes. It was dubbed a "penny-

farthing." The wheels' sizes were like the big penny/tiny farthing of English coins. Mr. Rhodes might be the first Cumberland-to-Washington penny-farthing thru-rider, though the bike was on the towpath in the Victorian era.

(See photo on p. 3 in the March issue.) He and his fellow cyclists Jon Kearns, Mike Kennedy and Dick Brubaker are in front of the Riverrun B&B in Hancock where they stayed overnight. Riding the penny-farthing is bouncy and bone-shaking. To start or stop is tricky but Mr. Rhodes aimed to finish the ride in good humor.

- Sinclair Hamilton (Photos: courtesy of Sinclair Hamilton)

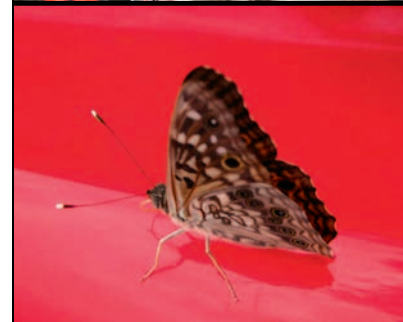


## Down Patowmack Canal to Pennyfield



Patowmack Canal. It is now a ruin and a white water run that's fun. Take a dump and you pump out the boat. Fun? Yes? No?

Why did this Hackberry butterfly tag along and then land on a red kayak deck? They usually go for rotting fruit, carrion and dung. Maybe, this one just likes bright colors.



On Saturday, June 12 we set out from Violettes Lock, crossed the Potomac to the Virginia side and entered G.W.'s Old



We came back out on the river and headed downstream for Pennyfield. We beached our boats on an island at a neat spot for

lunch. Short work was made of Pat White's oat-meal cookies. Our Patowmack Canal caper and Potomac paddle ended with a transit of Muddy Branch culvert to the



The Muddy Branch Culvert: provides access to the Pennyfield boat ramp.

Pennyfield boat ramp. Afterwards we went to Potomac for real raspberry sorbet Sonny DeForge urged us to try. We all agreed this was the way to top off the trip.

- Vicki Dodson

Photos by Vicki Dodson

| <b>Hustle and Bustle on the C&amp;O Canal - 1875</b> |      |                   |      |                          |      |                       |      |
|--|------|-------------------|------|--------------------------|------|-----------------------|------|
| by William Bauman                                    |      |                   |      |                          |      |                       |      |
| <i>Morning Sun</i>                                   |      | <i>Gen. Grant</i> |      | <i>Frederick Mertens</i> |      | <i>Cherokee Tribe</i> |      |
| Date   | days | Date              | days | Date                     | days | Date                  | days |
| Apr 21   | 16   | Apr 13            | 32   | Apr 2                    | 19   | May 5                 | 17   |
| May 7  | 9    | May 15            | 19   | Apr 21                   | 17   | May 22                | 10   |
| May 16   | 13   | Jun 3             | 11   | May 8                    | 17   | Jun 1                 | 12   |
| May 29   | 12   | Jun 14            | 12   | May 25                   | 13   | Jun 13                | 12   |
| Jun 10   | 11   | Jun 26            | 16   | Jun 7                    | 11   | Jun 25                | 9    |
| Jun 21   | 3    | July 12           | 18   | Jun 18                   | 11   | July 4                | 9    |
| Jun 24   | 8    | July 30           | 16   | Jun 29                   | 14   | July 15               | 9    |
| July 2   | 10   | Aug 15            | 36   | July 12                  | 23   | July 24               | 15   |
| July 12  | 37   | Sep 20            | 14   | Aug 4                    | 14   | Aug 8                 | 11   |
| Aug 18   | 19   | Oct 4             | 15   | Aug 28                   | 16   | Aug 19                | 12   |
| Sep 6  | 12   | Oct 19            |      | Sep 13                   | 18   | Aug 31                | 12   |
| Sep 18   | 10   |                   |      | Oct 1                    | 21   | Sep 11                | 18   |
| Sep 28   | 10   |                   |      | Oct 22                   |      | Sep 29                | 17   |
| Oct 8  | 10   |                   |      |                          |      | Oct 16                |      |
| Oct 18   |      |                   |      |                          |      |                       |      |
| Avg. days: 13  |      | 15                |      | 16                       |      | 12                    |      |

1

A tabulation of the Frederick Mertens Canal Boat Mortgages 1858 - 1872 was provided in the June ATP. Eighty percent of those mortgages required the owner to run their boats both day and night. So how long did it take to make the round trip? If we search through the *Register of Boats Passing Lock 75, Ascending, in 1875*, we can make the above tabulation.

The first three boats were all bought by Thomas L. Little, of Hancock, and he was required to run his boats both day and night. The fourth boat was bought by Emanuel Hine, of Sharpsburg, from Henry Thomas Weld, on Dec. 23, 1870 and he was not required to run his boat day and night or to use double teams. The *Morning Sun* made 14 trips (the one three day trip was probably to Hancock, only 50 miles one way; on the 37-day trip the boat did descend past Lock 75 on July 13 and thus the delay was not in Cumberland; neither trip was counted in the average days per trip); the *Gen. Grant* made 10 trips (for the Apr/May trip of 32 days she descended past Lock 75 on May 1, so the first 17 days were spent in Cumberland, possibly being repaired; for the Aug/Sep 36 day trip, she did descend past Lock 75 on Aug 16, so the delay was not in Cumberland); the *Frederick Mertens* made 12 trips; and the *Cherokee Tribe* made 13 trips. Because the other boats were proceeding apace during those two long delays downstream, we dismiss the possibility of a break in the line of the canal interrupting navigation. We just don't know what happened.

From this limited sample it does not appear that requiring the boat to run day and night made for quicker trips. Or perhaps *Cherokee Tribe* was unusual; other boat captains may have taken somewhat longer. The data apply to 1875 only and do not apply to the receivership period when the boat captains were usually employees of Consolidation Coal Company.

The two compilations of boat mortgages (Frederick Mertens & Henry Thomas Weld) are now available at the Great Falls Tavern. Also there are copies at Lock 20; Riley's Lock 24; Lander Lock 29; Park Headquarters; Lockhouse 75; and the Cumberland Visitor Center. The draft *Registers of Boats Passing Lock 75 during 1875 (one for Ascending boats and one for Descending boats)* are available only at Lockhouse 75, and are unfinished.

## C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

### C&O CANAL National Historical Park Headquarters 1850 Dual Highway, Suite 100, Hagerstown, Md. 21740

|                            |              |                      |
|----------------------------|--------------|----------------------|
| Superintendent             | 301-714-2202 | Kevin Brandt         |
| Deputy Superintendent      | 301-714-2200 | Brian Carlstrom      |
| Assistant Superintendent   | 301-714-2204 | Sharon Cleary        |
| Superintendent'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      |
| Natural Resources Program  | 301-714-2224 | Scott Bell           |
| 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          |
| Safety Officer             | 301-745-5804 | Rodante Paz (acting) |

**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  
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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

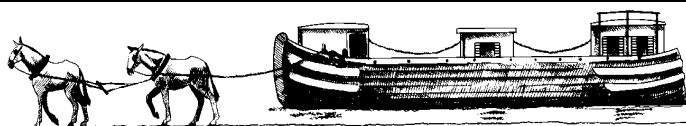
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## C&O CANAL ASSOCIATION

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

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

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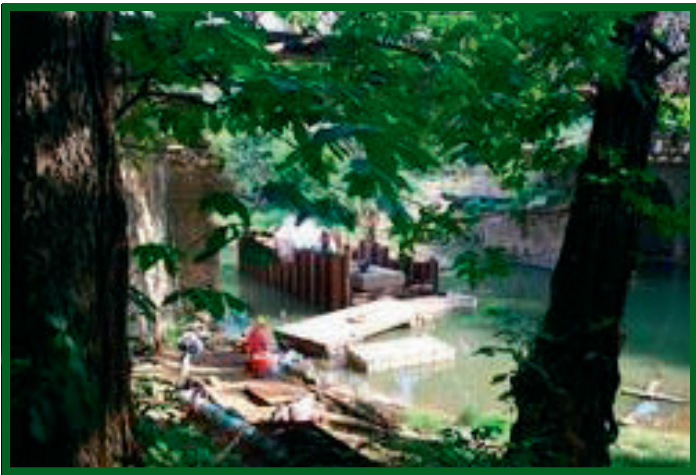
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A lot of stones are being cut and dressed for placement in rebuilding the Catoctin  
Photo by George Lewis



Work Begins on the Reconstruction of the Catoctin Aqueduct  
Coffer Dam encloses a pier.  
Photo by Dward Moore

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