



ALONG THE TOWPATH

A quarterly publication of the Chesapeake & Ohio Canal Association

An independent, non-profit, all-volunteer citizens association established in 1954 concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin.

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Number 1

The Douglas Hike - April 21 Seneca to Whites Ferry

By Dorothea Malsbary for the Program Committee

NPS Study Reopens Boathouse Issue Public Comments Needed

By Ned Preston

The Association's annual Douglas Reunion Hike is set for Saturday, April 21, in the Seneca to White's Ferry area. It will feature three hiking options along the towpath, a dinner, and an evening speaker.

Activities will begin at White's Ferry in Maryland, on Rt. 107 west of Poolesville. Hike participants should arrive and park by 10 a.m. in the White's Ferry parking area. Bus transport will go to three starting points and hikers will then walk back to their cars at their own pace. The first bus will depart at 10:00 a.m. and will drop hikers at Seneca/Riley's Lock (12 miles) and Edwards Ferry (8 miles). The second bus will depart at 11:00 a.m. and go to Edwards Ferry and Sycamore Landing/McKee Beshers (5 miles). The cost of the bus is \$5 if paid in advance, \$7 if paid onsite. Please bring exact change. All walkers must sign a liability waiver before boarding. You are encouraged to bring a bag lunch and a drink.

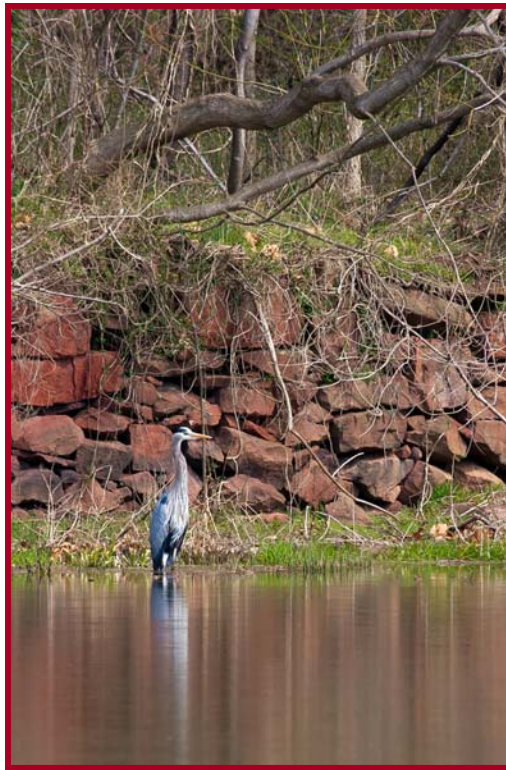
See Karen Gray's article in this issue (page 6) for historical highlights along the hike route.

At 4:30 we will gather at the Upper Montgomery County Volunteer Fire Department in Beallsville for Happy Hour, followed at 5:30 p.m. by a deluxe dinner buffet and evening talk. The fire hall is at 19801 Beallsville Road, Beallsville, MD 20839, near the intersection of Routes 28 and 109, about 6 miles from White's Ferry.

Among canal enthusiasts, few issues strike more fire than Georgetown University's longstanding drive to build a massive private boathouse on the shoreline of the C&O Canal NHP. This misguided effort seemed close to success in 2006, when a draft Environmental Assessment listed such a structure as its "preferred alternative." In the face of strong opposition from C&OCA and many others, however, the National Park Service decided to conduct a more in-depth Environmental Impact Study (EIS). By the autumn of 2008, the EIS seemed dormant and the issue faded – but now it has reappeared in a different form.

In December 2011, the NPS held a public meeting to launch a Feasibility Study to Implement a Non-Motorized Boathouse Zone along the Georgetown waterfront. The study's stated objective was to enhance river access to user groups and to determine what facilities can be accommodated in the zone, which includes parts of the C&O Canal National Historical Park (see aerial view on page 2). While not a decision-making process, the study will lay the groundwork for future decisions about potential development of this area.

The NPS followed the introductory meeting with a series of interviews with representatives from stakeholder organizations such as schools, universities, bicycle clubs, trail hikers, and environmentalists. On February 1, C&OCA was represented at one of these interviews by president Rachel



Douglas hikers at Seneca may well see scenes like this - a blue heron with Seneca rock as backdrop. The Seneca Basin is a fine spot for viewing birds.

Photo by Steve Dean

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(Continued next page)

Stewart, secretary Bill Holdsworth, and information officer John Wheeler. The three explained the need to protect the C&O Canal NHP from intrusive private development.

At an NPS public workshop on March 3, many participants favored a private collegiate boathouse within the C&OCNHP. The NPS has posted a webpage describing the feasibility study, and is accepting written public comment until March 30 ([see details at the end of this article](#)).

The boathouse zone feasibility study may result in positive steps to enhance access to the Potomac River without harming historical or natural values. It's worth considering, for example, whether there's a suitable way for the NPS to develop a public boating facility within the C&O Canal NHP, perhaps using the small-scale operation at Fletcher's Cove as a model. The NPS might open new possibilities by extending the zone under study downriver to embrace the whole Georgetown waterfront, including the Thompson Boat Center.

Even without that extension, however, there's room within the zone to serve rowing teams. About half of the zone lies east of the C&O Canal NHP and west of the Georgetown Waterfront Park's upriver boundary at 34th Street. Besides some private property, the shoreline in that area includes land that is managed by the NPS but is not being used as parkland. This urban property could be used for boathouse development without harming the environment, blocking scenic views, or crowding historic structures. It might be appropriate for the NPS to transfer such property as part of a fair transaction involving land exchange and/or purchase. In contrast, it would be completely unacceptable for NPS to alienate land within the C&O Canal NHP to create a new private enclave there.

On Dec. 15, *Washington Post* blogger Mike DeBonis wrote that he was pleased that GU might finally get its boathouse, but finished his article with this: "What remains to be seen is whether the opponents can maintain their focus, whether the university is willing to entertain a smaller design or a downstream site, and just what this new boathouse zone will eventually allow."

Good questions! Will supporters of the C&O Canal NHP rally again to keep a private facility from intruding on the C&O Canal NHP? If you care about protecting the canal park, **you have until the end of this month to make your voice heard** before the feasibility study is drafted.

To make your comment electronically, use the form provided on the NPS project website for the feasibility study (<http://parkplanning.nps.gov/projectHome.cfm?projectID=39727>).

Finding the form on that website can be confusing, so a direct link is provided on the Take Action page of www.savethecanal.org (a website maintained by the Defenders of Potomac River Parkland, a coalition of which C&OCA is a member). There you will find examples of comments already submitted by canal supporters and much other relevant information. The News section of C&OCA's website, www.candocanal.org, is also a good source for background on the issue.

Those who prefer postal mail may send their comments to **Peter May, Associate Regional Director, National Capital Region, National Park Service, c/o Tammy Stidham, 1100 Ohio Drive SW, Washington DC 20242.**

Below is a detail from an NPS image of the feasibility study zone, with notes A through F added.



- A. The dotted line indicates the upriver boundary of the zone, which NPS has described as approximate.
- B. The proposed site for GU's massive private boathouse is in this wooded area of tidal floodplain. This site was the "preferred alternative" in NPS' draft Environmental Assessment (EA) of 2006, and it continued to be considered during the subsequent Environmental Impact Study (EIS), which is currently on hold.
- C. Arrows indicate the C&O Canal towpath and Capital Crescent Trail.
- D. The remaining section of the historic Alexandria Aqueduct is within the C&O Canal NHP. The shoreline downriver from the aqueduct that is within the zone is not part of the C&OCNHP. It includes government-owned land managed by Rock Creek Park and some private property.
- E. This area just downriver from Key Bridge includes public land that is appropriate for boating-related development.
- F. The dotted line indicates the downriver boundary of the zone at 34th Street.

C&OCA 2012 Annual Meeting

President Rachel Stewart reviewed the projects the Association has supported over the past year including provision of funds for busing students to the NPS visitors center in Williamsport. She also noted our efforts supporting the restoration of the Catoctin Aqueduct and the Big Slackwater towpath. She discussed the boathouse zone feasibility study the NPS has recently initiated along the Georgetown water front and the Association's insistence that the canal park's integrity be protected in any development plan. Rachel also discussed the work Association members have been doing as stewards at the Swains Lock putting the picnic and camping area into prime condition. Rachel introduced two speakers dealing with the danger that the invasive garlic mustard plant poses to the canal park. NPS ranger and biologist Michelle Carter showed with slides why the plant spreads rapidly and destroys the habitat of native plants. VIP chairman Jim Heins followed up with a spirited talk on how the Association aims to meet the Garlic Mustard Challenge with a removal strategy at sites where the plant has taken hold in the park. Jim strongly urged Association members to come out and volunteer to take part in the effort as VIPs. President Stewart, Jim Heins and Steve Dean are our points of contact for the garlic mustard removal effort. (See page five on the Garlic Mustard Challenge and the need for VIP help in the campaign.) William Bauman delivered an update on the Association's financial status and the use of its funds to assist the park. The funds are included in the donors listing on pages 14 and 15 of this newsletter. The treasurer's report is available on the donations page of the Association website - www.candocanal.org.

The reports of the various Association committees came next. The membership passed the motion Dave Johnson presented on behalf of the By-laws Committee and the Board shifting the appointment time of the Auditing Committee from the December to the April Board meeting when the other committees are appointed and extending its purview to include "other reviews and studies" the President or the Board may request. Carl Linden



Biologist Michelle Carter on the garlic mustard menace



VIP Chief Jim Heins on the Garlic Mustard Challenge

reported on two guidebooks being prepared in the Special Projects Committee - a canal access guide using GPS coordinates and a guide to the canal's culverts. Barbara Sheridan reported on membership noting that memberships remain at a little over a thousand but that a slippage in renewals needs to be addressed. Steve Dean spoke of the activities of our 122 Levelwalkers and announced the "Four Seasons Awards" for those who have walked their levels in all four seasons of the year. Bill Holdsworth discussed with slides his work as our new webmaster. Karen Gray spoke about the transportation symposium that will be held this November in Frederick. The work of Lewis and Clark in the East will be among the topics.

C&O Canal NHP Superintendent Kevin Brandt reviewed developments along the canal over the year including such major projects as the Catoctin Aqueduct restoration, the Big Slackwater towpath reconstruction, repair of the breach at Old Angler's and work in the Cushwa Basin area. He stressed that the canal park once again faces the prospect of severe budget stringency and personnel shortage. Kevin noted that the interpretation, partnership and educational functions are being merged into one section with John Noel as acting head. Kevin fielded questions from the members on various issues facing the canal park. Among them is the revival of the issue of placing boathouse facilities inside the canal park along the Georgetown waterfront. (See lead article by Ned Preston on p.1 in this issue.) Kevin concluded by expressing his great appreciation for the important work that the Association does in support of the canal park.

The members unanimously elected the nominees previously announced: Rachel Stewart, president; Barbara Sheridan, first vice president; Steve Dean, second vice president/Level Walker chairman; John Wheeler, information officer; Susan Van Haften, secretary; William D. Bauman, treasurer. Directors elected for a three year term were: Carl Linden, Nancy Long, Pat Hopson, Bill Holdsworth, Alan Shane and Rod Mackler (fills the unexpired one-year term of Susan Van Haften.)

Progress at Big Slackwater - Re-creating the Towpath

A Manitowok 4100 Crane on Barge

The towpath that hugged the Potomac shoreline against the palisade along Big Slackwater was demolished by floods during the 1990s. The Manitowok 4100 crawler crane in use at the site (photo right) operates from a barge to enable it to gain access to the cramped work area on the shoreline with heavy equipment and materials. The crane can lift 230 tons and has a 250-foot heavy-lift boom.

Thanks go to Dan Copenhaver, Chief, Preservation & Project Management Division, C&O Canal NHP for providing these illuminating photos.



Bridge Columns & Caps

The challenge facing the canal park project manager Dan Copenhaver and the project engineers and builders is the creation of a sturdy and flood resistant towpath structure. In the work area solid ground on which to build is either lacking or minimal.

Here, a series of bridge columns and cap combinations (photo left) is being placed at intervals. These capped columns will serve as strong supports for an elevated towpath walkway and are being placed in areas where there is not enough “real estate” to place a towpath on firm ground.



Rebuilt Stone Wall

In those sections where enough firm ground is present, a stone wall is being built (photo right). The wall will provide a firm foundation for the new towpath. The yellow strip floating in the river on this side of the wall is the visible portion of the “turbidity curtain” that catches any debris from the construction work falling into the water and entering the Potomac’s water course.



Along the Towpath, March 2012

Garlic Mustard Comes in Many Guises - Learn to Recognize Them



The above photos are all garlic mustard. Despite the diversity of appearance in various stages of growth of this biennial's life cycle, it is the same plant.

FROM THE PRESIDENT

As you travel along the towpath, whether casually walking, or walking your level, or on a leisurely bike ride, kindly keep an eye open this spring for stands of garlic mustard. We are initiating a campaign - a challenge, really - to remove this invasive plant from the park. So please make a note of the nearest mile marker, how far upstream or downstream, and, on which side of the towpath you see it, and let someone know - - like Steve Dean, (301-904-9068) or levelwalker@candocanal.org or Jim Heins, (301-949-3518) or vip@candocanal.org, or me, Rachel Stewart, (703-237-4727) or president@candocanal.org. However, do not attempt to pull up the garlic mustard on your own. This needs to be done by a group trained for the purpose. For more information on garlic mustard see the lead article by Jim Heins in the December 2011 issue of *Along the Towpath*.

We are a fairly good sized organization, with a membership just over 1,000, and we are an all-volunteer organization. But not many of us actually volunteer for the VIP work projects. Those range from fairly non-strenuous (painting the canal boat, tables, bollards, benches, etc.), to bend/stoop labor and more muscular work (digging holes for signs, waysides, fire grills, etc., and installing those items into those holes). If you are ready, able and interested, please contact Jim Heins, vip@candocanal.org.

MANY THANKS.

Rachel Stewart

Photo credits Top row (left to right): kingcounty.gov, ipm.msu.edu, dnr.wi.gov.
Bottom row (left to right): en.wikipedia.org, nps.gov, ppdl.purdue.edu, ppdl.purdue.edu.

(continued from page 1) The cost of the happy hour and dinner is \$20. The buffet offers two entrées, salad, vegetables and other sides plus dinner rolls, butter, hot and cold beverages and an ice cream sundae bar for dessert.

Susan Soderberg, an historian who served Montgomery County in that capacity for many years, will speak to us. Her topic will reflect work she did on a recent film, "Life in a War Zone: Montgomery County in the Civil War."

This issue of *Along the Towpath* contains a form for making reservations for the bus and the dinner. Forms must be received by Tuesday, April 10, after which no cancellations or additions will be accepted. Please check the association website calendar at www.candocanal.org for any updates regarding the Douglas Hike. If you have questions, contact Dorothea Malsbary at programs@candocanal.org

Accompanied by the Past by Karen Gray

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

The 2012 Douglas Hike: Seneca to Whites Ferry Structures and History along the Hike Route

Note that the river at Seneca is part of a five-mile-long, shallow slackwater lake formed by the Seneca rapids and remnants of the C&O Canal Company's Dam No. 2, located about .7 miles below Seneca and just above Inlet/Guard Lock 2 and Lift Lock 23 (Violettes Lock).

The lockhouse, interpreted on many weekends by local Girl Scout troops, sits immediately beside Lock 24. Other buildings that once sat on the side of the large basin here, including a warehouse/granary and a store, are completely gone, as are the boundaries of the basin itself.

The lock is popularly known as Riley's Lock after John C. Riley, who was its locktender from 1892 to the canal's closure in 1924. The memories of Raymond M. Riley, son of John, are included in Elizabeth Kytle's *At Home on the Canal* (Cabin John, Md.: Seven Locks Press, 226–241), and include the drowning in the Seneca Creek near the lockhouse of his three-year-old sister, Katie Riley.

The three-arch Seneca Aqueduct lost its upstream arch as a result of battering that the aqueduct took during the Sept. 11, 1971 flood. That flood, caused by a highly localized storm, raised the Seneca Creek eight feet above the slackwater level of the Potomac River, but did not greatly affect the Potomac itself. This aqueduct—number one in the aqueduct system on the C&O—is structurally interesting because it is directly connected to the adjacent lift lock, number 24, forming a continuous structure.

Near the aqueduct and off on a side road across the canal are the ruins of the cutting mill, built in the 1830s. Stones from the quarries were cut and finished here, and wharves served for loading the stone onto canal boats for

transport to destinations or transshipment points along the canal. From 1833 to at least 1897, the mill purchased water from the canal to smooth, cut, and polish the stone. In addition to the mill, the ruins of a historic 2/5-story duplex (like the mill built of Seneca stone) stand on the hill above.

About a 1/4 mile above Seneca, walkers will begin passing the series of quarries from which came the red sandstone used in canal structures on this lower part of the canal as well as structures in Washington, D.C. such as the Smithsonian Castle. The quarries sit back from the canal and are largely invisible from the towpath due to the growth of trees, bushes and other plants between them and the canal.

Sycamore Landing is located at mile 27.21. This is one of the places where Col. Elijah V. White had a store or warehouse on the canal. Today there is nothing to indicate why it would have merited such a facility in the last quarter of the 19th century.

In an area upriver from Seneca, the C&O Canal NHP shares much of its land-side boundary with the 2,000 acre McKee-Beshers Wildlife Management Area that provides habitat for a great diversity of wildlife including deer, wild turkey, waterfowl, over 200 species of songbirds, and numerous reptiles and amphibians.

The Goose Creek river locks (as they are known) at mile 30.64 were important not just because they served boats that could ply the Potomac River from Chichester's Landing or the landing on the Virginia side of Edwards Ferry, but also because they could be used by boats coming down Loudoun County's Goose Creek opposite to the locks. An ambitious canal and slackwater navigation system along Goose Creek was worked on from 1849 until about 1857, but never completed. Nevertheless, it is likely that farmers and mill owners along the creek used extant parts of the system on an informal basis when possible.

A basin existed between the towpath and the river locks—the only staircase locks on the C&O Canal (that is, the downstream gate of the upper lock is the upstream gate of the lower lock). A mule crossover bridge would have carried the mules and walkers over the inlet between the basin and canal. This is one of three river locks (the others being single locks at Harpers Ferry and Shepherdstown). Given the unique nature of the Goose Creek river locks, it is extremely unfortunate that they can't be preserved.

At mile 30.84 hikers reach Edwards Ferry with its historic Potomac landing and Lock 25. This lock is located 8.5 miles below Lock 26 (Woods Lock) and eight miles above Lock 24 (Seneca). Lock 25, and all those below it except for Lock 13, were built originally with by-pass culverts inside the lock walls that made it possible to admit water from above the upper gate, through the channels, to three discharge openings within the lock. Above Lock 25 the wall-culvert design was abandoned.

Lock 25 was extended (Continued next page)

during the winter of 1881–1882, along with 13 other locks. This was the first stage of an ambitious plan to dramatically increase the length of boats that could be used on the canal. It was, of course, recognized that this would take some time, and the canal company anticipated the construction of boats that could be separated into two sections for the standard locks, but left connected at the lengthened locks. It does not appear that any such boats ever actually operated on the canal.

The brick lockhouse is on the towpath side of the canal, and the ruins across the road to the landing are those of Jarboe's store, which closed in 1906. This building may have been the "warehouse" owned by Col. White in the late 1870s and 1880s. A store such as this would have kept good supplies of popular products, both locally produced and received from further away. Among the products transshipped to canal boats at the ports of Georgetown and Alexandria were guano from South America, used for fertilizer; and anthracite coal from Eastern Pennsylvania, which was preferred to the Appalachian bituminous coal by blacksmiths.

The unique Broad Run Trunk is crossed at mile 31.94. Originally, this was the only two-span culvert on the canal, boasting twin 16 ft. masonry arches. In the July 1846 flood (the second major flood of that year), the abutments and arches were entirely carried away as a 70-ft. section of the canal washed out. Interestingly, this was the only major damage below the Monocacy caused by that flood. Subsequently a wooden trunk supported by stone abutments replaced the original masonry culverts. Strictly speaking, this would be considered a twelfth—but wooden—aqueduct in the C&O system. [Harlan D. Unrau, *History of the Chesapeake and Ohio Canal*, 228, NPS publication, 2007] Today, a footbridge carries the towpath across the Broad Run gap.

Harrison Island, between miles 33.27 and 35.1, will block any view of the Balls Bluff Civil War Battlefield site across the river. The battle took place on October 21, 1861, and involved the movement of Colonel Edward Baker's troops to the rocky Virginia shore that included a section of 100-ft. cliffs. Accounts indicate that boats were taken from the canal and put into the river to assist in the movement of these troops, but what kind of boats these were, and their size, is largely a matter of conjecture. Almost certainly they were not the standard full-sized freighters, as those would have been extremely difficult to transport from the canal and impossible to control in the river. The battle ended disastrously, with many troops falling from the cliffs or drowning when boats capsized or swamped. Baker—who lost his own life in the battle—is generally faulted for the Union loss and human tragedy.

Just below White's Ferry is a unique culvert, No. 51. This culvert was directly under the bottom of the canal so that, much like an aqueduct, the prism was lined with wood on the sides and bottom. Stone arches supported the tow-

path and land-side berms, and water in the culvert passed directly under the wooden floor of the canal.

The historic bridge just below the current canal crossing was built in 1876 [Hahn, *Towpath Guide*, 15th Edition, 71, Harpers Ferry Historical Association] and is the second bridge on the site. The bridge has red sandstone abutments, iron superstructure, and plank decking. (See photo on p. 8)

At Whites Ferry, hikers may wish to take a moment to view the remains of the granary upstream on the berm side of the canal, just above the current road over the canal. This granary was larger than the one at Monocacy, and had a concourse on the road side. As with the granary at Monocacy, boats could tie up directly beside it so that the grain or corn in its storage bins could be fed directly into the holds by chutes.

Commerce on the Canal in the Hike Region

The stretch from Edwards Ferry at mile 30.8 (mileages in this article are based on those in Hahn's *Towpath Guide*) to Whites Ferry at mile 35.50 is an important one to the history of commerce on the canal, especially through the 1880s. Because of this, the history and structures along this level are exceedingly important.

White's Ferry was originally known as Conrad's Ferry after the man who established it in 1817. The name change likely occurred when Confederate Colonel Elijah Viers White took over the ferry about 1871 [Loudoun Co. Court, Minute Book 20, pp. 399, 441]. Col. White had been born on the family farm near Poolesville, but after the war he purchased a farm across the river in Virginia near the ferry. He began to build a substantial business on both sides of the river. Along the canal he acquired or built warehouses or granaries (which are but a specialized warehouse for storing and transshipping grain and corn) at Sycamore Landing, Edwards Ferry, Whites Ferry, and Monocacy. Some of this growth occurred after 1878, in partnership with Edward Wootton, a Poolesville physician who had served as a surgeon in White's 35th battalion during the war. In 1886, White sold out all his interests to Wootton.

In addition to his warehouses, White owned a boat that he advertised in the March 1, 1873, issue of the *Leesburg Washingtonian*, stating that it could go anywhere on the river or canal for freight. Its ability to operate in the river precludes the possibility that it was a standard canal freighter. White also advertised that at White's Ferry he had grain, fertilizer, salt, flour, bacon, fish, hardware, Cumberland coal, and lump plaster for sale.

Research done by William and Rita Bauman documents much traffic between the canal and Loudoun County in general and the Leesburg area in particular. One river landing—the Chichester Landing opposite the downstream end of Harrison Island—was promoted because it was but 2.5 miles from Leesburg. Boats could go downriver from there,

(Continued next page.)

lock into the canal at the river locks below Edwards Ferry, and continue to points up or down the canal.

Businesses providing passenger travel between Leesburg and Georgetown were advertised at various times. The trip involved taking a stage to Whites or Edwards Ferry and transferring to a packet (passenger) boat for the trip down the canal. During the years that the Washington Aqueduct was being constructed at Great Falls, a day trip between the Falls and Leesburg by stage and canal boat was sometimes offered for those who wished to see this work-in-progress.



1876 roadbridge over canal at Whites Ferry - Photo by Steve Dean

The Canal at Seneca: Site of a Great Divide

History has created an interesting division of the canal below and above Seneca—or more specifically below and above Dam 2, less than .7 miles below Seneca. In the beginning, that difference was marked by the fact that the first section of the canal to open for boating was the 22 miles between Georgetown and Dam 2's inlet beside Lock 23 (today known as Violettes Lock after its last locktenders, Kate and Alfred Violette).

The first recorded boat on those lower 22 miles made the trip from Georgetown to Dam 2 on October 1, 1830. However, an embankment breach on the Georgetown level limited subsequent boating that year to the section of the canal between Dam 2 and Dam 1. As a consequence, not until the 1831 boating season was there significant navigation on the C&O Canal below Seneca.

The lower section of the canal was begun in the heady days at the beginning of construction when there was much excitement about the work, money seemed sufficient, progress was expected to be rapid, and staffing of the engineering corps in particular would appear in later years to have been nothing short of extravagant. By the time the next section of the canal opened between Dam 2 and Dam 3 (some 40.6 miles long and reaching 1.6 miles above Harpers Ferry), the changing economic and political realities had imposed a crushing austerity on the canal company and its contractors, and even threatened the future of the project.

One of the first major legal battles between the canal company and the owners of land required by the company for canal right-of-way involved the holdings of John P. C. Peter on the west side of Seneca Creek. The Peter case went on for 2 1/2 years at considerable cost to the canal company and it ultimately concluded with a settlement

much higher than the company had expected to pay, setting an example for future land litigation cases.

During the operating years of the canal, Seneca was the first important transshipment point above Georgetown and

it would remain so even as railroad service developed in the region. For those living and farming near the river, the canal was usually closer than any railroad transshipment facility and the canal had the advantage of going directly to the Georgetown waterfront, where mills and port facilities flourished throughout the 19th century.

Seneca was again an important division point after 1938, when the canal's second life as federal property began. Only the lower 22 miles were restored by the Civilian Conservation Corps and reopened as the "Chesapeake and Ohio Canal Recreational Waterway." This left the remainder above Seneca languishing under varying degrees of neglect until legislation made the whole line of the canal a national historical Park in January 1971.

But even after the canal became a national park, the division persisted, with the canal below Seneca administered by the George Washington Memorial Parkway and that above by the Antietam-C&O Canal Group. Barry Mackintosh, in his park history, notes that, "this was the only time in Park Service history when one continuous park system unit was divided between two superintendents." Not until July 1, 1974 was administration of the park combined under one superintendent, William R. Failor.

Today the dividing line between the upper and lower canal has been moved, but echoes of the old division remain in the distinctly urban challenges of the Palisades District (mile 0 to mile 16.6 at Lock 21) and those of the more rural and sometimes downright wild environs of the canal above it.

In the mid-1970s, a team operating out of the Denver Service Center of the National Park Service was based at Seneca. Designated the "C&O Canal Restoration Team," it included a young NPS historian named Harlan Unrau. Harlan and the others working with him produced a voluminous and invaluable library of studies and reports despite being assigned to a building in Seneca that was in an appalling state of disrepair. In addition, the team was handicapped by a paucity of such basic equipment as typewriters. As a consequence, the original manuscript of Unrau's massive *C&O Canal Historic Resource Study* was handwritten.

(continued on page 17)

On The Level

By Level Walker Chairman Steve Dean

The new year got off to a great start for our Level Walkers. Many chose to spend the last day of the old year or the first day of the new year on their level. We are all looking forward to a great year on the canal!

In 2011, thirteen Level Walkers completed level walks in each season. Observing the changes through the year is the best way to get to know one's level. The "Four Seasons" walkers are: John Barnett (1), Marcus Boorstin (3), Larry Heflin (4), the late Carolyn Reeder (4), Diane & Tim Seward (6 & 7), Jack & Karen Forster (8 & 26), Carol Purcell (10), Karlen Keto (21, 22 & 23), Dick Ebersole (36), Carl Pederson (42 & 43) and Tom Aitken & Candee Schneider (52). We appreciate their dedication!

Please welcome new Level Walkers: John N. and Fran Maclean, Levels 5 and 6; Patricia Vucich, Level 9; Nick Russo, Level 38; and John Lefebvre, Level 60. Also please welcome returning Level Walker Doug Zveare to Level 20.

Please contact Steve Dean, (301-904-9068 Levelwalker@candocanal.org) if you want to join us or have any questions or comments.

Level 1 Tidlock to Incline Plane John Barnett reports 4 December I am starting another wood pile against the wall at Tidlock. This is stuff I can't get rid of otherwise. Maybe by spring, we can cut it up for campfire wood. The 'no trespassing' signs that were posted on the fence at the north end of Aqueduct are gone. I haven't a clue as to what happened to them but I can think of several reasons - all bad. Cardboard bedding for five under Whitehurst freeway ramp and for four under Key Bridge. I took some trash from this area but I didn't remove bed clothing, etc. If the authorities won't or cannot remove these folks, I'll not cause them to freeze to death out in the open. **7 January** I did not get all the way out to Incline Plane. Will do that in a separate trip. I get very little junk between Aqueduct and Incline Plane and it takes a lot of time and effort to do the Tidlock - Aqueduct portion alone. The "no trespassing beyond this point" signs posted on the railings are all gone. One such sign is now posted at the entrance to the wooden stairs down to Water Street. Repairs are being made to those steps. **10 January** It was such a beautiful day I decided to quick-step it out to Incline Plane. As I was sure would be the case, I collected all of around 1/3 of one small user bag of "stuff." The walk was great. Almost five miles round trip!

Level 2 Incline Plane to Lock 5 Susan VanHaften and Rod Mackler report 7 and 11 November. Our net at the end of a long-handled pole is a must for getting trash out of the canal. We are happy to report that there were almost no tennis balls in the canal--maybe the dogs are becoming better retrievers. The odor abatement project seems to be making good progress and truthfully, we did not note odors on our walk when we would have before. **Jude and Mary Fran Franklin report 7 January** The area was pretty clean. Most of the trash was water bottles, food wrappers, and beer cans near Chain Bridge. Major erosion under the Crescent Trail Bridge over the canal. **Susan VanHaften and Rod Mackler report 25 and 28 January.** Because the water in the canal was lower than normal, we were able to see and pick up more trash than normal. There is a large log-jam across the entire canal just at the Incline Plane. The

original historic Milepost 4 has a big black spray-painted "4" on it. **Larry Grylack reports 31 January** Canal in excellent condition, moderate water level, fairly clean; water flows into canal from falls below Fletcher's. Several walkers with unleashed dogs.

Level 3 Lock 5 to Cabin John Creek Marcus Boorstin reports 25 November The water level above Lock 5 was extremely low; the entire canal was essentially mud. The Potomac, on the other hand, was very high, and the guard lock channel was spilling over. The bridge construction at Sycamore Island is finished, and the bridge does look better. **Caroline & Bill Triplett Report 3 December** On this beautiful morning, there were about 58 pairs of mallard ducks near mile 6 - 6.3. There were, close by, over 100 Canada geese. A park visitor told us of a recent incident near Lock 6 that she reported to the Park Police. She passed a man harvesting plants from the canal and taking them to his truck. She also saw another man harvesting from the canal and putting the bags on his bike. **Marcus Boorstin reports 16 January** The canal was frozen over with a few inches of ice throughout the entire level, and was quite low (although the Lock 5 guard lock channel was very high). The canal bed below Lock 6 is filled with grasses and many fallen trees. Now that I can see them, the upper lock gates seem to be holding up rather well, with a minimum of leakage.

Level 4 Cabin John Creek to Lock 14 Larry Heflin reports November: Power vent structure for Potomac Interceptor Sewer remains under construction between Lock 10 and 495 bridge located across canal from towpath. **December** A set of NPS keys was found near an access gate and later returned to NPS at Great Falls.

Level 5 Lock 14 to Bridge at Cropley Carl Linden reports 1 November I walked the section from Carderock to Lock 14. A doe crossed in front of me and into the trees standing stock still as I passed. The towpath was nicely free of trash, except for one small Baby Ruth wrapper from a leftover Halloween treat. A ten-foot washout on the edge of the towpath has been fenced around with orange plastic mesh, but has remained unrepaired for a number of months. Aside from a few muddy spots and the washout, the towpath from Lock 14 to Cropley is in good shape.

Level 6 Bridge at Cropley to Great Falls Tavern Harry Bridges reports 4 December Towpath and canal were clean. The canal was drained for the season. Noted that numerous bikers were riding recklessly, too fast and/or too close to walkers. **John N. and Fran Maclean report 28 January** Lower parking lot at Angler's Inn is closed and the upper lot is now fenced in for construction equipment, which reduces the available space for parking. As a result, MacArthur

Blvd. itself has become a parking area, with cars along both sides for a quarter mile from Angler's. The section from the Tavern to the pedestrian bridge over the stop lock just west of Widenwater, at 13.74,



*View of Widenwater marred by debris in canal
Photo by John N & Fran Maclean*

was being heavily used. A detour sign at the bridge points to the 'Berma' Road on the north side of Widewater and another sign notes that the towpath is closed from mile 12.4 to mile 12.7 miles where the canal wall breach is under repair. Though the towpath along Widewater remains open, it is getting notably less use than the 'Berma' Rd. detour. We noted that some people are ignoring the signs and are making their way around the fencing blocking the towpath at the construction area.

Level 8 Lock 21 to Lock 22 **Jack and Karen Forster report 6 November** Four picnickers at Swains. One maintenance worker was clearing debris at Lock 21 as we started out. Huge pothole at the entry to the Swain's Lock parking lot would be great to get fixed. **31 December** The one area marked for walking bikes remains in good repair. Water was medium high. Towpath has a few small puddles from recent rain. A few signs of tree work along the river side.

Level 9 Lock 22 to Seneca Aqueduct **Patricia Vucich reports 31 December** Fewer canal users than expected for a mild Saturday. Moderate trash. Some erosion at Pennyfield, clearly marked w/orange plastic fence. A canoe marked "Swain's 34" is beached on east side of canal north of mile 22. **Paul and Rita Marth report 25 November** Many canal users, including two fishermen at Seneca Aqueduct, who seemed to spend most of their time untangling their lines from trees. The access to Muddy Branch at the far upstream end of the parking area is now open (it had been closed after the floods). One quite large turtle was seen in the canal, but probably two dozen or more in the Dierssen wildlife refuge. **Patricia Vucich reports 28 January** Lane to the parking areas at Pennyfield is rutted, filled with water and needs restoration. Vehicles bypass potholes, make new "paths" and extend lane into non-lane areas. The canoe reported in December is still there. Turtles sunning in McKee-Besher's.

Level 10 Seneca Aqueduct to Milepost 25 **John and Valerie Wheeler report 21 October** Very pleasant day. Nearly all the trash was at the picnic area just above Seneca Creek. English ivy growing at picnic site. **Carol Purcell reports 24 November** 58 degrees at the start, 62 at the end, sunny, deep blue sky, and an occasional light breeze. Definitely something for which to be thankful! I was amazed at how many of us were on the canal on Thanksgiving Day! Seneca Creek was at flood, almost out of the banks near the Aqueduct. A huge tree is lodged in the creek across the two pipes that span the torn-out section of the aqueduct. Behind it a lot of debris has backed up. **25 December** 46 to 48 degrees, sunny, deep blue sky and still. A perfect day to celebrate! I was again amazed at how many of us were on the canal on Christmas Day! Now, two huge trees are lodged in the creek across the two pipes that span the torn-out section of the aqueduct. The debris dam behind them and around the center post of the aqueduct has grown. This could affect the aqueduct if we have more flooding. There are a lot of very bad potholes in the parking lot by the lockhouse. Some visitors in the parking lot commented on them and said they had heard complaints from other visitors to the Park. Thank you, Justice Douglas, for this wonderful gift of the C & O Canal!

Level 12 Sycamore Landing to Edwards Ferry **Pat Hopson and Carol Ivory with fellow Sierra Club Members Ray Abercrombie, Janet Kegg, and Frank Wodarczyk report 12 November** As usual, there was virtually no garbage on the towpath itself. Frank and Ray cleaned up Sycamore Landing parking lot, then walked

the entire level. Janet walked downstream from Edwards Ferry to meet them, and the three worked in our usual spot, between Milepost 30 and the Chisel Branch Hiker-Biker campground. Pat and Carol pulled invasives (mainly bush honeysuckle) near the Jarboe store. We saw at least four separate groups of duck hunters and their dogs; one group had bagged at least six ducks. At Edwards Ferry we saw a group of eight boys and one adult leader who were bicycling from Edwards Ferry to Seneca and planned to camp at Seneca; later we saw another group of about ten boys and three adults backpacking. **10 December Pat Hopson and Frank Wodarczyk** We cleaned up the Sycamore Landing parking lot and then walked the entire level. Most of the trash we found was around the informal fisherman trails leading to the river. There were about fifty people during the hour we were at Edwards Ferry.

Level 16 Woods Lock to Monocacy Aqueduct **Mike Cinciosi reports 19 November** Lowest amount of garbage I've collected since I've been walking this level (12 years). Garbage consisted mostly of candy wrappers – trick-or-treaters on the towpath? I noticed that the prism of the restored Monocacy aqueduct had some white blotches on some of the stones. When I looked close, it appears to be mineral deposits, very similar to the formations you see inside of a cavern. I noticed some of the deposits even have what appears to be rimestone, one of the formations that are seen in some caverns. There are some trees and branches caught behind two of the sections behind the aqueduct. They are very small patches at this point – about ten feet in diameter. I just hope they don't grow into a giant island like what happened in 2010.

Level 17 Monocacy Aqueduct to Nolands Ferry *Level 18 Nolands Ferry to Point of Rocks* **Marion Robertson and Laura Gilliam report 3 November** A number of small/medium branches (mostly from pawpaws) had snapped off, probably from snowstorm on Oct 30. Encountered 23 students plus professor from Environmental Studies class at Hood College. **31 December** Noted a rusted oil barrel on river side about 300 yards south of Nolands and a blue barrel in woods about 20 feet from river about half-way between Hiker/Biker and Milepost 43. Dandelions were in bloom.

Level 20 Catoctin Aqueduct to Lock 30 **Doug Zveare reports 12 November** Level 20 is in good shape with the exception of Culvert 86 at mile 54.57. NPS is aware of the problem. This culvert is located on the section of towpath in Brunswick that is open to vehicle traffic to access the campground. The towpath roadway is badly eroded next to the culvert and vehicle wheels come dangerously close to the edge. NPS has placed an orange fence around the damage to warn vehicles away but so far has not made any repairs. I had a conversation with a group of cyclists at the Little Catoctin Creek Culvert. They had stopped to enjoy the view of the creek but were not aware of the culvert. I explained the function of culverts and they were surprised to learn there are over 250 of them. Culvert 82 is one of the larger culverts and I recommended they walk down to view the outlet portal stonework. These folks also thanked me for picking up trash! **7 January** I concentrated this level walk on the western end of the level from Lock 30 to the treatment plant and frankly am very discouraged. It would be a full-time job for one person to keep up with the litter just in this area. It is thrown down faster than it could ever be picked up. The towpath is open to vehicle traffic in this area and they are throwing their beer and liquor bottles and garbage from their vehicles. **Michael and**



Culvert 86 and erosion - Photo by Doug Zveare

Judi Bucci report 14 January Picked up two large bags of trash, one of which was recyclable materials. River was high,

noted ruts between MP 52.7 and 52.9, culvert at MP 54 jammed full; water can't flow so it flows into canal bed. Treated to seven bluebirds, pileated woodpecker, nuthatch, sound of kingfisher and hawk. Bald eagle flew overhead as we snacked at the Catoctin Aqueduct.

Level 21 Lock 30 to Lock 31 Karlen Keto reports 1 January Towpath is in good shape. Both sides of the culvert at MP 57 reminded me of the beginnings of a landfill! Users of towpath were very friendly. I wished all who passed a Happy New Year!

Level 22 Lock 31 to Lock 33 Karlen Keto reports 2 November Easy to walk on the towpath. I collected a moderate amount of trash including bent-up bicycle front basket. **Ed Rhodes reports 20 December** Today I picked up trash and removed branches. I noted that the power company removed power lines and poles along the towpath from mile 58¼ to 58½ (cabins were along the river years ago). This makes the area look cleaner. **Karlen Keto reports 31 December** Towpath is in good shape. There is some erosion at lock 32 on the towpath side. My dog Chessie wore her new saddle bags and carried supplies for both of us. She and the bags will be a permanent part of level walking.

Level 23 Lock 33 to Dam 3 Karlen Keto reports 7 January Normal wintery brown and gray on a warm day. Saw no wildlife. Moderate amount of trash; half was between Harpers Ferry and the foot bridge over the canal near Maryland Heights. This was all related to fast food eateries; apparently thrown out of vehicle windows.

Level 24 Dam 3 to Dargan Bend Karlen Keto reports 12 January Light trash; most of it was at the hiker/biker campsite; food containers, foil, broken carabiners and a pen. Towpath is in good shape.

Level 25 Dargan Bend to Lock 37 Karlen Keto reports 31 January On the towpath there was very little trash. However, about 250 feet down river from Lock 37 I collected two very full bags of fishing related trash. There was much more at this river bank but I could not carry that much back with me.

Level 26 Lock 37 to Antietam Aqueduct Jack and Karen Forster report 11 December All but a few leaves are down, leaving beautiful views of the river. One squirrel was all the fauna we saw. The pile of gravel in the parking lot is about ¼ gone now. The entire level appears to have been leveled and gravel applied with no ruts remaining as there had been. **Steve Dean reports 14 January** I stopped to inspect Culvert 100 on my way to Level 27. Although the water level was quite high, it was apparent that the face of the towpath downstream wing wall has collapsed when compared with a picture

taken in 2010. This was reported to the NPS and they were not aware of it; they intend to assess the damage and preserve the culvert as needed. Serving as "eyes and ears" is an important Level Walker function as the NPS is not able to monitor all structures as much as they would like to.

Jack and Karen Forster report 4 February. Near lowest usage we've ever recorded. The pile of gravel in the parking lot is slightly reduced. Water level was medium. Equipment tracks notable both sides of towpath. Much recent tree pruning and removal evident. We inspected the damage to Culvert 100 with the lower water level.

Level 27 Antietam Aqueduct to Lock 38 Steve Dean reports 14 January Light trash on level. A few users, mostly joggers. The river was quite high and it was not possible to get down to the aqueduct and culverts.

Level 28 Lock 38 to Lock 39 Bill Warren reports 26 November For the first time, I did not find the level pristine, mainly because the fallen leaves made it easier to see trash further away from the towpath. The towpath has seriously muddy places, especially above about mile 73.4. From that point to Lock 39, the towpath is lower than the surrounding edges of the towpath berm. Rain collects and sits, and traffic, especially vehicles, just stirs it up. The thing would be to add more pea gravel to the towpath in that area to build it up, but if that's not possible, then cut some gaps in the edges of the berm to let the water run off the towpath. Somebody had done that in a couple of places, but a lot more needs to be cut.

Level 29 Lock 39 to Snyder's Landing Elliot Krafstur reports 8 November No rubbish observed. Remarkably, none was observed at the boat ramp at Snyder's Landing, probably because the river was too high for boating safely. Visibility was good because of the leaf



*Culvert 100 Condition in January 2010
Photo by Steve Dean*



*Culvert 100 Condition in February 2012
Photo by Jack & Karen Forster*

fall, and the stunning rock formations characteristic of the region can now be easily viewed. They are worth observing. It's easy to observe places where the flooding Potomac debouches into the canal; the heaviest deposits occur below Lock 40 where the prism now is full of sediment. Here, invasion by the flooding Potomac is acute and causes annual, severe scouring of the towpath. Flooding is inherently more severe at Lock 40 and below because the canal was sited in the Potomac's floodplain, and the West Virginia shore is vertical, thereby shunting high water to the Maryland shoreline. **6 January** Towpath is in remarkably good condition and there was again no trash at the boat ramp. Culvert 108 (at Lock 39) remains dry because the creek it served found a new course many years ago. It now flows directly into the canal

prism about 500 yards upstream from Lock 39. There are five sinkholes in the canal prism directly above Culvert 109.

Level 31 Lock 40 to Marsh Run Culvert **Bill Warren reports 19 November** I forgot that it was the day of the JFK 50-mile race. I quickly quit counting the joggers (who were still jogging with over 30 miles of running behind them) and the bikers, since I couldn't tell who was associated with the race. Because of the race, I abandoned my plan to walk the whole level, and just concentrated on picking up trash. I collected a little, moving downstream from Taylor's landing, then got most of it at the first big debris dump in Horseshoe Bend. Even though I got a full bag, I only touched the surface of the debris. I noticed a kingfisher at Horseshoe Bend.

Level 34 McMahon's Mill to Opequon Junction HBO **Tom Perry and Gary Naugle report 25 November** Once again, because of difficulty of access, we traveled to this area from Williamsport down to the detour's beginning. We cannot report on the first mile of the level, which is verboten with two barriers. After Williamsport we encountered no one on the towpath, maybe they were all at Black Friday!

Level 35 Opequon Junction HBO to Lock 43 **Stephen Williams reports 25 December** Removed a fair number of small broken off branches and light trash. Found an intact deer skeleton near MP92. Noted that the NPS removed a large uprooted tree with a bulldozer.

Level 36 Lock 43 to Falling Waters **Dick Ebersole reports 28 November** The towpath is in good condition with a few potholes and a few branches, which I removed. Lock 43 and its lock house seem to be in stable condition. There are two culverts in this section, 120 and 121; 121 is in good condition, but 120 needs repair. 120 is right at mile marker 93. There is a sinkhole on the berm side above the culvert allowing water to flow down and dislodge the stones in the arch. It was like this last year, but is worse today.

Level 37 Falling Waters to Lock 44 **Jim Tomlin and Cindy Walczak report 26 November** Level 37 is clear and is in good shape. Recent river crest came within 6 feet of towpath in a few places. Some new flood garbage has been deposited between towpath and river. Very small amount of trash compared to average.

Level 39 High Rock Quarry to Nettle RR Bridge Piers **Stefanie Boss reports 26 October** Very little trash but there were a lot of leaves down so it may have been covered over. I noticed some new graffiti on the railroad abutment at 105 (it was dated July 2011) as well as some old graffiti. **22 December** Filled one large trash bag; usual assortment of water bottles, plastic buckets (from fishermen?) and paper trash. There was a dead deer actually in the canal; I don't know what the procedures are for this but he was in the far side of the canal near Milepost 105. (Note from LW Chair—NPS personnel, if notified, will remove dead deer and other animals to decompose in a less visible place.) **Jean Swank reports 31 December** The towpath was in very nice condition. Previous damage has been corrected. River was flowing along; said to be 76-90th percentile.

Level 40 Nettle RR Bridge Piers to Dam 5 **Bill Hibbard reports 31 December** Potomac River was high (5790 cubic feet per second, 76-90 percentile); towpath good with a few muddy patches. Moderate

trash, including water bottles, small plastics.

Level 41 Dam 5 to Four Locks **Mercedes and Paul Tibbits report 14 January** Nothing unusual. Not much trash near the canal; we collected more due to the high water level on the river a few days before, which deposited debris near the canal; we had to approach the river on some spots to pick it up. The river was quite high, which made the water on the lower part of the dam very high, higher than we had ever seen it.

Level 44 Fort Frederick to Ernsville and Level 45 Ernsville to Licking Creek Aqueduct **James Biasco reports 9 December** Level very clean, only several small pieces of trash collected. Towpath in good shape, some sticks moved off path, still muddy in spots from rains the other day. Big Pool is the highest I've seen it in several years. At about mile 113.5 there seems to be a new beaver lodge on Big Pool.

Level 48 Hancock to Round Top Cement Mill **Phillip Michael Clemans reports 14 November** There was a moderate amount of trash on the level. Candy wrappers were in a larger number than usual. The level was dry with much sign of tree cutting. Counted fourteen deer near MP 126. On my return trip around dusk, I surprised a few and they would bolt fairly close to me.

Level 51 Dam 6 to Sideling Hill Aqueduct **Bill and Chris Holdsworth report 1 January** Light trash. We found two grill grates (about 18 inches square) at Dam 6. They were too awkward to carry out. Weather was pleasant but there were few users.

Level 52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct **Tom Aitken and Candee Schneider report 18 December** The trash consisted mainly of beer cans and Meal, Ready to Eat (MRE) wrappers. The MREs have been a recurring problem, and we've been seeing them lying around on the level off-and-on for a couple of years. It appears that at least a few of the litterbugs are more regular than random. For perhaps the first time ever we didn't see any hikers or bikers on the towpath. This was surprising because the weather conditions were relatively decent for mid-December. We were surprised to see a large drilling machine sitting on the rickety railroad bridge across Sideling Hill Creek. The bridge will someday be part of the extension of the Western Maryland Rail Trail, so one can only assume that the machine is there for that project. **16 January** Today we started our annual winter floodplain pickup, and the garbage consisted of anything and everything that the river deposited on the bank. During the winter months, as the grass along the river dies, the floodplain is exposed, as is a large amount of trash. Just below Little Orleans, the Potomac makes a sweeping right hand turn, and the Maryland shore becomes something of a natural depository. Last winter, we noticed how



Level 60 Beaver Activity
- Photo by John Lefebure

(Continued on next page.)

trashy the area becomes, so we decided to concentrate on the section between MPs 140 and 141. The bulk of the garbage is too far away from the parking lot to carry. We rely upon the NPS staff to haul away what we pick up. We would like to say thanks to the NPS maintenance workers for helping us to get the job done.

Level 53 Fifteen Mile Creek Aqueduct to Lock 59 **Tom and Marsha Dulz report 1 January** Light amount of trash was found; mostly beer cans at Little Orleans. We only met one canal user; a Bike Patrol member. Towpath in good condition; obstruction-free with small puddles. Numerous birds, including various woodpeckers and hawks. Some dandelions were in flower.

Level 54 Lock 59 to Lock 60 **Dennis Kubicki reports 29 January** The entire length of the towpath that I traveled, including my level, was very clean. But there was a significant amount of deadfall along the towpath from the recent high winds. I noted activity around the (formerly?) abandoned homesteads on the far side of the canal between mile markers 147 and 148. It seems as if someone is restoring at least one of the buildings, as evidenced by the new tin roof above the front porch. For years I had commented in my reports how the buildings were progressively deteriorating. It will be interesting to watch the progress. The woods along the path were beginning to show signs of spring (in January no less!), but the trees were still bare and brown.

Level 56 Culvert 206 to Lock 61 and Level 57 Lock 61 to Lock 63 1/3 **Pat White and Barbara Sheridan report 25 November** The usual trash was found. U.S. Army Compass in working condition was also found. The canal was watered the entire distance of the two levels. Twigg Hollow stream has totally eroded access to the canal – significant flowing water through gully more than a foot deep. (2009 and 2010 reports included notes on erosion, now much worse). Causeway across canal to Twigg Hollow demolished as reported October 21, 2011. Culvert tubing has been rescued from downstream and placed across the towpath side of the access to block vehicles from the gully. Water flowing swiftly through the breach. Noted two bald eagles and a gray snake, 2 ft long and 1.5 inches in diameter.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct to Lock 68 **John Lefebure reports 7 January** Noted quite a bit of trash around the Town Creek Aqueduct. Towpath is in good shape with 1 to 2 feet of water in the prism. Noted three box culverts under the Western Maryland Railway that appeared plugged up. Water overwashes the rail bed by the culverts and is depositing material in the Canal prism. Several birds noted, including heron, mergansers, pileated woodpeckers and kingfisher. Noted quite a bit of evidence of beaver activity.

Level 68 Evitts Creek Aqueduct to Wiley Ford Bridge **Bob Mischler reports 6 January** Light trash along towpath. There is always debris in the canal bed from Milepost 181 to Milepost 182 from nearby houses. It is usually too wet to remove all of it without hip boots.

Level 69 Wiley Ford Bridge to Cumberland Terminus **Bob Mischler reports 6 January** Light trash and some puddling on the towpath. Sunny and breezy with temperatures in the 50s and 60s.

3 February I picked up a small bag of trash, and met a bike patrol member who said he cleaned up 1 small bag just yesterday afternoon.

Along the Towpath, March 2012

C&OCA Welcomes New Members



Christopher Ackerman, Gaithersburg, Md.

Ronald Horowitz, Middletown, N.J.

Allan Jelacic, McKees Rocks, Pa.

John & Joyce Lefebure, Hagerstown, Md.

Paulo Shayer Lyra, Cabin John, Md.

John & Frances MacLean, Washington, D.C.

Emily & Howard Michelsen, Davidsonville, Md.

Sue & Mark Moessinger, Cumberland, Md.

John & Ann Noland, Adamstown, Md.

June Read, Gaithersburg, Md.

Donald & Thelma Ritchey, Uniontown, Pa.

Raymond Scott, Webster Groves, Mo.

Susan Soderberg, Germantown, Md.

Katherine & Gerald Sokol, Bethesda, Md.

Debra Stiles, Morgantown, W. Va.

Tyler Stoltenberg, Bethesda, Md.

Lori Vance, Cumberland, Md.

Dan Veronica, Point of Rocks, Md.

Harry C. Ways, Silver Spring, Md.



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 SWISKO, George M.
 TAMMARO, William
 THAYER, Harry
 TOBEY, Stephen
 TOLEMAN, C. Jean
 TOMLIN, John C.
 TRASK, David & Debra
 TSIEN, Authur & Judith
 UGELOW, Richard & Susan
 MARYLAND
 VOLKSPORT
 WAITE, James B.
 WALKER, James B.
 WALKER, Denise M.
 WEIR, Charles & Darlene
 WESTERNDORF, Katrinka
 WHEELER, John & Valerie
 WILLARD, Daniel & Linda
 WILLIAMS, Stephen A.
 WISE, Arthur E.
 WISNIEWSKI, Anne M.
 WODARCZYK, Francis John
 ZVEARE, Douglas W.

In Memory of Norman Paull

PAULL, Joan

In Memory of Carolyn Reeder

JOHNSTON, Ardis

KARR, Kathleen

LAW &
ASSOCIATES

(Continued on the next page)

Along the Towpath, March 2012

Davies Legal Fund

ABBATE, Mario & Anne
BROWN, William & Patricia
BISER, David & Barbara
BUCCI, Judith A.
BUTLER, John & Renee
CONLON, Thomas F.
CONROY, M. Ryan
DAVIES, Geraldine H.
DIETER, Emma Rose
ELLIOTT, Sharon G.
FRAGALE, John
GALATY, Carol Popper
HADLEY, Linda A.
HAIGH, Bradley & Shirley
HALLQUIST, Theresa E.
HARDEN, Dorothy P.
HOWELL, William Craig
JONES, John F.
KECKLER, J. A.
LONGO, Anthony
MARAMES, Kristine
MASINCUP, Robert & Marie
McLANE, D. I.
MINOR, Forrest & Lorraine
MITCHELL, Jr., Daniel F.
MOORE, Dward & Jeannine
MOPSIK, Fred & Judith
MORGAN, Ronald & Cappie
MORITH, Ronald & Patricia
PAULL, Joan
PETRICHICK, Glenn E.
POORE, Katherine L.
POREMSKI, Richard P.
PURCELL, Carol
REID, Farnum & Gayle
REYNOLDS, Craig A.
RICHMAN, David & Marjorie
ROGERS, Edward & Patricia
SHWARZ, Kurt R.
SILENAS, Rima V.
SKOGLAND, Leonard & Joyce
SLOCUM, Susi B
SMALL, John Scott
SMITH, Sherwood
WAITE, James B.
WATKINS, Ralph E.
WATTS, Sally Warner
WHEELER, John & Valerie
ZVEARE, Douglas W.

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Generosity

ANNOUNCEMENTS

Making Online Donations to Association Funds

*The C&O Canal Association now accepts donations online. To make a contribution, go to its web page for donations, <http://www.candocanal.org/contributions.html>. You can click on buttons for the Kenneth Rollins C&O Canal Fund or the Davies Legal Defense Fund. If you don't have a PayPal account, you can use your credit card. If you have a PayPal account, you can use funds from that account for your donation. The donation will appear on your credit card statement as PAYPAL*COCANALASSN. There is a \$50 minimum for online donations. During the process, you will be able to indicate whether this is a memorial donation. PayPal charges the association a fee of 2.1% plus 30¢ for online donations. So, a \$100 donation nets \$97.60 for the association and its work. The board feels that the convenience of online donations is a benefit that outweighs the transaction cost.*

The Annual Fall Through-Bike Trip

Our traditional C&OCA fall bike ride is scheduled for October 3-8. We start in Cumberland and finish five days later in Georgetown, traversing the 184.5 miles of the towpath.

Our group includes both hardy campers and motel softies (aka "muffins"), aided by trained patrol sweeps and guided by leader Tom Perry and assistant leader Pat Hopson. There is no sag wagon scheduled. We share breakfast and supper together and are each responsible for our own lunch. The ride is limited to 20 riders.

All of us are responsible for getting ourselves to the start of the ride. At the end of the ride, a shuttle back to Cumberland is provided, for an additional fee.

Since we ride only 30 to 35 miles a day, our pace is leisurely. However, it is important that each rider is prepared for the trek and able to carry his or her stuff along on the bike. Upon signing up for the ride each rider will receive suggestions for proper preparation.

There is a non-refundable registration fee of \$25, which should be sent to:

*Thomas L. Perry
116 S. Conococheague Street
Williamsport, MD 21795*

When you send your check to Tom, please indicate whether you plan to camp or stay in motels, and include your home address, telephone number, and e-mail address. For additional information, contact Tom at 301-223-7010 or Pat at phopson727@verizon.net.

HELP!

It's that time to get serious about signing up for Volunteers In Park (VIP) projects. Our spring schedule of helping the park is fast approaching and we need to "belly up to the bar." On March 10 we will be assisting in the cleanup at Georgetown which will be completed by the time this newsletter is published.

March 24 We will be painting the Mercer Canal Boat at Great Falls. We can use all the help we can get for this project.

April 14 Potomac River Watershed cleanup day. The large majority of volunteers will come from the private sector but your help is always appreciated. If you wish to assist a site leader, let me know.

April 21 This is the first of three Canal Pride Days and the Association is supporting these efforts. Although it is also the day of our Douglas Hike, IF you are not planning on participating in the hike, your help is definitely needed on this day. The Association is assuming responsibility for improving the Marsden Tract. We will be cleaning up, putting in firerings, grills and picnic tables plus adding stone dust around each table. We can use all the help we can get for this activity, as well.

May 5 Invasive plant (Garlic Mustard Challenge) day at Carderock. This is our fourth year at this site and we are making significant headway.

These are all specific projects, specific dates. Skip and I can't do all this alone. Please check your calendar and let me know which times you can join us. If not sure, at least let me know you will get back to me when it becomes clear that you can or cannot come.

Welcome to a new year with the VIPs. Skip and I look forward to working with you again.

Jim Heins, Contact me at (301-949-3518 or vip@candocanal.org)

Keep In Touch!

Be sure to keep in touch with C&OCA online by regularly checking our redesigned website, www.candocanal.org, and by visiting our Facebook page. If you have a Facebook account, look for "C&O Canal Association" and select the "Like" button. Or, if you are not on Facebook, go to www.Facebook.com and register (there is no cost), and then look for us. On our Facebook page we will be posting updates, photos, newspaper articles and other information.

C&OCA Presidents' Day Festivities

Saturday, June 2

Our tradition of celebrating the Association presidents and enjoying general fellowship will take place again at Bill's Place in Little Orleans. A reservation form is enclosed in this issue. Breakfast will be served at 9:00 a.m. with a hike to follow. Wear sturdy shoes. Some members enjoy camping the night before at the Little Orleans Campground which is near Bill's. You can make reservations by calling the campground at (301-478-2325). The campground has a bathhouse and showers. Come and join us!

Invitation to Membership

If perchance you have not joined the C&O Canal Association, why not do so now? You will be joining a congenial company of fellow citizens that reaches back to 1954, when a group of hikers led by a Supreme Court Justice began the march toward the creation of the C&O Canal National Historical Park. And among the benefits you receive are: participation in enjoyable recreational and social events; volunteer programs; opportunities to support the canal park and participate in discussing its future; and a subscription to this our quarterly newsletter.

If you are already a member, you might consider a gift membership for a friend or kin! In either case, please visit our website, www.candocanal.org, and print out the form from the Membership page. If this 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 joining us.



(continued from page 8) It would be difficult to overemphasize the importance of the C&O Canal Restoration Team on the early development and subsequent character of the C&O Canal NHP. But one powerful example is surely the fact that the 1980 resolution of the C&O Canal Commission concerning the towpath stated that it should be restored and maintained in conformance with Harlan Unrau's 1974 towpath report. Today's users and supporters of the canal park are generally unaware of the uncertainty that initially existed about what to do with the canal structures and land, or of how different key decisions about them might have been.

Seneca: A Major Canal Port

While the envisioned town of Rushville was expected to turn the Dam 2 inlet area into a busy canal port, it was instead Seneca that became the first important transshipment point on the lower canal. At times it boasted stores and a granary on its large basin, and there were the quarries for the much-desired red Seneca sandstone just above the aqueduct. A stone-cutting mill and the gristmills in operation on Seneca Creek made the area at times quite a bustling industrial hub. In fact, it was not until 1931 that the last of the gristmills ceased to operate. The post office in Seneca was established in 1840—one of the first of eight located along the line of the canal.

In 1831 the first 22 miles of canal opened as far as Dam 2. A "passage boat" carried mail daily to Seneca. Packet (i.e., passenger) boat service to Seneca was initiated, but it proved unprofitable and did not operate for long. Shipment of flour from Seneca in that first year alone was 154,278 barrels. During the first 20 years until the coal trade from Cumberland began to dominate, agricultural goods were the main freight shipped from or through Seneca on the canal. When coal trade developed, Seneca was one of the ports to which supplies were regularly delivered.

In the first decade of the canal (1828–1838), the vision of a branch canal to Baltimore was very much alive and Seneca was seen as a location for its connection with the C&O. In 1837–38, surveys conducted by Fisk studied three routes, known as the Westminster, Monocacy–Linganore and Seneca routes. None of these were practicable due to the lack of water for the summit level on Parrs Spring Ridge that separates the Potomac and Patapsco watersheds.

Shortly after, however, Army topographical engineer Major John J. Abert identified a fourth route from Seneca to the Patapsco via Brookeville. While the water supply problem on this route was solvable, it was not addressed in

1839 after Abert estimated the project cost at more than \$11.5 million. These surveys sounded the death knell to the possibility of a C&O branch that would have given it a port on the Chesapeake Bay and that could have increased dramatically Seneca's importance in the 19th century.

During the Civil War, a Union detachment was located at Seneca, but it did not keep the village and its canal structures from being seriously affected by Confederate actions. For example, during the invasion of September 1862 that culminated in the battle of Antietam, Confederate forces breached the canal, draining a 30 to 40-mile stretch above Seneca.

On June 10, 1863, Mosby's raiders crossed the Potomac near Seneca and forced the Union camp there to retreat to within three miles of Poolesville. Before returning to Virginia the raiders burned the camp's tents, stores, and equipment. Later in the month, General "Jeb" Stewart seized the canal between Lock 23 and the Seneca Aqueduct, captured a freight boat that was turned sideways to serve as a crude bridge, and seized a dozen other boats that arrived during the night, including one carrying white troops and another carrying black troops. Before leaving, he breached the towpath berm, destroyed gates in Lock 23 and the Dam 2 inlet lock, and burned boats above, below, and in the aqueduct.

In the fifteen or so years after the Civil War, Seneca, like the canal as a whole, experienced a period of significant activity and prosperity. During this time the stone cutting mill employed up to a hundred men and granaries were built on the Seneca basin for the storage and subsequent transfer of wheat and flour to canal boats for shipment to the District. But as traffic on the canal declined, so too did Seneca. By the canal's closure in 1924, the cutting mill, all but one of the local flour mills, and the granary and stores at the basin had closed.

But Seneca was not fated to die and disappear as so many communities on the canal did. Today those who fish, picnic, hike, bike, boat, and enjoy the natural diversity of the area make it one of the liveliest places along the canal. Add the attraction of the lock and aqueduct, the presence of the Girl Scouts doing interpretation in and around the beautiful Seneca sandstone lockhouse, and Seneca clearly merits its reputation as one of the most picturesque and delightful locations in the park.



The Seneca Basin & Granary
Photo courtesy NPS



Across the Berm

On occasion Along the Towpath must sadly report the “crossing of the berm” of friends and colleagues whose lives in one way or another have been connected with the C&O Canal. This is one of those occasions. Singularly tragic was the sudden and senseless loss of a courageous NPS ranger in the line-of-duty.

Margaret Anderson

Park Ranger Margaret Anderson, who worked at the C&O Canal from 2004 to 2008, was killed in the line of duty at Mount Rainier National Park on New Years Day. She was shot by a fugitive she was attempting to intercept. The alleged shooter fled into the forest and perished in the snow.

Before she transferred to Mount Rainier, Ms. Anderson was a law enforcement ranger in the Palisades District of the C&O Canal NHP. Margaret was remembered by her colleagues in the National Park Service as a “consummate ranger” with a warm smile and a kind word, but also as a “no nonsense” enforcement officer. In addition, she was qualified as an emergency medical technician.

The *Washington Post* reported that in the last twelve months, fourteen federal law enforcement officers, including Ranger Anderson, died in the line of duty. Of these, four were in the National Park Service, more than any other single agency. On the day of her memorial service, flags at every national park unit in the country were flown at half-staff.

Robert Estabrook

Robert Estabrook died in November in Salisbury, Conn., at the age of 93. He was one of the last surviving charter members of the C&O Canal Association.

Bob Estabrook was still in his first year as editor of the *Washington Post*’s editorial page when he published a piece urging the government to proceed with a proposal to build a parkway from Great Falls to Cumberland on the old canal, which the newspaper deemed “no longer a commercial or a scenic asset.” That 1954 editorial, of course, led Justice Douglas to challenge the editors to walk with him to Cumberland; they would return, he said, to use the power of the paper to keep the canal untouched. Mr. Estabrook and Merlo Pusey, the author of the editorial, accepted the invitation. The rest is history well known to members of the C&O Canal Association.

Mr. Estabrook retired from the *Post* in 1971 and moved

to Connecticut. He published and edited a weekly newspaper, the *Lakeville Journal*, until 1986. In a retrospective that he sent to *Along the Towpath* the following year, he recalled the 1954 hike:

“It hardly seems possible that 33 years have passed since that memorable hike with Justice Douglas. The memories are still vivid --- of an unspoiled and tranquil retreat . . . of fellowship and judicial snores, of aching feet and swollen tendons. Having put our principles to the blister test, Merlo and I began to see increasing merit in preserving the towpath as a hiking trail. We participated in many of the early reunions and by the time the National Historical Park was proposed we welcomed it enthusiastically. I know that the C&O Canal has given pleasure to millions and for my part, I am proud to have had a minor role in events that brought it about.”

Earl McFarland

Earl McFarland died in November at age 93. He was a regular participant in Association events, including several through-hikes, for many years, until age and illness curtailed his activity. He served on the board of directors in the 1980s. His wife, Lesley, who passed away in 2005, also attended many Association activities.

A 1940 graduate of West Point, Earl served in the Army in the Pacific Theater during World War II. After the war, he transferred to the Air Force and completed a 28-year career, retiring as a colonel. His interests included hunting, sailing, camping and bicycling. His last long bike ride was on the towpath from Cumberland to Washington in the late 1990s.

Carolyn Reeder

Carolyn Reeder, the author of ten novels for young readers, including the very popular *Captain Kate*, about a girl who brings a boat down the C&O Canal, died in January. A resident of Glen Echo, she and her husband, Jack, were members of the C&O Canal Association and level walkers for many years.

She was a school teacher for twenty-nine years before beginning her writing career. One of her last books, *Shades of Grey*, won the Scott O’Dell Award for historical fiction. She also contributed articles on the experiences of children during the Civil War to the *Washington Post* Kids’ Page.

A bird watcher and wildflower enthusiast, Carolyn had a deep appreciation for the natural world. She and Jack climbed mountains and hiked in national parks across the country. She had a special affection for the C&O Canal, where she was a dedicated levelwalker for more than ten

years and for the Shenandoah National Park, where she and Jack were responsible for maintaining a portion of the Appalachian Trail in the park.

Thomas W. Richards

Thomas Richards died in November at the age of 83. During his life, he served as president of the Nature Conservancy and board chairman of the Association for the Preservation of Civil War Sites, and as consultant to the National Trust for Historic Preservation. He was president of the Arlington County Board in the 1960s.

A native of Cumberland, Mr. Richards served in the Navy during World War II. After the war, he graduated from Dickinson College. During the summer of his junior year, he worked for the West Virginia Geological Survey as a field assistant to Bill Davies, investigating caves for possible defense shelters. By the end of the summer, they had added 150 new caves to the known inventory.

When Bill Davies died in 1990, his manuscript for *The Geology and Engineering Structures of the Chesapeake and Ohio Canal* was incomplete. Mr. Richards undertook arranging, editing and preparing the manuscript for publication by the C&O Canal Association, and underwrote the cost of the initial printing in 1999.

Dale Sipes

Dale Sipes, former chief of maintenance for the C&O Canal NHP, died in November at age 82. He was the first recipient of the Association's William O. Douglas Award in 1985.

Mr. Sipes worked for the National Park Service for about 33 years. His first job was at Hancock for the C&O Canal National Monument, after which he transferred to the Blue Ridge Parkway in Virginia and North Carolina. From 1969 to 1971 he was a maintenance supervisor in Washington, responsible for statues, monuments and the White House grounds. He returned to the C&O Canal as chief of maintenance when it became a National Historical Park. He finished his career at the Harpers Ferry Job Corps Center and retired in 1995. During his retirement he was active in building and managing the Little Orleans Campground and was a member of the advisory board of Green Ridge State Forest.

Norman Paull

The Association extends its sincere condolences to Joan Paull for the death of her husband Norman, who passed away in October.

The National Canal Museum Loses Lease, Moves to New Quarters

The National Canal Museum has been forced to vacate its space at Centre Square in Easton, Pennsylvania. It has moved its offices and collections to the Emrick Center in Hugh Moore Park. The park features the mule-drawn canal boat *Josiah White*, operating locks, a lock tender's house, and industrial ruins dating from the 1830s.

The museum's move was caused by the decision of the Crayola Company to take over the entire building in downtown Easton. Since the Two Rivers Landing building opened about fifteen years ago, the Crayola Factory museum occupied the first two floors and the Canal Museum the third and fourth floors. According to Tom Stoneback, executive director of the NCM, Crayola dissolved the partnership with the canal museum and the City of Easton. In a letter to Glenn Wenrich, president of the Pennsylvania Canal Society, Mr. Stoneback said that "the contract expired and a business decision was made by them to do something different. While times are changing, it does not mean that the museum is going out of business!" He noted that the museum will continue its mission at the Emrick Center. During the next year "the exhibits in Emrick Center will be changed. New plans emphasize loaning more artifacts to like-minded organizations and towns." Although no specific date for reopening the museum was announced, it was hoped to be open by the end of April, when the boat trips resume.

The National Canal Museum is a non-profit institution with a small professional staff. It was established in Easton many years ago and moved to the TRL building in 1996. The six-year-old Emrick Center, which features industrial exhibits, and the *Josiah White* boat operation on the Lehigh Canal are also operated by the museum. Financial support was received from the state until two years ago, when that funding was lost due to budget cuts.

Many of the artifacts that were exhibited at TRL were on loan from the Pennsylvania Canal Society, a non-profit citizens' organization similar to the C&O Canal Association. The society's library and archives are also housed at the Emrick Center. President Wenrich reports that since learning of the changes, PCS has been working with NCM to resolve some of the problems generated by the situation, and that he is optimistic about the long-term results of the relocation. He feels that it may facilitate access to the PCS archives, a matter of concern for several years. He also notes that the society is doing everything possible to protect its interests and collection, that there may be more loans to other museums in the future, and the controls should be better than in the past.

Battle of Hancock - January 1862

by William Bauman

On Jan. 7, 2012, Hancock citizens commemorated the events of 150 years ago when the town was shelled by “Stonewall” Jackson's troops from the top of Orrick's Hill, just across the Potomac River in what was then Virginia. A plaque at the base of the hill along U.S. 522, which crosses the Potomac, describes the action: "Jackson drove about 1,000 Union troops of the 39th Illinois and 84th Pennsylvania infantries, stationed in Bath, north across the Potomac into Hancock on Jan. 4, 1862, where they were reinforced by the 110th Pennsylvania Infantry, the 18th Massachusetts, 80th Illinois and 1st Virginia."¹

Later in the day, Jackson's demand for surrender was denied and he began shelling Hancock. About 1:00 p.m. on Jan. 5, the exchange of artillery began with approximately 100 shells fired. Union artillery were stationed behind St. Thomas Episcopal Church and St. Peter's Catholic Church; both churches still stand.

The view from the Union artillery position is shown below right. Union re-enactors were deployed that day, along with several typical artillery pieces to help visitors imagine the scene. That is the St. Thomas Episcopal Church cemetery immediately in front of the artillery piece, then the church, and on the horizon is Orrick's Hill. St. Peter's Catholic Church is located to the left; their cemeteries adjoin each other. The windows in the two churches were blown out from the concussions of the firing cannons. After the battle the church and parsonage were used as a hospital for Union troops, who stayed until May 1863.

Re-enactors presented the historical events from

Photos by William Bauman



the standpoint of the 18th Massachusetts infantry, as shown on the left. Dr. Robert Hileman Jr., and his wife Carol discussed movements of the Union forces during the battle as well as the social problems in the 110th Pennsylvania Infantry early in the War; about half the troops were Irishmen from Philadelphia and the other half were from the mountains of central Pennsylvania. Dr. & Mrs. Hileman are also volunteers with the Kernstown Battlefield Association.

¹ *The Winchester Star*, Winchester, Virginia, newspaper, Saturday, 1/21/2012, p.1 by Maria Hileman.

Hustle and Bustle on the C&O Canal - 1911

by William Bauman

This is the tenth in a series of canal reports taken from *The Cumberland Alleganian* newspaper of the time.

When the canal was closed for the winter, how did the lockkeepers avoid "cabin fever"? In 1910, William Nuse was the lock tender at Lock 59, one of the more remote locks. Living with him was his wife of 21 years, one son and two grandchildren. Walking west, Elizabeth Higgins lived in the brick house, at Culvert #206, then George Sips at the W.M.R. trestle, then Joseph L. Higgins, a farmer who kept and sold mules, then John M. Kasecamp and finally Albert Twigg, lock tender at Lock 60. We sometimes think lock tenders were socially cut off from neighbors or that the neighbors "looked down" on lock tenders. The following vignettes from the Cumberland paper suggest that was not the case along this part of the canal:

1911 was busy, socially. "Mrs. Wm. Nuse called on Mrs. E. E. Higgins Sunday." "Misses Carrie and Burnie Kasecamp and brother James called on Mr. and Mrs. J. L. Higgins Sunday."

The canal had not opened in March, and the visiting continued. "Mrs. Wm. Nuse called on Mrs. E. E. Higgins Saturday." "Clayton Campbell of Cumberland, called on Wm. Nuse Sunday evening." "William Sigler of Hancock called on J. L. Higgins Saturday."

The visits continued in April. "Misses Theodasia and Viola Barnes called on Mrs. J. L. Higgins Monday." "George McDaniel called on Wm. Nuse Tuesday." "Mrs. M. A. Brinkman, of Town Hill, called on Mrs. Wm. Nuse Wednesday." "Wesley Ryan, of Town Hill, called at Wm. Nuse's Wednesday." "Mrs. E. E. Higgins called on Mrs. Nuse Friday." "William Milburn, of Town Hill, called on Wm. Nuse Saturday." "Those that called at Wm. Nuse's Sunday were Misses Maggie Donnelly and Carrie Kasecamp."

In May we read: "Charles Twigg called at Wm. Nuse's Thursday." "Mrs. John Sheridan and Mrs. Harry Hinenbaugh called on Mrs. Wm. Nuse Wednesday." "Those who called at Wm. Nuse's on Sunday were John McLaughlin, J. L. Higgins and E. R. Galliher." "Mrs. Wm. Nuse called on Mrs. E. E. Higgins Sunday."

Bessie E. Sterling lived at Guard Lock 5. Her calling card is shown to the right; it had a cover which reads "Forget me not." "Calling" on someone was an arranged social event with the caller leaving his or her card. Light refreshments were likely served. The visits to neighbors who resided on widely separated farms were evidently a good way to escape boredom and chase away the winter blues.

The newspaper did mention family-to-family visits in the area, but family didn't "call" on other members of their family, they just went. These visits were impromptu and not the arranged social visits discussed above.



Bessie E. Sterling's Calling Card

Calendar of Events - 2012

DATE	DAY	EVENT (updates at www.candocanal.org)
Mar 24	Sat	VIP Work Party, 9 a.m. to 12 p.m. Painting the canal boat at Great Falls. Contact Jim Heins (301-949-3518 or vip@candocanal.org)
Mar 25	Sun	Continuing Hike Series, 10:30 a.m. Mi. 156.2. Paw Paw Tunnel Hill Trail. Strenuous! Contact Pat White (hikemaster@candocanal.org or 301-977-5628)
Apr 1	Sun	Board Meeting at Glen Echo Town Hall, 1 p.m.
Apr 6	Fri	Unofficial C&O Canal NHP Federal Advisory Commission meeting. Time and location will be posted on C&OCA website one week prior.
Apr 14	Sat	Potomac Watershed Cleanup, 9 a.m. to 12 noon. Contact Jim Heins (301-949-3518 or vip@candocanal.org)
Apr 14	Sat	Spring wildflower walk on towpath. Meet at 10:00 a.m. at Carderock Recreation Area. Entering area turn right and park in the third parking lot on left. Bring lunch, sturdy shoes and your favorite wildflower guides. Contact Marion Robertson, marobertson@verizon.net or 301-657-8992.
Apr 21	Sat	Annual Douglas Memorial Hike, featuring the Seneca to White's Ferry area. Contact Dorothea Malsbary at programs@candocanal.org
May 12	Sat	Three-mile walk over same trails as winter Tree ID walk in Feb. to observe the change of season, new leaves and flowers. Start at 10 a.m. at Great Falls Tavern. Meet on the east (downstream) side of Tavern. Bring water and snack. Binoculars and Tree ID book useful. Contact Carol Ivory, carolivory@verizon.net , 703-869-1538 (cell).
May 19 & 20	Sat & Sun	Two one-day paddle trips on the Monocacy River. Frederick to Lily Pons (Sat.), Lily Pons to Potomac (Sun). Reservations required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.
May 27	Sun	Continuing Hike Series: 10:30 a.m., mi. 60.7. Harpers Ferry to Weverton on the Appalachian Trail. Park at Visitors Center (NPS fee area) off U.S. 340, take shuttle, meet at stop in the lower town. Contact Pat White at 301-977-5628 or hikemaster@candocanal.org .
Jun 3	Sun	Board Meeting, the Perrys' home, Williamsport, 1 p.m.
Jun 16	Sat	Paddle trip, Violette's Lock (Lock 23) to Great Falls. Reservations required. Contact Bill Burton at atcanoemaster@candocanal.org or 703-801-0963.
Jun 23	Sat	Walk along the towpath from Old Town to Town Creek to view dragonflies. Shuttle for one way 4.4 mi. walk or walk round trip 8.8 mi. Meet at 10 AM in Oldtown. Contact Steve Dean levelwalker@candocanal.org or 301-904-9068 for directions and details.

Jun 23-24	Sat-Sun	Heritage Montgomery Tour, Seneca Aqueduct and Lock 24. Interpretative talks by Karen Gray. Contact: for Sat., Ron Howard (ronhoward@comcast.net); for Sun., Rita Bauman at wdbauman@visuallink.com .
Jul 20	Fri.	Unofficial C&O Canal NHP Federal Advisory Commission meeting. Time and location TBD.
Jul 21	Sat	Paddle trip, Brunswick to Monocacy. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.
Jun 23/24	Sat. Sun.	Canal Society of NY State field trip & Canadian & American Canal Societies conference, Hamilton Ont. For information: www.canadiancanalsociety.org
Aug 4	Sat	Paddle trip, Old Patowmack Canal, Va. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.
Aug 5	Sun	Board Meeting at Glen Echo Town Hall, 1 p.m.
Aug 24-26	Fri - Sun	Paddle trip in Paw Paw Bends area. Reservations required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.
Aug 25-26	Sat-Sun	Williamsport Days. Contact: Tom Perry, 301-223-7010.
Sep	Sat	Big Slackwater Towpath Restoration Celebration - Date TBD
Sep 15-16	Sat-Sun	Sharpsburg Festival/Battle of Antietam event. Contact: William Bauman, wdbauman@visuallink.com .
Sep 23	Sun	Continuing Hike Series:, 10:30 a.m., mi. 119.8. Little Pool to Licking Creek Access. Great Eastern Trail. Contact Pat White at 301-977-5628 or hikemaster@candocanal.org .
Sep 23-27	Sun-Thur	World Canals Conference, Yangzhou, China. For more information see www.worldcanalsconference.org .
Sep 29-30	Sat-Sun	Canal/Apple Days at Hancock. Contact: Rita Bauman, wdbauman@visuallink.com .
Oct 3-8	Wed - Mon	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required. Contact: Tom Perry, 301-223-7010.
Oct 6	Sat	Bird walk with Kurt Schwarz, 8 a.m. start; loc.TBD.
Oct 7	Sun	Board Meeting at the Williamsport Town Hall, 1 p.m.
Oct 8	Mon	Tree walk, location TBD.
Oct 19	Fri	Unofficial Chesapeake and Ohio Canal NHP Federal Advisory Commission meeting. Time, location TBD.
Oct 20	Sat	Annual Heritage Hike, Big Pool (Ft. Frederick) to Hancock. Details to be in Sept. newsletter.
Nov 18	Sun	Continuing Hike Series: Oldtown downstream to Lock 68. Potomac Heritage and American Discovery Trails. Meet at Lock 71 parking lot (mi. 166.7), 10:30 a.m. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Dec 1	Sat	Frostbite Hike: meet at Great Falls Tavern, 10:30 a.m. Visit five vistas along the canal. Contact Carl Linden (301-461-2071) or Pat White (301-977-5628) or hikemaster@candocanal.org
Dec 2	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Jan 1	Tue	New Year's Day Hike 2013, Cumberland. Details TBD

Waivers are required for many of these Association activities. The event leader will provide the forms. Hikes require proper footwear.

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
Superintendent's Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Brad Clawson
Administration	301-714-2215	Tom Houdersheldt
Chief of Resource Mgmt.	301-714-2210	Chris Stubbs
Chief of Interpretation	301-714-2214	Vacant
Community Planner	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	Mike Seibert
Chief of Partnership	301-714-2238	John Noel
Volunteer Coordinator	301-714-2218	Daniel Filer
Preservation Chief	301-745-5818	Daniel Copenhaver
Historian	301-714-2236	Ahna Wilson
VIP Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams

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

Georgetown Visitor Ctr 202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007
Supervisory Park Ranger 301-491-2452 Alyssa Baltrus

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

Western Maryland District, Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.):

Western Maryland District
District Ranger 301-722-0543 Todd Stanton
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

Hancock Visitor Center 301-745-5877
439 East Main St., Hancock, Md. 21750
Supervisory Park Ranger

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

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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Editor: Carl Linden

Associate Editors: Dave Johnson, Don Juran, Ned Preston, Nan-



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 (webmaster@candocanal.org). C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

2012 Association Officers

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First Vice President: Barbara Sheridan, 11550 Farm Dr., La Plata, MD 20646-4402, 301-752-5436, bsheridan411@gmail.com.

Second Vice President & Level Walker Chairman: Steve Dean, P.O. Box 132, Saint Leonard, MD 20685, 410-586-0329, deansm@comcast.net.

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Board of Directors: (terms expire in 2015): Carl Linden, Nancy Long, Pat Hopson, Bill Holdsworth, Alan Shane; (terms expire in 2014): Chris Cerniglia, Skip Magee, Dan Mick, Marjorie Richman, Francis "Champ" Zumbun; (terms expire in 2013): David M. Johnson, Tom Perry, Craig Roberts, Marion Robertson, Rod Mackler;

Committees (contact at C&OCA address/tel. no. above): Archives, Molly Schuchat; Auditing, John Wheeler; By-laws, Dave Johnson; Editorial Review, Carl Linden; Festivals, Rita Bauman; Finance, William Bauman; Legal Advisory, Helen Shaw; Level Walkers, Steve Dean; Membership, Barbara Sheridan; Nature, Marion Robertson; Nominating, Jim Heins; Programs, Dorothea Malsbary; Sales, Bill Hibbard; Special Projects, Carl Linden; Volunteers In the Park (VIP), Jim Heins; Youth, Val Wheeler.

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The Sycamore Island Bridge is a steel-girdered through-truss pedestrian bridge crossing the C&O Canal at mile 6.46. Built over a hundred years ago this picturesque bridge gave Sycamore Island Club members access to the towpath and Sycamore Island. The bridge's 20-foot height left room for canal boats to pass under it. The C&O Canal NHP's skilled maintenance staff recently restored the bridge to prime condition rust-proofing and painting the structure, laying down new planking and rebuilding the stairway down to the towpath.

Photo courtesy of Joe Hage, Sycamore Island Caretaker

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