

# 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

## 2013 Douglas Hike - April 27 Hike and Evening Program

By Marjorie Richman for the Program Committee

The Association's annual William O. Douglas Reunion Hike is set for Saturday, April 27th. There will be three hiking options along the towpath, a dinner, and an evening speaker. The day will feature an opportunity for a close-up look at the restored section of the towpath at Big Slackwater. The Association was instrumental in promoting the repair of this area, which was long closed after erosion from flooding in 1996. The Douglas Hike will be unusual this year in that hikers will meet at two separate locations.

For the long- and medium-length hikes, participants will meet at the Potomac Fish and Game Club, 14241 Falling Waters Road in Williamsport (at mile 93.8 on the canal). A bus will meet the group and make two stops: Taylors Landing (mile 80.9) for a hike of 12.9 miles; Dam 4 boat ramp parking area (mile 85.4) for a hike of 8.4 miles. Hikers should arrive and park in the lower parking lot of the club before 10:00 a.m., the approximate bus departure time. After being dropped off, they will walk upstream back to their vehicles at their own pace. Hikers should start looking for the Potomac Fish and Game Club parking lot after passing Milepost 93. The cars will

(Continued on p. 2)



All three Douglas Hike options will lead past spectacular cliffs like these.  
*Photo by Steve Dean*

## Rockslide at Paw Paw Tunnel Access to East Portal Closed

By Steve Dean

A rock slide occurred sometime on January 20, 2013 and has blocked a 100-foot section of the towpath near the east portal of the Paw Paw Tunnel. The section of towpath is currently closed. A detour has been established on the Paw Paw Tunnel Hill trail. The trail is strenuous and not easily traversed by bicycles. Visitors can also travel through the tunnel to the blocked area and return through the tunnel. Park visitors should respect all National Park Service "Area Closed" signs. NPS is contracting an expert professional geologist/geotechnical engineer to assess the area and determine corrective action.



Rockslide blockage of the towpath below the tunnel



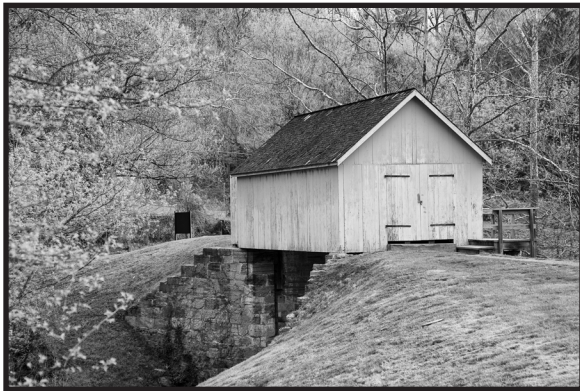
Extent of stone loss from the hill over the towpath  
*Photos courtesy of National Park Service*

**Stay informed on the Georgetown Boathouse Zone Study - See Page 3.**

(continued from pg. 1) be visible from the towpath. There will be a short uphill walk from the towpath to the club.

Short-length hike participants will walk from the Dam 4 boat ramp parking lot (mile 85.4) to McMahon's Mill (mile 88.1) and return, a round-trip of 5.3 miles. No bus will be provided. The group will meet at 11 a.m., and before starting will hear a National Park Service ranger's short talk about the Big Slackwater restoration through which they will pass. See "Accompanied by the Past" by Karen Gray on page 9 for an account of the 17 related structures that comprise the Big Slackwater system.

All walkers will complete the Association liability waiver before the hike. You are encouraged to bring a bag lunch and a drink for the lunchtime meal. The cost of the bus is \$5 if paid in advance, and \$7 if paid on-site. Please bring exact change. Note that the wildflowers will be at their peak in April — be sure to bring a camera!



Stop Lock Winch House at Dam 4

At 4:30 p.m., we will gather at the Potomac Fish and Game Club for a cash bar happy hour, to be followed at 5:30 by a deluxe dinner buffet and evening presentation. The cost of the dinner is \$15. The buffet includes two entrées, salads, vegetables and other sides plus dinner rolls, butter, dessert and hot and cold beverages. After dinner, an illustrated presentation by Jim Heins will take us on a journey over the Chilkoot Pass and back to the great Gold Rush of 1898.

**VERY IMPORTANT:** The Potomac Fish and Game Club is a private club. Access from Falling Waters Road is through a gate that is kept locked except when there is an event. On April 27, the gate will open at 9:00 a.m. and close when the bus departs. It will reopen at 4:00 p.m. and remain open until 5:30 p.m. (The gate will also open automatically for vehicles leaving the property.) Please plan accordingly.

Included in this issue of *Along the Towpath* is a dinner reservation form that includes a reservation for the bus. **The form must be received by Friday noon, April 19**, after which no cancellations or additions will be honored for the dinner. Note there are no refunds for prepaid dinners or prepaid bus reservations. Also, please be sure to check the Association website calendar at [www.candocanal.org](http://www.candocanal.org) for any updates regarding the Douglas Hike. If you have questions, contact Marjorie Richman at [programs@candocanal.org](mailto:programs@candocanal.org).

**To get to the Potomac Fish and Game Club**, take I-70 to Exit 26, I-81, towards Roanoke/Harrisburg. Go south towards Roanoke.

On I-81, take Exit 1 (it comes up quickly), MD Rt. 63/68, towards Williamsport. At the end of the ramp turn left onto MD-63S/MD-68E. Go about .9 miles and turn right onto Spielman Road, MD-63. Go about .9 miles and turn right onto Falling Waters Road. Go about 4 miles, club is on left

**For Dam 4 parking area**, take I-70 exit 28, MD-632, toward Hagerstown/Downsville. Turn left onto MD-632 S/Downsville Pike for about 5 miles. Continue onto Dam Number 4 Road for another 4 miles until it reaches the river. Follow the road as it turns right along the river. When you reach the Dam 4 parking lot, keep left and follow the road along the river shore another mile to the boat ramp parking lot. Alternatively, use the C&OCA access guide at [www.candocanal.org/access.html](http://www.candocanal.org/access.html) to obtain directions with Google Map or your smart phone.



Waste Weir Outflow below Dam 4

*Photos by Steve Dean*

## C&OCA Presidents' Day Festivities

Saturday, June 1

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 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!

### Biking up to Presidents' Day

Each year several of us bike up to Little Orleans from Williamsport to camp overnight and participate in the President's Day breakfast. This year we will leave from Williamsport after early lunch on Friday, May 31, stop in Hancock for supper, and then ride to the campground or Hiker Biker Overnight camp in Little Orleans and set up our tents. We return on Saturday, June 1, after the fellowship. This will make a roundtrip of 84 miles, so I would not recommend that this be anyone's first trek of the season! If you are interested in participating please call Tom Perry at (301) 223-7010 for up-to-date information. Also, please remember that you will need to make yourself a reservation for breakfast on June 1.



## Boathouse Zone Study Status: Still Pending

By Ned Preston

As we go to press, the publication date of the National Park Service's feasibility study on implementing a non-motorized boathouse zone in Georgetown remains uncertain. The zone under consideration includes a section of the C&O Canal National Historical Park up-river from the remaining section of the Alexandria Aqueduct. The study's recommendations may affect that much-visited area of the canal park, possibly reviving a proposal to build a large private boat-house on its shoreline.

NPS postponed the study's release while working to resolve a situation involving Jack's Boathouse. (Located near Key Bridge, Jack's is within the study zone but downriver from the C&OCN-HP). On March 1, NPS announced a new contract for operation at the Jack's site; however, news reports indicate that the issue may become involved in litigation. On March 4, NPS' Tammy Stidham advised that an announcement concerning the timing of the study's publication may be expected during the next several weeks. Once the study is released, NPS will accept public comment for 30 days — it's important that C&OCA members be ready to express their views!

For updates, monitor our website, [www.candocanal.org](http://www.candocanal.org). C&OCA belongs to the Defenders of Potomac River Parkland, a coalition that provides details concerning this issue. The Defenders website is at [www.savethecanal.org](http://www.savethecanal.org). Both C&OCA and the Defenders are also on Facebook.



Above, kayakers paddle offshore from a section of the C&O Canal National Historical Park that is within the area being considered under the boathouse zone feasibility study. *Photo by Ned Preston*

## C&OCA Volunteers In Parks

There are a number of requests from park staff for our VIPs to do some much needed work up and down the canal.

Usually, the VIP program is dormant from December until late March. This year, a group of eight came out during the second week of January to clean out the prism in Georgetown from the visitors center upstream for about a half mile. They removed 40 bags of trash and enough other junk to fill two pickup trucks. Our hats are off to those troupers.

At this time, we have received requests to

- Repaint a number of bulletin boards in the park;
- Plan for a number of new wayside exhibits to install later in the spring and summer; and
- Help at Canal Pride Day on April 20 to provide much needed work around the mule paddock at Great Falls.

On Canal Pride Day, April 20, the VIPs have agreed to replace 50 feet of fencing in the paddock, paint the new fencing, plus remove a significant amount of dead foliage, limbs, etc. from previous storms. There is plenty of work to do and we can use all the help we can get.

Craig Roberts will be doing some of the bulletin board painting near Williamsport on April 27 (another Canal Pride date). He can use some help with that project.

Much of the work of the VIPs has been wayside exhibit and other sign installations but a small group has done almost all of that work. We could use more help to spell some of them during this summer.

If interested in helping with any of these projects, particularly April 20 and April 27, please let me know. Of course, April 27 is also the day of the Douglas Hike and we don't want to take you away from that one if you are signed up.

– Jim Heins, C&OCA VIP coordinator, 301-949-3518 or [vip@candocanal.org](mailto:vip@candocanal.org)

## 2014 Thru-Hike News

The first planning meeting for the 2014 Thru-Hike was held prior to the December Board meeting on December 2, 2012. The 20 people in attendance were a mixture of thru-hike veterans and first-timers. The initial group appears to be a pretty enthusiastic bunch.

There is a lot of work involved in planning and supporting a thru-hike, so the first agenda item was a discussion of the various committees involved in past thru-hikes and the duties and responsibilities of each. We have started forming these committees, but still have a lot of vacancies to fill.

It was noted that the traditional start date for the hike in 2014 would fall on Easter Sunday. I am not sure if this has ever happened in the past, but those present felt it would be better to begin the hike on a different date. After much group discussion, and subsequent discussion with the National Park Service, it has been decided that the thru-hike will begin in Cumberland on Sunday, April 27 and finish in Georgetown on Saturday, May 10.

There is still space available for additional hikers and a need for additional support personnel for the hike. If you are interested in participating in the hike, as either a hiker or as support, and have not previously submitted your name, please contact Barbara Sheridan at [bsheridan411@gmail.com](mailto:bsheridan411@gmail.com) or call 301-752-5436.

## Across The Berm

### Bill Schoenadel



Photo by Francis Zumbrun

One of the great personalities of Allegany County has passed: Bill Schoenadel of Little Orleans, Maryland, a friend to many who visited the C&O Canal National Historical Park or Green Ridge State Forest. I am happy to have known Bill for many years, being a former forest manager of Green Ridge State Forest.

Have you ever wished you could travel back in time and meet some of the historical characters you have read about? I wish I could have met Thomas Cresap. That would be impossible because Cresap lived more than 200 years before my time. However, it occurred to me that I met someone like Cresap who lived in my time. That person was the mayor of Little Orleans, Bill Schoenadel.

Both lived on the banks of the Potomac River for more than 40 years in present-day Allegany County.

Both were close to nature and master outdoorsmen: Cresap an expert rifleman, Schoenadel an expert fisherman.

Both were commissary men, providing food, supplies, rest, and comfort to all visitors who entered their places of business. Cresap was known as the "the Big Spoon," called that by traveling Native Americans for the hospitality he provided them. Likewise, Bill was the "Big Spoon" of our times. Except when he was fishing, which was often, you could depend on finding Bill at his store, providing welcome hospitality. At Bill's Place, he dispensed all the necessities to make our stays more pleasant, whether we were biking or hiking on the C&O Canal National Historical Park, camping, canoeing, fishing, or hunting at Green Ridge State Forest, or just sightseeing on a day trip via car or motorcycle.

People regarded both Cresap and Schoenadel as sages of the area. People traveled for miles seeking them out for stories and information. They both contained a rich and priceless depository of cultural and natural history of the region. They freely shared their knowledge and wisdom. All you had to do was ask.

I could go on and on, but space does not allow for it. People who knew Bill know what I am talking about. Bill was one-of-a-kind, and we will greatly miss him.

– Francis Zumbrun

The following was published in the *Cumberland Times-News*. Tuesday, January 8, 2013. Used by permission.

There may never be another like the late Bill Schoenadel:

Please give me the honor of commenting about someone who just passed from this earth, to a better place.

For those of you who knew Bill Schoenadel (obituary, January 6, *Times-News*), you already know how unique he was.

He was honest, gruff, loyal, decent, outspoken, an activist who believed in protecting our environment, etc. For those of you, who did not know him, you missed one of the most interesting people possible.

Bill and his wife, Ethel, started out in the mid-1960s in Little Orleans at a place that served as a post office, bar, great country food, deer checking, a place that was hard to find, even if you were lost nearby. Bill made Little Orleans, and Bill's Place the center of the universe.

He was literally, yes, literally known by people from all corners of the earth.

That is not an exaggerated statement as I have met people there from Australia, Germany, Russia, and many other countries.

When you hiked, camped on the canal, rode the Potomac, came to camp in Green Ridge Forest to hunt, or just find the place by accident, you could get an honest piece of history about the entire region, every, and anything about hunting, fishing, great food, or just enjoying God's beauty here.

People like Bill only grace this earth to share and teach. He would loan total strangers money, literally never knowing that he would ever get it back.

I came from Annapolis to here and met him about 40 years ago. Every now and then, I would be short of money, and even not knowing me, would say pay him next time, not knowing if there be a next time.

Yes, Bill was gruff, but it was a façade. Under that was a caring decent, knowledgeable person. I could write a book on his true love for people, nature, history and many other things, but this paper would have to publish an entire extra edition just to him.

I sincerely believe that another Bill will never come this way again. He is one of the biggest reasons, that when I retired, I retired here.

Bill, enjoy your journey, and your new life. You will be missed by more people than you could imagine. God Bless, It was an honor to have been, and will always be a friend.

– Tom Darden



Photo courtesy of [www.cocanal.com](http://www.cocanal.com)

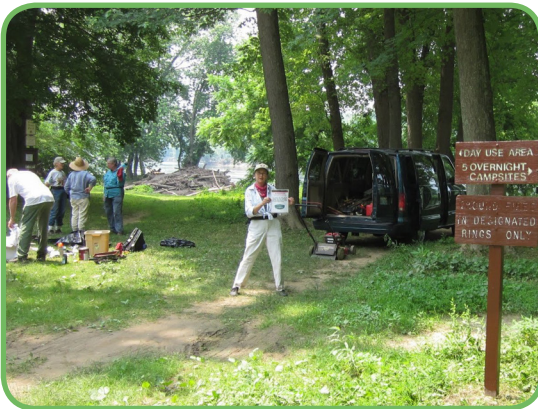


## Canal Stewards Maintaining the Swain's Lock Area



Left - Stone dust is spread in a 10' x 10' square, tamped down well, and a picnic table is affixed in the center.

Right - Susan VanHaften is scrubbing one of the grills with a wire brush, inside & out. The exterior would be painted with anti-rust spray paint.



Left - Sorting out various tools, sandpaper, wire brushes, paint brushes, paint. The signs clearly needed painting.

Right - The lockhouse after painting the plywood-covered recently vandalized windows and door to the left.

*Photos by Rachel Stewart and John Wheeler*



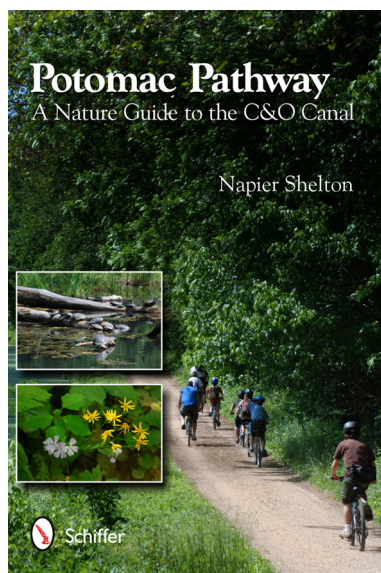
## ON THE BOOKSHELF

*Potomac Pathway: A Nature Guide to the C&O Canal* By Napier Shelton

Schiffer Publishing, Ltd., 160pp, \$19.99

*Potomac Pathway: A Nature Guide to the C&O Canal*, published in 2011, is a mile-by-mile, almost step-by-step, guide to the C&O Canal towpath. As the title implies, it is a nature guide. It is well written and documented with lovely photographs. The book covers all aspects of nature that one might encounter along the towpath, from wildflowers to geologic features, animals, and birds. In addition, as the narrative progresses along the towpath, the locations of lock houses, hiker/biker sites and historical sites are identified. As a bonus, there are equally detailed descriptions of side trips that can be easily accessed from the towpath.

Following the towpath guide is a set of essays on various topics related to the area and the Potomac River. Topics include memorable



floods, geology of the Potomac Valley, Indian life in the valley, life in the canal and managing the park. The book concludes with a bibliography for further reading and a set of appendices with lists of the many species of animals and plants one might find along the towpath. Even fish are included. These lists are taken from various publications and the author's own records. Obviously the author has thoroughly explored the towpath and has a great deal of information to share.

The book is an excellent guide to carry on a canal walk or to read at home as you contemplate walking a section of the towpath. The pictures alone are worth the price of the book.

– Marjorie Richman

## PRESIDENT'S REPORT

### Swain's Lock and the Canal Stewards

*Recently I wrote a piece for Canal Discoveries about Swain's Lock (a.k.a. Lock 21) and the invasive plant known as garlic mustard. This piece is about the Association's role as canal steward for two areas at Swain's: the recreation/campground area between the Potomac and the canal, and the parking lot and area around the lock house.*

Swain's Lock (No. 21) is just about my favorite canal place. So much so that when the National Park Service asked if the C&O Canal Association was interested in adopting a site along the canal, I agreed readily – so long as it could be the Swain's Lock area. It is usually a very quiet spot, but just a few miles upstream from the busy Great Falls area. There's a large parking lot used by the runners, walkers, bikers, dog walkers. The canal itself is usually full of water except during winter's drawdown. The waste weir still functions, the upper lock gate as well, and the bypass flume gracefully carries excess water. The site has an old lock house, a bit larger than most, having been enlarged at the upstream end about 14.5 feet. This was home from the early 1900s until April 2006 to the Swain family, one of the last of the canal families. Long-time visitors will recall renting a canoe or buying an ice cream bar or a soda from Mr. Swain.

The Association adopted the Swain's recreation area in June 2011 and followed up in 2012 by adopting the parking lot/lock house area. Stewardship provides great opportunities for volunteers to connect with this beautiful area and the C&O Canal National Historical Park. The point of our stewardship is to carry out specific maintenance tasks in a long-term relationship with the Park: mow grass, clean out fire rings and grills, repair/repaint signs and picnic tables, pick up trash and litter. In the parking lot we've learned how to fill potholes – and at Swain's the rainy season will always create new ones and wash out old ones.

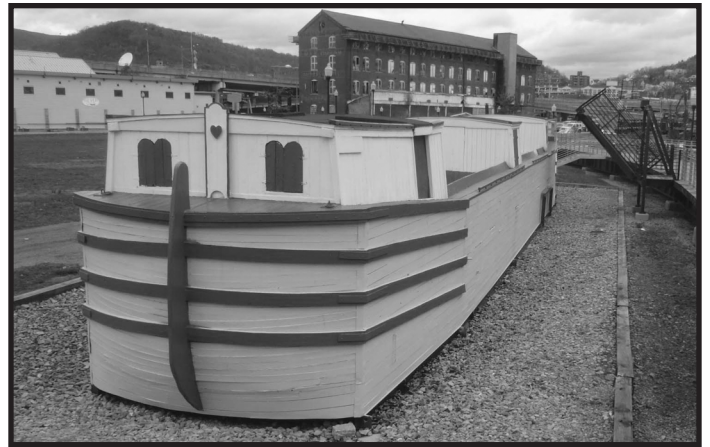
The effect of stewardship on me has been to engage in a long-term caretaker relationship with a beautiful area. It's beautiful all year round. I love the way the grassy and tree-studded campgrounds sweep downward from the towpath toward the Potomac River. I never know who I will meet in that area. Usually, from spring to fall, there will be a tent or two or three, maybe a group of scouts or a family group, and occasionally a single person, living rather hermit-like and avoiding conversation. In winter, it's different - for one thing, the campers are generally missing. Cyclists tend to pass by quickly. Families walk down to the river's edge and point to waterfowl on the river or the occasional great blue heron, and then continue on up or down the towpath.

The lock house is locked up and in poor appearance, without utilities or heat; not a likely candidate for the Canal Quarters program. But there are two picnic tables, one in front and one to the side, and a bench sits next to the lower lock gate, facing southward. There are restful places to listen to the canal waters, to watch how the wind ripples through grass and vines and trees, to hear the ding of cyclists' bells, the low conversation of walkers, and the giddy barks of dogs.

When the tiny flower called Spring Beauty begins to bloom, the stewards will go to work in earnest. In the campground we

will aggressively relocate and paint the tables and the signs, scrape and paint the lock house shutters, clean ashes from fire rings and grills, and generally tidy up the area, leaving it litter-free and welcoming. The parking lot will have its potholes refilled. The bypass flume will be cleared of logs and debris, and perhaps we can replace the stones that have fallen out. The storms of summer and fall brought down a few trees that have been sawed into logs; perhaps we can reduce them to firewood. If we can get to work before the canal is rewatered, perhaps we can remove those shrubs that grow out of the lock walls.

Geordie Newman is the park's canal steward program manager. He says that the program in Palisades District has been hugely successful. All major sites in the Palisades District are now in the care of stewards, although individual miles are still available. His focus has turned to the western areas of the park. If there's a particular area that you'd like to adopt, you'd best contact Geordie directly. The park's website has only a very general description (<http://www.chohvip.org/canal-stewards/>), and doesn't list specific sites. Geordie's contact information is [George\\_Newman@NPS.gov](mailto:George_Newman@NPS.gov), phone: 301-491-1165.



*The Cumberland canal boat replica  
Photo courtesy of National Park Service*

The Association is in the process of taking responsibility for repair and maintenance of *The Cumberland*, the replica canal boat owned by Canal Place Authority and now located near the Cumberland Visitor Center. It was built in 1976 near Lock 75 and remained there until 1999, when it was relocated to the Canal Place Heritage Area. The replica canal boat has been an integral part of the canal terminus visitation area; annual visitation has been about 2,500, of which about 1,330 were school children on class visits to the canal terminus. Once the current repair work is complete, we plan to provide volunteer docents. And we will set up a special fund for future maintenance costs, to which donations will be gratefully received.

A final note: Swain's Lock is also a garlic mustard focus site. Yessss, indeed! Stoop labor returns to the C&O Canal! From March into May, volunteers under my supervision will organize "mustard pull sessions" every two weeks or so at Swain's Lock. Notice will be via the periodic "Blasts" from our webmaster.

– Rachel Stewart



## C&OCA 2013 Annual Meeting

President Rachel Stewart opened the meeting by noting that 2012 was characterized by three major events. A sad occurrence was the loss of long-time canal supporter and Association leader Carl Linden. Carl's friendship and many contributions to the canal are not forgotten. The first of two positive events was the completion of the Big Slackwater restoration, which restored an uninterrupted towpath from Georgetown to Cumberland. The Association made significant contributions to this effort and was recognized by the presentation of the C&O Canal NHP Superintendent's award for citizen stewardship. The second event was the repair of the Anglers towpath breach, which restored towpath continuity and stability in one of the most highly visited sections of the park. Rachel noted that 2013 brings new challenges, including the budget issues that face government agencies and the new towpath interruption caused by the rockslide at the Paw Paw Tunnel. Rachel urged members to considering volunteering to help the park through its numerous volunteer programs.



*Rachel Stewart speaks to the assembled members - Photos by Steve Dean*

William Bauman provided an update of the Association's financial status and the many ways the funds are used to assist the park. William also discussed the new support the Association is providing for The Cumberland replica canal boat, and urged members to volunteer as docents on the boat (see p. 6.) William advised that membership dues, which have not risen since the 1990s, may need to increase to offset operating expenses. Dave Johnson explained the process of amending the bylaws, a requirement for dues increases.

The reports of the various Association committees followed. Rachel Stewart discussed the Archives Committee effort to inventory records left behind by Carl Linden. Barbara Sheridan noted that membership is declining slightly and encouraged members to provide suggestions for recruiting members. She also asked to hear from anyone interested in leading or supporting the committee that is organizing the 2014 Thru-Hike. Karen Gray described the success of the recent forum on historic transportation. Steve Dean discussed the transition of the editorial function of *Along The Towpath*, the Garlic Mustard Challenge (see p. 17), and the accomplishments of the 130 Level Walkers. He also urged members to consider monitoring a culvert as a "Culvert Crawler." Jan Heins reported on the many 2012 accomplishments and 2013 plans of the Volunteers In Parks (see p. 3). Bill Holdsworth gave an update on the various social media the Association uses, including the new Meetup service. Among other report topics were the Georgetown boathouse zone study (see p. 3) and upcoming nature walks (p. 21).

C&O Canal NHP Superintendent Kevin Brandt provided a detailed park report. He first recognized Karen Gray for 35 years of service to the park. Karen volunteers in the C&O Canal NHP

library, is a noted C&O Canal expert, and has provided much valuable support to the park. Kevin explained that the budget is an extreme concern for the NPS. The C&O Canal NHP will see a 5 percent reduction in funding. Key positions will not be filled, including the office of deputy superintendent. Summer seasonal employees will not be hired and many maintenance services will not be contracted. Likely impacts include: less mowing; restrooms service only once a week; shorter visitor center hours; longer response time for maintenance issues; and reduction of packet boat rides at Great Falls and of launch rides at Williamsport, as well as cancellation of planned launch rides in Georgetown. Meanwhile, work is currently in progress in Williamsport to make Lock 44 more watertight. Additional work to raise the railroad lift bridge, improve water uptake and repair the Conococheague Aqueduct is planned, pending funding. The Paw Paw Tunnel area rockslide is more serious than it looks, requiring geological evaluation of the danger of further slides from the hillside above. This is a high priority due to the potential for interruption of summer use. A special Hurricane Sandy recovery fund will provide some support for removal of fallen trees and branches, including those lodged against aqueducts. The Georgetown Business Improvement District (BID) is extremely interested in returning a mule-drawn boat to Georgetown and is investigating possible financial support. Kevin reported that the C&O Canal NHP had 4,712,000 visitors in 2012, making it the 11th most visited NPS property. This is a 51 percent increase over 2008.



*Kevin Brandt and Emily Hewitt award Karen Gray a special park blanket for 35 years of service.*

The assembled members unanimously elected the candidates for officers and directors whose names were published in December, and also returned John Wheeler for another term as Information Officer. The 2013 officers, board, and committee chairs are listed on p. 23.

Other presentations included a talk by Dward Moore on the Canal Towns program's work to create a closer relationship between the canal park and bordering communities. Tom Perry discussed the Doubleday Hill cannon restoration project (see p. 19). Joan Knode and Scott Bragunier provided background on the cannons' history and their importance to Williamsport.

Toward the end of dinner, Rachel announced that Roy Sewall, former C&O Canal Trust Chairman, provided the Association 24 copies of his beautiful book of photographs *Great Falls and Mather Gorge*. Roy made this gift because, in his words: "I greatly admire and appreciate everything the Association has done for the canal over so many years, in particular its work for restoration of the Big Slackwater towpath. The Association has graciously let me present my books and slide shows at two annual meetings. Carl Linden was a friend who supported my photography and my efforts with the C&O Canal Trust, and I'd like to do this in his memory."

Copies of the book were distributed as an appropriate way to thank the Association's hardworking officers and committee chairpersons.

— Steve Dean

# Trails and Rails Program Aboard Capitol Limited

By Bill Holdsworth

Passengers aboard Amtrak's Capitol Limited were able to enjoy historical narration during their journey for the first time this summer. Under the auspices of the Trails & Rails program, volunteers explained the rich transportation history of the Potomac River Valley to passengers as they traveled through the area.

Narrators operated in teams of two in the upper level of the lounge car between Cumberland and Washington, the easternmost portion of the train's journey from Chicago. The Capitol Limited travels on CSX rails east of Cumberland, the historic route of the Baltimore & Ohio Railroad. Volunteers used an iPad computer to show photographs and distributed National Park Service materials. Volunteers have a wealth of material for their narration:

- George Washington's role in the development of the Potomac River Valley;
- Role of the Baltimore & Ohio Railroad as a pioneer of railroad technology in the early 19<sup>th</sup> century;
- Competition between the B&O Railroad and the Chesapeake & Ohio Canal as they built west;
- Civil War's impact on the canal and the railroad;
- Operations of the C&O Canal from 1832 to 1924; and
- Significance of the Cumberland Narrows as a transportation route through the Allegheny Mountains.

Volunteers interacted with diverse groups of passengers, including British tourists, boy scouts, girl scouts, bikers, rail fans, and Civil War buffs. "The British tourists singing 'John Brown's Body' was definitely a highlight," commented one volunteer.

Trails & Rails is a partnership between Amtrak and the National Park Service. On 14 Amtrak routes, volunteers on the trains help passengers appreciate the natural and cultural heritage of each region. For the Capitol Limited's program, Amtrak



Eastbound Capitol Limited crosses the Cacapon River, adjacent to the C&O Canal *Photo by Steve Dean*

partnered with the C&O Canal National Historical Park. Many members of the C&O Canal Association volunteered.

Volunteers were scheduled to ride the Capitol Limited every Friday and Saturday between Memorial Day weekend and Labor Day, boarding the eastbound train at 9 a.m. in Cumberland, with a scheduled arrival of 12:40 p.m. in Washington. They would return on the westbound train, which left Washington at 4:05 p.m. Volunteers were able to relax in the Acela Lounge at Washington Union Station between trips.

Volunteers had to be aware of the delays which can plague Amtrak. If the train was three hours late in Cumberland, volunteers would cancel the day's program, not wanting to risk missing the return train in Washington. The program was suspended for three weeks in August because Amtrak temporarily shifted the schedule for the eastbound Capitol Limited to accommodate tunnel work between Pittsburgh and Cumberland.

Park Ranger Rita Knox of the Cumberland Visitor Center oversaw the program. "The initial season of Trails & Rails on the Capitol Limited proved very successful. Response from riders and Amtrak crew members on the train was all positive," said Rita. She hopes to expand it in 2013. If you are interested in volunteering, contact Rita at [rita\\_knox@nps.gov](mailto:rita_knox@nps.gov) or (301) 722-8226. Training sessions will be scheduled in the spring.



Tom Dulz, Bill Hibbard, and Lyle Nordstrom wait to board Capitol Limited at Cumberland May 25, 2012



Right: Wayne Hargy and Pat Hopson wait to board the eastbound Capitol Limited at Cumberland May 26, 2012

*Photos by Cheri Yost.*



*Along the Towpath, March 2013*



*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 Remarkable Original Canal Engineering at Big Slackwater

Not counting the individual alternating bridge and drywall sections that make up the recently rebuilt Big Slackwater 3 ½ miles of towpath alongside the river, and the sections of typical towpath and canal prism, there were 17 related structures that comprised the entire Big Slackwater system—arguably the most extensive and diverse complex of related structures on the C&O Canal.

The June 1835 annual report to stockholders stated that the canal was “now opened for navigation for the distance of one hundred and ten miles, from the basin in Washington to Dam No. 5, with the exception of about three miles of slack water above Dam No. 4, along Galloway’s cliffs, where it is designed to construct a towpath, using the river (having a depth of from ten to fifteen feet) in place of a canal.”<sup>1</sup> That meant that in 1835 the canal ended at Inlet Lock 4 nearly 1¼ miles above Dam 4 at mile 85.62; and it did not resume until Lock 41 at mile 88.9.

With no towpath initially available at Big Slackwater, likely the only boats using this newly-opened stretch were the gondolas (a.k.a. gundalows) or similar small boats or rafts designed for use on the upper Potomac. The large C&O Canal freight boats capable of carrying up to 130 tons that would become the standard decades later, were not yet being built. Later, when they did exist, they could be taken into calm stretches of the river only if they were steamers, or were towed by a tug boat or animals on a riverside towpath.

The ‘Galloway’s cliff’ section where the gap existed in 1835 and 1836, was along a large bow where the river nearly turns back on itself. Through here the river is lower than the surrounding countryside, with high land on both sides that, in some places, terminates in cliffs rising directly out of the water. A couple miles below the cliffs, the canal engineers located one of their periodic dams used to create a reliable pool of water that could be tapped to replenish that being lost in the canal due to evaporation, seepage, and the slow flow downstream of the canal’s current.

All the canal dams dramatically changed several miles of river behind them by creating reservoirs of normally slow-moving water—i.e., slackwater. The possibility of using the slackwater pool behind Dam 4 to pass the cliffs was likely in the minds of the engineers when they chose the location for the dam. After all, their alternatives to using locks to get up and over the high land or to tunnel through it were neither financially feasible nor practical.

However, if they used the slackwater in place of canal trunk, they needed a towpath. This could be done by blasting a ledge on the cliffs along the river much as they would later do at Little Slackwater, although this too would be very costly.

Consequently, on April 14, 1836, the board approved the idea of building a towpath along the edge of the river at the base of the cliffs, and on June 29 it approved the specifications for such a towpath submitted by Chief Engineer Charles B. Fisk. On July 29 the contract for construction was let to Joseph Hollman, who had been the contractor on the dam and Inlet Lock 4.

At inlet locks (also called guard locks) the canal is necessarily at river level to allow water to flow into it from the pool behind a dam. However, this renders it particularly vulnerable to even moderate floods at such levels, requiring a high guard bank as part of the dam-and-inlet structure. At Dam 4 that guard bank runs from the Maryland abutment for 1.22 miles along the riverbank up to the inlet lock. Today the C&O Canal trail leaves the towpath at the dam and continues on top of the guard bank for that distance to the inlet. The towpath is considerably below it.

Also in the summer of 1836, a contract was let for building the “stop gate”<sup>2</sup> at Dam 4. This gate would provide for the towpath and canal to pass through a new “cross guard bank” that was built from the dam abutment to the adjacent hillside where today there is a small parking lot beside the road to the recreation area. Because the gate passes the canal through a high guard bank, it is most appropriately termed a “guard gate”.<sup>3</sup>

While the riverside guard bank (originally 19 ft. high) from the dam to the inlet lock was expected to protect the 1.22-mile canal above the dam from floods, the new cross guard bank with its guard gate would serve as additional flood protection of the canal below the dam. When a major flood threatened, the planks in the winch house built on top of the high guard gate would be winched down into the gate to create a continuous high barrier from the dam to the adjacent hillside.

However, on more than one occasion, the person responsible for closing the gate during floods failed to do so (or did so incorrectly), resulting in excessive water passing through it and washing out part of the towpath below the gate.<sup>4</sup> Also, in some of the worst floods, the river overtopped the guard bank at the dam and did serious damage to, or entirely washed out, the cross guard bank between the abutments of the dam and the guard gate.

The present dam replaced the original rubblestone-filled and plank-covered crib dam in the late 1850s. It was breached in the 1936 flood and a concrete section replaced that which washed out. When standing on the Maryland abutment above the dam, one is on top of the guard bank at the point where the short cross guard bank meets the riverside guard bank at a 90 degree angle.

The first is the waste weir, the second is the substantial protective stone wall extending downstream from the abutment to the waste weir 0.05 mi. downstream. Waste weirs exist on all the levels except those between closely-located locks, and they allow for their level of the canal to be completely drained or excessive waters released. This one was likely opened to lower the water in the level whenever a flood threatened and the guard gate was closed (as well as, most likely, the gates at the inlet lock).

A mile upstream from the dam, the road to the recreational area that has been on the berm side of the canal, now crosses the canal prism on a low bridge and passes over the guard bank into the parking lots. The trail, however, continues on the guard bank that runs beside the parking lots and picnic area. The towpath is still below the trail and beside the canal although it should be noted that if it is not being maintained, it may not be passable along the entire 1.22 mile distance.

At Inlet Lock 4, the guard bank on the river side of the lock makes a sharp turn and continues across the path of the canal into the hillside. The inlet lock’s upstream end therefore constitutes a breach in the guard bank comparable to that of the guard gate in the cross guard bank at Dam 4. This makes the upstream gate of the lock also a guard gate that must rise high above the lock walls to the top of the guard bank. Today a cement wall replaces the lock’s upstream gate and gives a sense of the great height that these gates had to be so that, when closed, there was a continuous barrier against high river waters.<sup>5</sup>

In addition to the cement wall in the lock, there is an extensive, sloping area of fill on the back side of the guard bank. This served to move the

river's shoreline back a considerable distance from the lock. This berm was built by the Park Service to help protect the inlet and the canal below it from flood waters, but it makes it hard to imagine the situation when the lock opened directly into the river.

In the operating days of the canal, the towpath rose steeply on the river side of the lock to the top of the guard bank where the mules crossed over the guard gate end of the inlet lock on a mule crossover bridge.<sup>6</sup> This placed the mules on the opposite side of the boat and wherever such a change took place, the boatmen would need to take the tow rope from where it was fastened to a deadeye a distance back from the bow and carry it around to be hooked to the comparable deadeye on the other side of the boat. The towpath also dropped down steeply from the top of the guard bank on the river side to where it continued along the river bank.

Not only is the mule bridge now gone, but also a pier that doubtless extended out from the guard bank on the river side of the inlet lock. No details are known of this structure, but it was likely made of rubblestone-filled cribs and its purpose would have been to provide protection for boats from the river's currents as they entered the lock or the river.<sup>7</sup>

It is important to note that the inlet locks are river locks. That means that the lift will vary when boats lock through, depending on the level of the river, since lock gates can only be opened or closed when the water is equal on both sides of them. In the pools behind the dams, the river level will always be determined by the height of the water flowing over the dam. In severe droughts little or no water would be flowing over the top and the pool behind it would be low; while, when the river was running high with much more water passing over the dam, the level of the pool behind the dam would be comparably higher.

Just 0.06 mile upstream from the inlet lock, the towpath crosses on a bridge over an inlet from the river. This is part of a supplemental feeder system through which river water can flow into the canal below the inlet lock. Water entering the inlet passes into a channel on the berm side of the towpath (now prone to collecting flood debris). This terminates at a control structure at the base of the guard bank and the upstream end of a buried culvert under the guard bank and along the berm side of the inlet lock to where it discharged into the canal prism at the downstream end of the inlet lock.

This system may have functioned much like the bypass flumes around most lift locks, in that it provided for a continuous flow of water into the level below the lock, even when the lock's gates were closed, as happened during part of the process of locking a boat through. It isn't clear when this supplemental inlet system was built, but it is a significant structure, and thus indicates that use of the inlet lock alone to maintain the level of the water in the canal below it was not entirely satisfactory.

The towpath is on the river bank for about a mile until it reaches the high land and cliffs that had blocked the canal's path. Here, a series of alternating bridges and towpath supported on drywall masonry was constructed in 2011–12 to replace the washed-out sections of the towpath. At mile 88.1 the towpath crosses the small valley of the Downey Branch with its mill, that has been known by a number of names over time, including Charles Mill (not to be confused with the Charles Mills above and below Dam 5), McMahon's Mill, and Avis Mill (also the name of the road used to access this site).

A part of the towpath that is still very vulnerable to high water is just upstream from the mill, where the path is again along the base of a cliff. Because it is lower than the newly-constructed towpath downstream from the mill, when the river is at low flood stages this stretch may flood even if the other Big Slackwater sections do not. At such times a nearby road will serve for a detour around the short section of concern.

The canal begins again at mile 88.9, where Lock 41 is located. This lock is parallel to the river, with its downstream end opening into a small basin or inlet off the river. The basin serves to protect boats from the river current as they enter or leave the lock. Lock 41, like Lock 45 (located at the upper end of Little Slackwater above Dam 5), is numbered in the lift lock numbering system, but it also functions as a river lock, just as does the inlet lock below it. Technically its lift is 10 ft., but in actual operation the gate could be opened only when the water in the lock matched that of the river.

Wherever the canal is at river level, two locks in quick succession were normally built to gain elevation and raise the canal above the level of the typical "freschette." Such is the case here, where Lock 42 is only 0.14 mile above Lock 41. Together they raise the canal about 18 ft. above the river in that very short distance.

Between Lock 41 and 42 the towpath was on the berm side of the canal, but at Lock 42 a mule bridge over the downstream end of the lock transferred mules and towpath back to the river side of the canal. The crossover bridges at both Locks 42 and 46 (the second of the two locks at the upper end of Little Slackwater) were both over the lower end, as boats passing through the lower gates of the locks were at the low water level of the lock and the bridge did not have to be extremely high for them to clear it.

From an engineering point of view, all the structures discussed above played a role in getting the boats past the obstruction created by the high land and cliffs in the area now known as Big Slackwater. If you walk this section during this year's Douglas Reunion Hike, consider each as you pass it (or where it was) and try to imagine the scene during the operating days of the canal.

In summary, the structures from mile 84.35 to mile 89.04 included: (1) a waste weir; (2) protective stone wall between the weir and the (3) dam, (4) cross guard bank, (5) guard gate, (6) riverside guard bank; (7) inlet lock, (8) pier at the upstream end of the lock, (9) mule crossover bridge; (10) towpath bridge over an inlet, (11) inlet channel, (12) inlet control gate, (13) culvert through guard bank to downstream end of the inlet lock; (14) 3.28 miles of riverside towpath; (15) inlet basin, (16) Lift Lock 41, (17) Lift Lock 42.

#### NOTES:

1. Harlan D. Unrau, Chesapeake and Ohio Canal Historic Resource Study, p. 206. (2007 electronic version available at [www.nps.gov/history/history/online\\_books/choh/unrau\\_hrs.pdf](http://www.nps.gov/history/history/online_books/choh/unrau_hrs.pdf)).
2. This kind of structure is sometimes referred to as a "stop lock" but this term is inappropriate, as these consist of only one gate and thus are not a lock.
3. Stop gates, unlike guard gates, serve to hold water in the canal behind them when the level below them is draining. They are no higher than the canal, unlike guard gates that must extend to the top of a guard bank. On the C&O Canal the only other guard gate like this one at Dam 4 is in the guard bank above Lock 17 at Great Falls. Stop gates are located at McCoy's Ferry, above and below Big Pool, and at the lower end of Little Pool.
4. Unrau, 284, 288, 290, 292, 296, 299, 305, 320, 729, 800.
5. Note that the inlet locks were usually termed guard locks in the canal company records, because they are part of the guard bank protecting the canal from high water and their upstream gates are built like guard gates. It is an open question whether inlet or guard is a better descriptor for such locks, given that they serve both purposes.
6. Called a "change bridge" on most other canals.
7. William E. Davies, The Geology and Engineering Structures of the Chesapeake and Ohio Canal, p.269.



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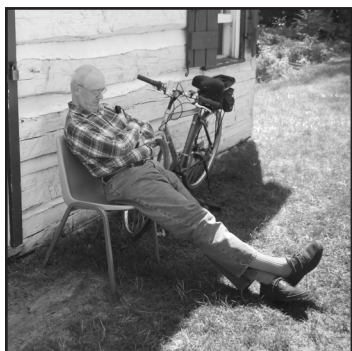
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## Across the Berm

### Robert Cotter

Robert Cotter died in November at the age of 69. He was a scientist and Johns Hopkins professor who made significant contributions to science and medicine during his distinguished career through his work in mass spectrometry.



Mr. Cotter enjoyed bicycling and spending time on the C&O Canal. He biked the entire length of the canal twice in his life, once as a young man, and more recently with his wife Catherine Fenselau Cotter. He was also an active volunteer with the C&O Canal Association at the Lock 75 House.

### Making On-line Donations to Association Funds

The C&O Canal Association now accepts donations on-line. To make an on-line contribution, go to <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 or debit 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 on-line 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 on-line donations. So, a \$100 donation nets \$97.60 for the Association and its work. The board feels the convenience of on-line donations is a benefit that outweighs the transaction cost.



# On The Level

By Level Walker Chair Steve Dean

*This report includes the end of a successful 2012 for the Level Walkers and the beginning of 2013 with both known and unknown challenges. Our dedicated Level Walker volunteers will continue to do their utmost to help the park. We are starting the year with several new and enthused Level Walkers. These include Peter Bridges (Level 4), Jim Clarke (Level 15), Catherine Fenselau Cotter (Level 32), Don Peterson (Level 20), Fred Seitz (Level 23), and Priscilla Williams (Level 3).*

*The Four Seasons initiative was well supported by Level Walkers in 2012. These Level Walkers walked their levels in each of the four seasons, providing year-round support. Please join me in congratulating them!*

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Rita Marth 9	Sandi Roberts 25	Jim Lyons 64 - 67
Patricia Vucich 9	Steve Dean 27, 50	Mark Stover AL

**Level 1 Tidelock to Incline Plane John Barnett and Judy Wyant report 11 November** Medium towpath use. We noted a lot of Boy Scouts led by a ranger from Rock Creek. Level was a little messier than usual around the Key Bridge area. The Thompson's Boathouse crew has done a great job and has completely cleaned up the tidelock beach and the grass and trimming are all done nicely for the season. The whole tidelock area looks as good as it ever did (or better). **30 November** Tidelock never looked better. No trash and a clean beach. The winter weather is having a negative effect on partying, which helps with the trash level. The trip from Incline Plane only yielded a full small bag - and that only due to old trash being exposed, what with the leaves departing for the season. **11 January** Average trash and conditions at Aqueduct and Key Bridge the largest contributors. Tidelock beach is in fine shape.

**Level 2 Incline Plane to Lock 5 Jude and Mary Fran Franklin report 15 December** The towpath was relatively clean. Erosion is still present east of Chain Bridge and is marked. Water level was too low for boating. **Susan VanHaften and Rod Mackler report 20 January** A beautiful day to be on the towpath and lots of people were enjoying it. There are several places where there are big ruts



Susan VanHaften inspects erosion on Level 2  
Photo by Rod Mackler

in the towpath, probably the reason why bikers tend to use the Capital Crescent Trail rather than the towpath. **29 January** The towpath was wet and muddy, with many ruts from Fletchers to Chain Bridge. There were several large washouts below Chain Bridge that had been repaired with gravel but are now washed out again. The towpath improves considerably above Chain Bridge, where the Trust paid for towpath renovation. Again, several towpath users thanked us for our work, some wondering what kind of fish we were catching with our home-made trash net.

**Level 3 Lock 5 to Cabin John Creek Caroline and Bill Triplett report 30 October** We conducted a post-Sandy walk and were happy to find the towpath clear from Lock 10 to the Chain Bridge with the exception of a tree over the bridge at Lock 5. We easily removed a limb near Lock 10. **6 January** Towpath was very clean and clear. There were many trees down by Sycamore Island Bridge but the bridge was in full use.

**Level 4 Cabin John Creek to Lock 14 Larry Heflin reports November through January** Towpath is monitored over numerous walks. Conditions were good and no issues were reported.

**Level 5 Lock 14 to Bridge at Cropley John N Maclean reports 31 October** The walk was undertaken to do a preliminary damage assessment following Hurricane Sandy. Storm damage was surprisingly light. There was one tree down across the towpath that had yet to be removed, and another one that was removed. There was a lot of minor debris, branches and leaves, but bikes have no trouble navigating. There were a few hardy souls out on the towpath.

**Level 6 Bridge at Cropley to Great Falls Tavern Two Level Walkers attended the well supported Anglers Breach repair dedication. Harry Bridges reports 17 November** Very little trash was found. The towpath was generally in good condition. **John N Maclean reports 17 November** The diversion timbers were in place at the stop gate below Great Falls, closing the towpath, but hikers could walk up and down the stairs that are part of the bridge and proceed that way.

**Level 7 Great Falls Tavern to Lock 21 Nancy Benco reports 29 November** Amount of trash along towpath was greater than last quarter. Trash in and around Swain's parking lot was significantly lower—no beer cans! Generally towpath condition was good along entire level. **29 January (with Iris Garrelfs)** Some undercutting along east side of canal about 1/2 to 1 mile downstream from Swain's Lock. Water in canal mostly frozen solid, though it was thawing in day's warm temperatures. There were no hikers on the River Trail; the trail was very muddy and in some places ice covered.

**Level 8 Lock 21 to Lock 22 Steve Appleton reports 3 November** The canal prism was undamaged from the storm. There were many sticks and branches on the towpath but it was passable. Picnic tables at the Swains campground were covered with debris; I cleaned the worst one. (Note: Association Canal Stewards cleaned the campground shortly after this level walk.) **Steve, Karen and Megan Appleton report 1 December** Conditions were good with light trash. **6 January** Towpath was in good condition. Most trash was around the Swains camp area.

**Level 9 Lock 22 to Seneca Aqueduct Patricia Vucich reports 3 November** Overall conditions were very good. The towpath was dry with a smooth surface and obviously had been cleared after Hurricane Sandy. Quite a few large trees were lying parallel to the towpath. Erosion near Pennyfield Lock is still present and marked. **Sylvia Diss reports 11 November** Light trash on the level. There is a large accumulation of trash in the river lock near Violettes Lock. An additional picnic table near Violettes Lock would be beneficial. **Rita and Paul Marth report 23 November** The level was very clean. Many hikers and bikers were out rather than shopping on Black Friday! We saw a few fishermen, but did not see anyone catching anything. The towpath right by Pennyfield Lock, which had been damaged by storms, is now being restored. The inlet lock seems to have been cleared recently; except for one rather large log, the rest of the debris was fairly small.

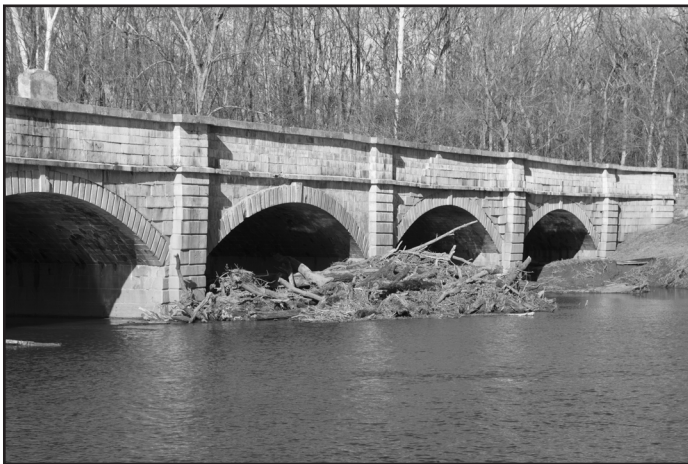
**Level 10 Seneca Aqueduct to Milepost 25 Carol Purcell reports 25 December** There is a small pile of debris and trash between the two remaining arches of the aqueduct. The same two huge trees are lodged in the creek

across the two pipes that span the torn-out section of the aqueduct, with a small debris field. This condition was brought to the attention of the Park Service. Various emergency units were gathered at the boat ramp into Seneca Creek. I found out it was because a stolen car was submerged in the creek and the swift water team was there to facilitate pulling it out.

**Levels 11 and 12 Milepost 25 to Edwards Ferry Stephen Pollock reports 31 October** The Potomac was flowing mightily after the storm, but within its banks. The towpath was in good condition and it did not appear that the river had overrun the towpath. Practically no debris was encountered, save for one limb that I moved. The towpath on Level 11 is in very good shape and very dry. I saw one bicyclist couple coming from Pittsburgh and a second duo headed to Pittsburgh.

**Level 12 Sycamore Landing to Edwards Ferry Pat Hopson and Carol Ivory, Assisted by fellow Sierra Club members Ray Abercrombie, Meredith Censullo, Janet Kegg, Tom and Linda Lightfoot, Margaret Neuse, and Frank Wodarczyk report 17 November** As usual, there was very little trash along the towpath; most was at the two parking lots and along the riverbanks. The towpath is mainly in good shape; there are a few large mud holes, but on the whole it looks better than we would have expected after the recent storm. There is still a large area of fallen trees and branches at the Chisel Branch Hiker-Biker, including one large silver maple that looks like it fell recently, maybe in the storm.

**Level 14 Harrison Island to White's Ferry Bill Holdsworth reports 3 December** The arrival of fall is a mixed blessing for this level. With the leaves off the trees, there are some nice views of the river. The smell of manure is in the air. Trash emerges from hiding, which enables a thorough clean-up. The towpath is in good condition.



Debris pile against Monocacy Aqueduct 5th and 6th arches  
*Photo by Steve Dean*

**Level 17 Monocacy Aqueduct to Nolands Ferry Laura Gilliam and Marion Robertson report 4 November** The level was clear, with a few puddles bit of trash was found at the aqueduct and Nolands Ferry. There are debris piles against arches 3 and 5 of the Monocacy Aqueduct. It was evident at the Monocacy and Nolands Ferry boat ramps that the water came up high but did not reach the towpath **30 January** The towpath was clear with many muddy ruts. There was a deluge near end of walk. We took refuge in portapotty at Indian Flats until weather calmed down a bit. Two wet people in a sloping portapotty are a crowd!

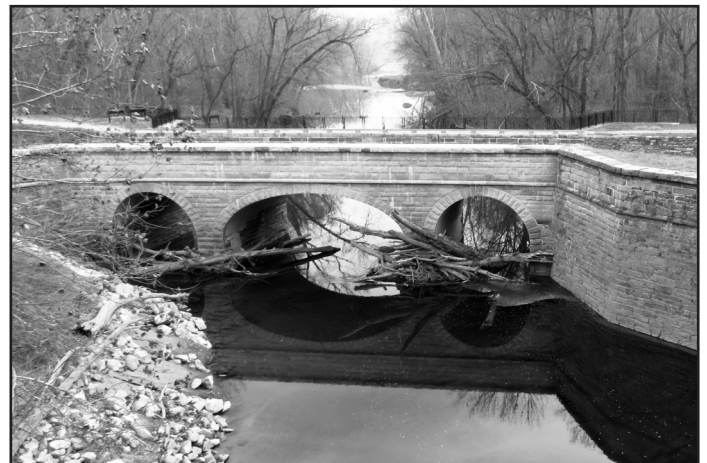
**Level 19 Point of Rocks to Catoctin Aqueduct Lynn and Jim Walker reports 31 October** This walk covered Lock 29 to the Catoctin Aqueduct for post storm assessment. The towpath was open and clear. There were small branches and twigs on the towpath. The towpath was dry and firm except for some shallow puddles between Lock 29 and Milepost 51. Water in Catoctin Creek was up to within three feet of the top of the center arch of the aqueduct, but the aqueduct appeared to be in good shape. **1 November** We walked the towpath below lock 29. The towpath surface was in good condition and firm, with very few puddles. It was covered with leaves and a lot of small branches and

twigs. We kicked and tossed small branches and twigs off of the towpath. There were downed or hanging tree issues, which were reported to the Park Service. **29 November** Quiet day on the canal. Towpath was clear and clean. **17 December** We collected quite a bit of trash from the flood plain near the Bald Eagle camp site. Debris included a bicycle. **10, 11 and 13 January** The towpath is clear, but this section has a lot of downed trees. There is a substantial log jam on the upstream side of the Catoctin Aqueduct. This condition was reported to NPS.



Lynn Walker inspects tree damage on Level 19  
*Photo by James Walker*

**Level 20 Catoctin Aqueduct to Lock 30 Doug Zveare reports 30 October** For all the power of Sandy, there was surprisingly little damage to level 20. There were approximately seven medium-size trees down, two near lock 30 and the rest between mile 54 and just south of mile 53. **Don Peterson reports 25 November** No problems encountered. Most trash was around the Brunswick boat ramp. **Doug Zveare reports 5 December** With the exception of the dangerous erosion at culvert 86 (mile 54.57), no other unsafe conditions were encountered. There is quite a bit of Hurricane Sandy debris caught on the upstream side of Catoctin Creek Aqueduct, which I am sure the park is aware of. I hope they will clear it soon so it does not damage the new masonry work. **Don and Will Peterson report 6 December** We collected a lot of trash at the Brunswick and Landers boat ramp areas. We noted light towpath usage on a beautiful day. **Michael and Judi Bucci report 8 December** Very little trash was found, and most was along the towpath. Conditions were wet from a recent rain but the towpath was otherwise in good condition. **Don and Will Peterson report 15 December** This walk focused on clean-up of the areas between the towpath and the river along the level.



Debris pile against Catoctin Aqueduct  
*Photo by Doug Zveare*

**Level 21 Lock 30 to Lock 31 Karlen Keto reports 4 December** I encountered two Park Service maintenance employees with three young people from the W.Va. Conservation Corps. They were trimming trees, branches, etc; I expressed thanks for the great job they were doing. **Don and Will Peterson report 15 December** This walk was spent cleaning the area between the Wewerton part of the towpath and the river. **Ron Howard reports 29 January** The towpath was mostly wet from the melted snow and ice, but there were no deep puddles and very little mud, so although it was not dry, it was basically in good condition.



*Levels 21 and 22 Lock 30 to Lock 33* **Ed Rhodes reports 15 and 19 January** Quite a bit of trash collected because I was able to travel further off the towpath, as there was no poison ivy.

*Level 22 Lock 31 to Lock 33* **Karlen Keto reports 12 November** All looked well! It was evident that NPS maintenance spent much time cleaning up after Hurricane Sandy. **31 December** Conditions were good with very light trash.

*Level 23 Lock 33 to Dam 3* **Karlen Keto reports 20 November** Culvert areas showed extensive work. Trenches were made to carry water from the culverts under Harpers Ferry Road to the canal and on to the culvert than ran under the towpath. Water was running freely to the river. **15 January** Very low usage today, which was easily predicted. Quite a lot of trash between the Harpers Ferry bridge and the footbridge to Maryland Heights. **Fred Seitz reports 26 January** The towpath was clean and in use. I saw no limbs or debris blocking or impeding travel along the towpath.

*Levels 23 and 24 Lock 33 to Dargan Bend* **Karlen Keto reports 26 January** Snow covered the towpath and trash wasn't visible. Beautiful frozen waterfalls from the rock formations nearby.

*Level 24 Dam 3 to Dargan Bend* **John and Elin Haaga report 4 November** The level looked fine, including the picnic area. The water was above the danger level at the Dargan Bend boat ramp. Most trash was found at the boat ramp. **Karlen Keto reports 23 November** Conditions were good on the level. Unfortunately I added to the trash on the level by losing my phone there. **Karlen Keto and Meghan Groener report 2 December** Light trash, unfortunately not including my phone. Gel pack scraps unusually high. **13 January** Towpath was surprisingly clean. Out of over 20 cyclists, only one called out, in a whisper, just 6 feet behind me. I was startled a few times.

*Level 25 Dargan Bend to Lock 37* **Don Juran reports 3 November** Very little trash was found. Profuse storm-blown sycamore leaves may have obscured other trash on the towpath. The Potomac had risen halfway from the foot of the Dargan boat ramp to the towpath, and would have had to rise another 10 feet to reach the towpath. The river was almost back to its normal point there. The towpath was almost completely dry, no puddles, a few trivial muddy spots. Around Lock 37, I heard small arms fire from the West Virginia side. I only hoped they were aiming away from the river. **Karlen Keto reports 26 November** Level was clean. I encountered one cyclist dressed in many clothes, no helmet, and the most stuff I have ever seen strapped onto a bike. It would take a very large grocery cart to hold all the stuff. Obviously he rode very slowly and could not stop to talk. **Craig and Sandi Roberts report 11 December** Towpath was clean and in good condition. It was a great day for a hike! **Pat and Ken Heck report 17 January** Since this level isn't adjacent to a road except at Dargan Bend, and since it's winter, there was hardly any trash. There were no other visitors out.



Hanging branch (L) and leaner tree (R) on Level 26  
Photos by Jack & Karen Forster

*Level 26 Lock 37 to Antietam Aqueduct* **Jack and Karen Forster report 10 November** Water level was moderate, showing no impact of major storm Sandy a week before. Mile markers still look very sharp. Tree issues were noted and reported. Overall the level was clear. We saw the lowest usage we have seen on the level. **19 January** Water level was high, trees fully under water both at Culvert 100 and the aqueduct. Nice winter day for a hike and we again recorded some small usage numbers.

*Level 27 Antietam Aqueduct to Lock 38* **Steve Dean reports 19 January** Aqueduct, culverts and locks are in good condition, with high river water

level. Towpath was clear with very few mud puddles. A large amount of trash was found on the level this time.

*Level 28 Lock 38 to Lock 39* **Bill Warren reports 3 November** Water does not seem to have overtopped the berm anywhere but was only a couple of feet shy near Lock 39. The towpath was generally in good shape along between Locks 38 and 39. I saw no signs of fallen or leaning trees or hanging limbs threatening the towpath. There were also no signs of fallen trees and had been removed. **28 December** No trash was found on the snow covered towpath. A few intrepid walkers and joggers were out on a cold day.

*Level 30 Snyders Landing to Lock 40* **Margie Knott reports 6 December** No trash on the level. Towpath was in good shape; very few downed branches.

*Level 31 Lock 40 to Marsh Run Culvert* **Bill Warren reports 2 November** The Potomac was high and moving fast, but back within its banks. Based on the debris, it appears that the water rose 9-10 feet at the height of the storm, but didn't overtop the canal berm. The flood water pretty well scoured the riverside lowlands around the Horseshoe Bend. It washed away or moved around much of the debris that had been deposited along the banks in earlier floods, but left much new trash behind. I saw several barrels and other major pieces of debris.

*Levels 33 and 34 Dam 4 to Opequon Junction* **HBO Nan Johnson reports 13 January** Drainage problem at McMahon's Mill parking area forcing visitors to walk on the grass to avoid a big deep puddle that cannot drain from path where parking area leads to towpath. Encountered several walkers checking out the recently restored section at Big Slackwater.

*Level 34 McMahon's Mill to Opequon Junction* **HBO Tom and Linda Perry report 23 November** It was wonderful to be able to walk through this section again. NPS has obviously done a lot to the towpath and parking area. However, it is obvious that the wall supporting the towpath is weakening and I fear it is only a matter of time before collapses happen from high water. This condition was reported to the NPS.

*Level 35 Opequon Junction HBO to Lock 43* **Stephen Williams reports 13 November** There was very little trash. The towpath was in good shape but wet from recent rains.

*Level 36 Lock 43 to Falling Waters* **Dick Ebersole reports 1 November** There were lots of small branches and one tree limb across the towpath. I was able to push the limb to one side and removed most of the larger branches. There are a few puddles and lots of leaves, but all in all things are pretty good.

*Level 37 Falling Waters to Lock 44* **Jim Tomlin and Cindy Walczak report 24 November** Lots of sticks were on the towpath and were removed. Trash volume was higher than usual. Towpath was temporarily closed at Mile 99 after 12 November because of a leak from the sewage plant, but had recently reopened. The broken shutter on upper floor of the house at Lock 44 was finally repaired! Level 37 is clear, litter-free, and is in very good shape for walking and cycling.

*Level 38 Lock 44 to High Rock Quarry* **Nick Russo reports 18 December** I found quite a bit of trash near Lock 44; most was liquor related. The level above Williamsport was cleaner. The overall condition of the towpath is excellent. I observed no hazards or problems or concerns.

*Level 42 Four Locks to McCoys Ferry* **Carl Pederson reports November through January** Towpath is monitored over weekly walks. Conditions were good and no issues were reported. It was noted that the Park Service responded quickly to issues at Four Locks after Sandy. The walker noted someone decorating Lock House 49 for Christmas on 3 December.

*Level 47 Little Pool to Hancock* **Lisa Hendrick reports 3 December** The towpath was quite clear and in good shape. I moved some light branches and picked up a moderate amount of trash. The level has started to look wintry.

*Level 48 Hancock to Round Top Cement Mill* **Phillip Michael Clemans reports 19 November** It was a great day for a hike. I found quite a bit of trash that was mostly beer containers. There were very few park visitors. Most appeared to be over 50 except for two high school track runners. **Michael and Judi Bucci, Fred Bowell, Doug Anderson and Joshua Hoff-**

**man report 19 January** For the first time on this level for us, there was water in the canal near the White Rock Hiker Biker. The water was flowing through the previously reported sinkholes through the culvert and could be seen coming through. **Phillip M Clemans reports 20 January** Towpath was damp but solid. Two branches fell during my walk and were removed. One of the prettiest sights on the level is when water is flowing down the hill into Culvert 186. Conditions were good at Hancock and Round Top Cement Mill.

**Level 49 Round Top Cement Mill to Lock 53 Paul Petkus reports 3 November** Evidence of the storm was observed throughout the level. It appears that approximately one dozen trees or very large branches came down during the storm. The Park Service has already cleared them. Many thanks to them for their promptness in addressing this situation. The water level in the Potomac River rose considerably during the storm, but it peaked below the levels seen after storms in the spring of 2011. It never reached a level where it threatened to overtop the towpath. No changes were detected in the condition of any of the structures on the level. Water was in the prism in locations where it is only normally seen during the spring. The entire stretch of mile 129 is watered. **Kristin Zimet reports 23 November** I thought that the day after Thanksgiving would be an ideal time for people to walk, but the level was deserted. I suppose they all were shopping! The towpath was fairly clear; most sticks I removed were about an inch in diameter. I removed several hanging branches from the side of the towpath. **26 January** I met one hiker walking upriver through the snow with a big pack; he had left Hancock that morning on foot and planned to camp "somewhere." Otherwise there was not another soul on either side of the river.

**Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct Tom Aitken and Candee Schneider report 6 November** Surprisingly, we were the only people on the towpath today. Other than being covered in leaves, the towpath is in excellent condition. We kicked a few more sticks off of the trail than usual, but any impacts from Hurricane Sandy were cleaned up on this section of the park. The Park Service does a remarkable job of keeping things in order – through all sorts of dilemmas – and I would like to thank them for giving all of us a great place to hike and bike year-round.

**Level 55 Lock 60 to Culvert 208 Paul Petkus reports 12 January** Despite the unseasonably warm afternoon, I observed no one else on Level 55. Water flows through culvert 208 once again and prevented me from entering it to examine the barrel to determine if there was any damage due to Hurricane Sandy. The towpath was in good condition, as always.

**Levels 56 and 57 Culvert 208 to Lock 63 1/3 Pat White and Barbara Sheridan report 23 November** A large amount of trash was found, including a heavy, white, badly chipped ceramic oval about the size of a football, but weighing more like a bowling ball with inscription "Pat. Feb. 8, 1920 Mfg. Nov. ? 1923." It was possibly the base to an oil lamp. The canal was abnormally dry. Many normally watered areas were swampy or dry. Culverts 208 and 210 were in good condition, though brick work in the towpath arch and barrel of Culvert 208 is falling.

**Level 58 Lock 63 1/3 to Tunnel Parking Area Rod and Sara Putman report 5 January** Snowpack in shady areas was up to 8 inches deep. The towpath was in good condition. The canal superintendent's house has several places where the brick foundation is damaged or perhaps purposely broken open to allow ventilation under the structure. There is foundation damage under one corner of the structure that would not be deliberate. The side of the building toward the canal has a wall bowing outward.

**Level 59 Tunnel Parking Area to Opposite Little Cacapon Bob and Joan Mischler report 10 November** The level was extremely clean. Towpath is a bit bumpy for biking but dry, clear of major obstacles, and mostly leaf-covered. We cleared a few small downed limbs and cut back some thorny stuff near the MD 51 overpass.

**Level 61 Town Creek Aqueduct to Lock 68 Steve Johnson reports 21 November** Not a bit of garbage on the level! Nothing significant to report other than that the porch continues to deteriorate on the Lock 68 house. The Park Service folks must have been out in force, because the downed

trees were all cleared, as evidenced by the sawdust, and the ruts were filled with crushed run and graded.

**Level 62 Lock 68 to Oldtown Rod and Sara Putman with Carolyn Walker report 4 December** We found a large amount of trash. Most had been in the briar patches for a year or more and was visible now. The Lock 68 house door bears graffiti. We saw only one walker. He started his journey in Pittsburgh and was headed for Harpers Ferry where he would pick up the Appalachian Trail and head south. The Liberty Tree and marker near the Lock 70 parking area on the berm side of lock were intact and not damaged in any way.

**Level 63 Oldtown to Kellys Road Culvert Jonnie Lefebure reports 25 January** Walked the Level as part of the DC Audubon Club's mid-winter canal count. Water in the prism above lock 70 was frozen; the snow had been removed for ice skating.

**Level 64 Kellys Road Culvert to Spring Gap Nasra Sakran and Laffy Buckler report 13 January** It seems that the canal had more trees in it than I remember. There is much trash on the steep slope beside MD 51.

**Level 65 Spring Gap Recreational Area to Lock 74 Jim Lyons reports 11 November** Large amount of trash, including a large green tarp that I pulled out of the Collier Run Culvert. The Port-A-Pot at the North Branch parking area was overturned. No storm damage was noted.

**Level 66 Lock 74 to Mexico Farms Rod and Sara Putman report 17 October** The towpath was in pretty good shape with occasional spots subject to puddles but usually not covering the entire width. The worst soft spot was very near mile marker 178. There was quite a bit of trash, a lot of which was beer cans of the same brand spread out over the level. **Jim Lyons reports 4 November** Towpath is clear; no major debris from storm. A large tree was down in the canal on the downstream side of Lock 75. **Rod and Sara Putman report 12 January** It was a warm day, but there was still some ice and snow on the canal and along the towpath. Lock 74 parking area had a lot of trash, including some discarded paint cans and a leaky fire extinguisher. We met and spoke with NPS Ranger Albus. He expressed gratitude for work being done by the Level Walkers and other volunteer groups.



Snowy view of towpath east of Paw Paw Tunnel, before rock slide  
*Photo by Rod Putman*

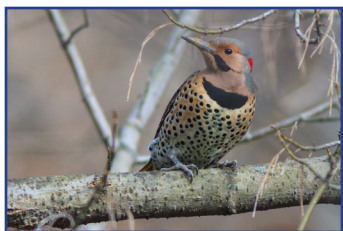
**Level 68 Evitts Creek Aqueduct to Wiley Ford Bridge Bob Mischler reports 2 November** No visible storm damage from Sandy. There is a good bit of debris in the canal bed from mile 181 to 182.

**Level 69 Wiley Ford Bridge to Cumberland Terminus Bob Mischler reports 2 November** No visible storm damage from Sandy. Two trees were down in the canal including one at mile 183.6 that dammed up the canal. **19 December** Conditions were good on the level. There were a few damp spots on the towpath but nothing serious.



## Level Walker Nature Sightings

Winter is prime time for bird watching. Two of our Level Walkers, Kristin Zimet and Jonnie Lefebure, combined level walks with mid-winter bird counts. Kristin counted on Level 49 and noted many wild turkey tracks at the lower end of the level, around the Lock 53 area, also evidence of a hawk swooping on a small bird – wingmarks outspread in the snow. A red-tailed hawk soared eerily through thick-falling snow, its tail glowing. Two red-shouldered hawks were shrieking, and three ravens had a great deal to say, including an unusual guttural growling sound. Abundant Canada geese and mallards were in groups along the river, and one great blue heron. Other species counted: yellow-rumped warblers, golden-crowned kinglets, bluebirds, white-breasted nuthatches, chickadees (black-capped as well as Carolina), Carolina wrens, flickers, woodpeckers (pileated, downy, hairy, red-bellied), yellow-bellied sapsuckers, jays, crows, goldfinches, white-throated sparrows, juncos, and one brown creeper. Her best sighting was a close view of two winter wrens! Jonnie counted birds on Level 63, and reported seven wild turkeys, one hermit thrush, assorted woodpeckers and sparrows, blue jays, crows, blue birds, gold finches, and others of the usual suspects, except no cardinals! Other bird sightings included two bald eagles at the Round Top Cement Mill by Michael and Judi Buccia.



Northern Flicker (L) and Red Tailed Hawk (R)  
*Photos by Steve Dean*

Beavers seem to be especially active in western Maryland this winter, and signs of their activity were reported by Paul Petkus (55), Pat White & Barbara Sheridan (56 & 57), Rod & Sara Putman (62) and Nasra Sakran (64). Signs included downed trees, paths to the water, and lodges.

Marion Robertson and Laura Gilliam noted some early signs of approaching spring on Level 17. They saw swarming winter stoneflies, gill over the ground, and dandelions.

Paul Petkus noted turtles on a warm January day on Level 55, while Steve Dean noted a spotted salamander on a not-so-warm January day near Brunswick.

Winter stonefly (upper R)  
Gill over the ground (middle R)  
Dandelion (lower R)  
*Photos by Marion Robertson*

Beaver splashing in the canal (below)  
*Photo by Steve Dean*



## Garlic Mustard Returns

If you were around for our first season of attacking garlic mustard at selected sites, you probably know we are rapidly approaching the 2013 garlic mustard season. It's still too early, but we are preparing for a renewed effort. Jim Heins or Steve Dean will soon be contacting you to confirm that you are still on board and to help you get set up for 2013.

If you weren't around for our 2012 season, don't worry, there's plenty to go around. Garlic mustard, a very aggressive invasive plant, is rapidly becoming a huge problem in the C&O Canal NHP. It is a fast-growing biennial plant, and in the second year is capable of spreading hundreds of seeds per plant. The second year plant generally appears in early April and goes to seed beginning in late May and June. Once seeds are sown, it might be 2-3 years before they begin their development.



The Association is taking up the challenge to help rid our park of garlic mustard. It will require a commitment of at least 5 years to be effective in eradicating this plant from any identified area.

In order to develop an effective plan:

- We work very closely with the park staff;
- We provide necessary training for dealing with garlic mustard and its surroundings;
- We identify specific areas of the park where garlic mustard has taken hold;
- We ask participants to either adopt one of these areas or be willing to help others who have adopted a space (site); and
- The garlic mustard must be removed each year for at least 5 years for the effort to be effective.

Responsibility for a site or area can change hands. The most important aspect is the consistency of removing all second year growth each year. If you know of an area that has been invaded by garlic mustard, let us know the location. The National Park Service MUST approve each site/area. If there are endangered native plants in that area, special procedures need to be put into place to protect them.

It is of utmost importance that the public realize this is not an activity that anyone can do without training AND approval from park staff. We want to advance the quality of the park, not do damage through limited understanding.

We are encouraging all members to get involved. Contact either Jim Heins, vip@candocanal.org or 301-949-3518, or Steve Dean, levelwalker@candocanal.org or 301-904-9068 for further info or to sign up.

# The C&O Canal in the Civil War

## Josiah H. Gordon, President Chesapeake & Ohio Canal Company

by Gary M. Petrichick

Unlike Alfred Spates, who served jail time related to the Civil War during his term as president of the Chesapeake & Ohio Canal Company, Josiah Gordon served his jail time prior to his presidency. Born in Waynesboro, Pennsylvania, in 1816, he moved to Cumberland, Maryland, in the early 1840s. He was elected prosecuting attorney in Allegany County in early 1851, then to the Maryland House of Delegates in 1859. Like many Marylanders of the time, Gordon and his wife Kate were supporters of the Confederacy.

In May 1861 the House of Delegates passed a resolution calling for immediate recognition of the Confederate states, then adjourned, sending emissaries to Presidents Lincoln and Davis. On August 30 of that year Gordon was detained for six days in Washington, being released only after taking an oath of allegiance. On September 17 he was recaptured in Frederick by Union soldiers, along with over a dozen other members of the Legislature who were thought to be preparing an act of secession. They were first held at Fort Lafayette in New York, then transferred to Fort Warren in Boston Harbor on November 1, 1861.

The Gordons left extensive correspondence covering his stay in prison. Josiah describes the conditions and day to day life, which seem to have been quite pleasant, considering the situation. Fort Lafayette, he claims was like a pig sty compared with Fort Warren. Prisoners received food packages full of delicacies along with newspapers and their regular mail. There were seven prisoners in a room, and he refers to "our servant" coming into the room in the morning to start the fire. They were allowed outside the room, even being given access to the parapet where he could view the

Boston skyline. While his letters were for the most part cheerful, on March 1, 1862 he states, "When I think of home and the dear ones who are far from me time drags like an immense chain, its very weight wearing the flesh from bones and ready to crush me."

For her part, Kate reports that the Gordon family, being considered "enemies" in a community with much Union sentiment, as well as being under Union Army occupation, suffered much during this period. On one occasion the house was attacked by an angry mob who broke most of the first floor windows, and on another, their slave Wesley was stoned. Manure was spread on their carriage and "traitor" was written on the back.

President Lincoln established a commission headed by General John Dix in February 1862 to examine the cases of political prisoners. Gordon appealed directly to Secretary of War Edwin Stanton, and after having been held in prison for eight months without a trial, was unconditionally released on May 7, 1862.

Josiah Gordon served as president of the Chesapeake & Ohio Canal Company from June 1869 to June 1870. Being a lawyer, he apparently was brought in to help clear up some of the "fiscal irregularities" from Alfred Spates' term in that office. He was also involved from 1869 to 1872 in a movement to prohibit canal operations on the sabbath. In 1883 he became an associate judge in Allegany County, a position he held until his death in 1887. His home at 218 Washington Street in Cumberland is now the headquarters of the Allegany County Historical Society.

*This article is based upon 'This Worrisome Mode of Existence': The Letters of Josiah H. Gordon, Edited with an introduction by Christopher Benedetto, in the January 2007 issue of "Civil War Times" magazine, drawn from biographical material in the William L. Clements Library at the University of Michigan, and is published with Mr. Benedetto's permission.*

## The Annual Fall Through-Bike-Ride:

Our traditional C&OCA fall bike ride is scheduled for October 9-14. We start riding 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 (a.k.a. "muffins"), aided by trained patrol sweeps and guided by leader Pat Hopson and assistant leader Tom Perry. 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 22 riders.

Each of us is responsible for getting him/herself to the start of the ride. At the end of the ride a shuttle back to Cumberland is provided, for an additional fee. Or, if not going back to Cumberland, those who leave at Georgetown need to arrange their transportation home. Since we ride only 25 to 39 miles a day, our pace is leisurely. However, it is important that each rider is prepared for the ride and able to carry his or her gear along on the bike. Upon signing up for the ride, each rider will receive suggestions for proper preparation.

At this writing there are four vacancies on the ride, so if you're interested, it would be wise to sign up soon. There is a non-refundable registration fee of \$25, which should be sent to: Patricia Hopson, 5133 Woodmire Lane, Alexandria, VA 22311. When you send your check to Pat, please indicate whether you plan to camp or stay in motels, and include your home address, home and cell phone numbers, and e-mail address.

For additional information contact Pat at phopson727@verizon.net or Tom at 301-223-7010. Those planning to camp should definitely contact Tom for assistance in making camping arrangements.



## News and Notes from the Park Library

This is the first of what will become a regular part of *Along the Towpath*. It is intended to provide news about the canal park headquarters library and answer questions about its use. This article is an overview.

At the moment the library has two volunteers. Karen Gray is in most Tuesdays and Thursdays from 8:45 a.m. to 4:00 p.m. Dward Moore is in most Wednesdays and Thursdays from 8:00 a.m. to 3:30 p.m. If you wish to visit the library, it is important to make an appointment as the library is locked unless someone is present to assist users. The library phone is (301) 714-2220, but the best means of contacting us is by email: karen\_gray@partner.nps.gov and dward\_moore@partner.nps.gov. When you contact us, please provide some indication of what you are looking for.

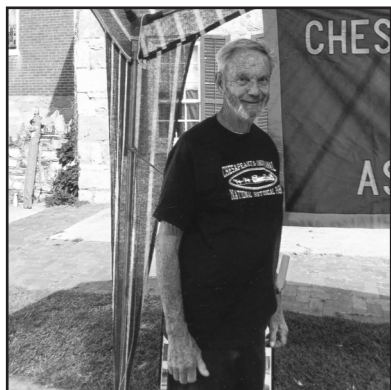
The library has an extensive collection of images and maps as well as published and unpublished materials relevant to regional history, to canals in general, and to the C&O Canal in particular. Many of the studies and reports issued since the government acquired the canal lands are also available. However, original documents for the canal from its operating period are in the National Archives and Records Administration, Record Group 79 at College Park, Md. (See [www.archives.gov](http://www.archives.gov))

Much of the unpublished material and research, as well as photographs, is available in electronic form on request. In recent years the volume of this material has been increased dramatically through the efforts of volunteers, most notably William Bauman and Dward Moore. If you have internet access, we can often provide you with the images or information you need in the form of email attachments.

Other excellent online resources include the C&O Canal collection on the Park Service site [www.cr.nps.gov/history/hisnps\\_NEW.htm](http://www.cr.nps.gov/history/hisnps_NEW.htm). You'll find C&O specific information by clicking on "Park Histories" in the list on the left and scrolling down to the C&O Canal NHP. WHILBR, the Western Maryland Historical Library's growing website can be found at [www.whilbr.org](http://www.whilbr.org); then access the C&O Canal collection. See also the Library of Congress's American Memory website ([memory.loc.gov](http://memory.loc.gov)), and the Catoclin Center's "Canal Mileposts" web pages at [catoclincenter.frederick.edu/canal/index.htm](http://catoclincenter.frederick.edu/canal/index.htm). In future Park Library News and Notes you'll be informed of new acquisitions and we'll answer questions you may have and make suggestions on researching specific topics.

—Karen M. Gray, Library Volunteer

### Festival Support



Rita Bauman supports many events throughout the year, always cheerful and helpful while she answers questions about the canal and the Association. Many times other members help her at the events. Left, Roy Schilling assists at the 2012 Sharpsburg Festival. Right, Ron Howard talks with a visitor. Ron volunteered at the Seneca Aqueduct for the 2012 Heritage Tour and Happy Birthday Montgomery County. Consider joining Rita at a 2013 event!



Photos by Rita Bauman

### SUPPORT FOR DOUBLEDAY PROJECT

Five C&OCA members from Washington County contributed to the Williamsport project to restore Doubleday Hill adjacent to the C&O Canal. Adding this to the money donated by our October bikers, we have raised over \$1000 as a sign of support from our Association to the

town. Thanks to Paul Leatherman, Gary Naugle, Al Shane, and Fred Slick for their participation with me in promoting the monument to Abner Doubleday, who commanded the cannons on the hill that bears his name. The cannons have been refurbished and are in storage until the weather breaks, and will then be installed. In the June issue of *Along the Towpath* we will keep you posted as to the date and time of the dedication ceremony. Contributions can still be accepted for this project, through our Association treasurer; indicate on the left hand corner of your check: "Doubleday Project."



Cannons after refurbishment Photos by Rod Mackler



Manufacturer's seal.

— Tom Perry

## Under the Leaf

It is almost time for the annual explosion of spring flowers along the towpath. There is no better time of year to get outdoors and view the colorful displays. In most cases, the flowers you remember from last year present themselves in full view, petals reaching towards the sun while they still can, before leaves appear and block the light. All you have to do is walk slowly and look down.

Some flowers, some very beautiful ones in fact, require a little more work in order to be seen. These are flowers that for some strange reason prefer to hide their petals under their leaves. Why would a flower do this? Never mind the impact on people, causing us to bend down, but one would think the location might discourage pollinators. Marion Robertson, the chair of the Nature Committee, and I consulted on this question. After much discussion we decided we have absolutely no idea. Therefore this article has no philosophical answers; it is simply devoted to helping you find these flowers. They should not be missed.

To identify these types of flowers one must memorize leaf patterns rather than the shape and color of petals. This is harder for most of us but fortunately many of these shy flowers have distinctive leaves.

Mayapple, a member of the barberry family, is quite common along sections of the towpath. Mayapples grow in colonies. From above, this cluster of plants looks like a jumble of umbrella-like, deeply cleft leaves. This untidy collection of plants is your clue to look under the leaves to find the flowers, one of which is shown below. Note the apple-like bulge on the flower in the picture and, most importantly, the fact that the flower is located at the junction of two stems. Mayapple flowers are only found on plants that have two leaves, although single-leaved and double-leaved flowers will be intermingled in the cluster. This makes finding the flowers a little more complicated but never disappointing. Since colonies are quite large there will always be plenty of flowers among the plants.



Mayapple. *Photo by Marjorie Richman*

Jack-in-the-Pulpit is a member of the arum family. The shape of the entire plant is quite distinctive. The first clue is the basal leaf, as shown in the picture, which is divided into three broad parts. The second clue is the tubular structure that encloses the actual flower and forms a canopy over the top of the plant. The tubular structure

is called a "spathe." The flower is a club shaped, solitary flower, called a "spadix," but referred to as the "Jack".

A plant can be either a Jack or a Jill. The reproductive parts reside within the tubular structure, which means you must pull the plant apart to see them. Without killing the plant there is no way to know its gender until pollination occurs and the spathe dies back. If a Jill, the plant produces a cluster of green berries which in the fall turn bright scarlet. The distinctive leaves, the tubular structure and the hard-to-miss berries make the plant identifiable throughout most of the year.



Jack-in-the-Pulpit. *Photo by Marion Robertson*

The Jack-in-the-Pulpit has interesting reproductive habits. When the plant is of sufficient size the first flowers will be male, pollen-producing flowers. As the spadix increases over time, female flowers appear which produce fruits and seeds. In this manner a single plant goes from male to female.

Even more interesting is the fact that a female may revert to being a male if nutrients become scarce or the quality of the habitat decreases. In fact, if conditions really deteriorate, the plant may revert to its pre-flowering, vegetative state. At a later time, if conditions improve, the plant may once again become a female. This is a marvelous survival strategy. Plants reproduce only under the best of circumstances and reproductive energy is conserved during times of environmental stress.

There are too many of these "under the leaf" flowers to discuss in this short column. Others that should not be overlooked are solomon seal, wild ginger, and showy orchis, to name just a few. Good reference guides to use to learn their leaf patterns are:

*Peterson Field Guides/Wildflowers* by Roger Peterson and Margaret McKenny

*Wildflower Guide* by Laurence Newcomb.



## Spring is coming – Join a nature walk!



Check the calendar (on [www.candocanal.org](http://www.candocanal.org) or in *Along the Towpath*) for spring nature walks along the towpath. There is a tree ID walk on March 23, a wildflower walk on April 20, and a bird ID walk on April 21. These are free and open to anyone – so join us for a couple of informative and FUN hours on the towpath.

Photos (l - r): Elisa skimmer, groundhog, northern oriole, bloodroot, maple tree at Lock 26. *Photos by Steve Dean*



Annual New Years Hike: (L-R) Buddy Rowan, Shannon Redman, John Williams, Mary Huebner, Virginia Williams, Donna Dicken, Janie Hutcherson, Melissa Hensel, and Jim Lyons. *Photo courtesy of Mary Huebner*

## Recent C&OCA Hikes

Several intrepid hikers participated in recent hikes. Pat White led the 2012 Frostbite Hike and visited five vistas in the Great Falls area. Mary Huebner led the annual New Years Hike over three miles of challenging towpath surface that was mostly a snow/ice mix. Pat White has led numerous walks in the Continuing Hike Series; plan to join one soon!



December 1 Frostbite Hike: (L-R) Bill Burton, Skip Magee, Deborah Matthews, Linda Lightfoot, Pat White, Rachel Stewart, Tom Lightfoot, Chris Holdsworth, Bill Holdsworth, Neil Gilliam. *Photo courtesy of Deborah Matthews*



November 18 Continuing Hike at Oldtown: (L-R) Bill Burton, Rachel Stewart, Louise Wideroff, and Chris Colgate inspect the Lock 68 area. *Photo by Pat White*

Right: Pat always has duct tape! Emergency boot repairs during January 27 Continuing Hike at McKee-Beshers Wildlife area. *Photo by Marion Robertson*



## Calendar of Events - 2013

Mar. 23, Sat., Nature Walk focusing on tree identification at Violette's Lock, 10 a.m. to 1 p.m. First in a series of three walks in the same location to observe seasonal differences. Bring water and a snack. Binoculars and tree ID book optional. Contact Carol Ivory (carolivory@verizon.net or 703-689-1538).

Mar. 24., Sun., Continuing Hike Series, 10:30 a.m. Spring Gap (mile 173.37) downstream. Approximately 9 miles east of Cumberland off MD Route 51. Contact Pat White (hikemaster@candocanal.org or 301-977-5628).

Apr. 6, Sat., Potomac Watershed Cleanup, 9 a.m. to noon. C&OCA will be responsible for sites at Carderock, Anglers, Great Falls, Swain's, Pennyfield, Violette's, Riley's and Edwards Ferry. To sign up, visit the Ferguson Foundation website at <http://fergusonfoundation.org>.

Apr. 7, Sun., Board Mtg., 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Apr. 20, Sat., Nature Walk focusing on wildflowers. Meet at 10 a.m. at the Carderock Recreation Area. Park in the third parking lot on the left. Wear sturdy shoes. Bring lunch and wildflower books of your choice. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Apr. 21, Sun., Nature Walk focusing on birds led by Kurt Schwarz of the Md. Ornithological Society, Riley's Lock, 8 a.m. to about 11 a.m. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Apr. 27, Sat., Annual Douglas Memorial Hike and Dinner, featuring Big Slackwater area, with hikes of varying lengths offered. Details in separate article. Contact Marjorie Richman (programs@candocanal.org).

May 18-19, Sat.-Sun., Two one-day paddle trips on the Monocacy: Frederick to Lily Pons (Sat.), Lily Pons to Potomac (Sun.). Reservations required. Contact Barbara Sheridan (canoemaster@candocanal.org or 301-752-5436).

May 25, Sat., Continuing Hike Series, 10:30 a.m. Billy Goat Trails B&C. First parking lot on the right at Carderock. Contact Pat White (hikemaster@candocanal.org or 301-977-5628).

Jun. 1, Sat., Presidents' Day Breakfast at 9 a.m. at Bill's Place in Little Orleans, Md., celebrating C&OCA presidents and enjoying fellowship, with optional hike to follow. Contact Barbara Sheridan (programs@candocanal.org or 301-752-5436). Some members enjoy camping the night before at Little Orleans Campground (301-478-2325).

Jun. 2, Sun., Board Meeting, 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Jun. 8, Sat., Nature Walk focusing on tree identification at Violette's Lock, 10 a.m. to 1 p.m. Second in a series of three walks in the same location to observe seasonal differences. Bring water and a snack. Binoculars and your tree ID book optional. Contact Carol Ivory (carolivory@verizon.net or 703-689-1538).

Jun. 15, Sat., Paddle trip, Violette's Lock (Lock 23) to Great Falls. Reservations required. Contact Bill Burton (canoemaster@candocanal.org or 703-801-0963).

Jun. 22, Sat., Nature Walk on towpath to view dragonflies, about 4 mi. total round trip between Oldtown and Lock 68, meeting at 10 a.m. Contact Steve Dean (levelwalker@candocanal.org or 301-904-9068).

Jun. 29, Sat., Heritage Montgomery Tour, Seneca Aqueduct and Lock 24. Interpretive talks by Karen Gray. Contact Ron Howard (ronhoward@comcast.net). Part of Montgomery County Heritage Days Celebration.

Jul. 10-14, Wed.-Sun., Retreat Through Williamsport commemorates the 150th anniversary of the Confederate Army's retreat through the town following the Battle of Gettysburg. Events include a day-long bus tour following the route from Gettysburg, lectures, reenactments, and a five-mile hike on Sunday. Call 301-582-0813 to reserve a free space on the walk. Further info about the full event at [www.williamsportretreat.com](http://www.williamsportretreat.com).

Jul. 20, Sat., Paddle trip, Brunswick to Monocacy. Reservations required. Contact Bill Burton (canoemaster@candocanal.org or 703-801-0963).

Aug. 3, Sat., Paddle trip, Old Patowmack Canal, Va. Reservations required. Contact Bill Burton (canoemaster@candocanal.org or 703-801-0963).

Aug. 4, Sun., Board Mtg., 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 23-25, Fri.-Sun., Paddle trip in Paw Paw Bends area. Reservations required. Contact Barbara Sheridan (canoemaster@candocanal.org or 301-752-5436).

Aug 24-25, Sat.-Sun., Williamsport C&O Canal Days, events in various areas of town. Contact Tom Perry (301-223-7010).

Sep. 16-19, Mon.-Thu., World Canals Conference, Toulouse, France. For more information visit [www.worldcanalsconference.org](http://www.worldcanalsconference.org).

Sep. 28, Sat., Nature Walk focusing on wildflowers at McMahon's Mill, 10 a.m. Carol Purcell to lead the group downstream. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Sep. 29, Sun., Continuing Hike Series, 10:30 a.m., Snyders Landing (mile 76.65). In Sharpsburg, turn north on N. Mechanic Street, west/left on Snyders Landing Rd., Follow to end. Contact Pat White (hikemaster@candocanal.org or 301-977-5628).

Oct. 6, Sun., Board Meeting, 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Oct. 9-14, Wed.-Mon., Through bike ride, Cumberland to Georgetown. No sag wagon. Reservations required. Contact Pat Hopson (703-379-1795).

Oct. 26, Sat., Annual Heritage Hike. Evening dinner and program to follow. Details will be in September Along the Towpath. Contact Marjorie Richman (programs@candocanal.org).

Nov. 2, Sat., Nature Walk focusing on tree identification at Violette's Lock, 10 a.m. to 1 p.m. Third in a series of three walks in the same location to observe seasonal differences. Bring water and a snack. Binoculars and your tree ID book optional. Contact Carol Ivory (carolivory@verizon.net or 703-689-1538).

Nov. 2, Sat., Nature Walk focusing on birds, location TBD. Kurt Schwarz of the Md. Ornithological Society will lead the walk. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Nov. 24, Sun., Continuing Hike Series, 10:30 a.m., Cohill Station (mile 130.7) upstream. Route 144 west from Hancock, left on Willow Rd., pass through RR culvert, park where road turns right along canal. Contact Pat White (hikemaster@candocanal.org or 301-977-5628).

Dec. 1, Sun., Board Mtg., 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Dec. 8, Sun., Frostbite Hike: 10:30 a.m., Half Street entrance to the Navy Yard-Ballpark Metro station. The group will follow the path of the Washington City Canal, which interchanged with the C&O Canal in the 19th century. The group will hike 5.7 miles from the Anacostia River to the Georgetown Visitor Center. Afterwards you can take advantage of the many eateries in Georgetown for lunch. Contact Bill Holdsworth (301-762-9376 or [website@candocanal.org](http://website@candocanal.org))

Liability waivers are required for many of these Association activities. The event leader will provide the forms. Hikes require proper footwear. For updates on any of the above events visit [www.candocanal.org](http://www.candocanal.org), or visit [www.meetup.com](http://www.meetup.com) and search for "C&O Canal Association."



# 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	Vacant
Superintendent's Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Brad Clawson
Administrative Officer	301-714-2204	Connie Hufford
Chief of Resource Mgmt.	301-714-2210	Chris Stubbs
Community Planner	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	Daniel Copenhagen, Acting
Chief of Interpretation,		
Education and Partnerships	301-714-2238	John Noel
Partnerships Coordinator	301-714-2218	Daniel Filer
Volunteer Coordinator	301-491-7309	Emily Hewitt
Chief of Preservation &		
Project Management	301-714-2239	Daniel Copenhagen
Historian	301-714-2236	Ahna Wilson
Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams

## Palisades District Milepost 0 (Tidlock) to Mile 42.19 (Monocacy River)

11710 MacArthur Blvd, Potomac MD 20854	
Park Ranger Law Enforcement	301-491-6279
Supervisory Visitor Use Assistant	301-767-3703
	Joshua Cunningham
	Betsy Buchanan

<b>Georgetown Visitor Center</b>	202-653-5190
1057 Thomas Jefferson St, NW, Washington DC 20007	
Supervisory Park Ranger	301-767-3711
	Mark Myers

<b>Great Falls Tavern Visitor Ctr</b>	301-767-3714
11710 MacArthur Blvd, Potomac MD 20854	
Supervisory Park Ranger	301-767-3711
	Mark Myers

Western Maryland District, mile 42.19 (Monocacy River) to mile 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	

<b>Williamsport Visitor Center</b>	301-582-0813
205 West Potomac St., Williamsport MD 21795	
Supervisory Park Ranger	
	Curt Gaul

<b>Hancock Visitor Center</b>	301-745-5877
439 East Main St., Hancock MD 21750	
Supervisory Park Ranger	
	Rita Knox

<b>Cumberland Visitor Center</b>	301-722-8226
Western Maryland Station, Cumberland MD 21502	
Supervisory Park Ranger	
	Rita Knox

## OTHER USEFUL TELEPHONE NUMBERS:

Great Falls Boat Operation	301-767-3714
Boathouse at Fletcher's Cove (concessionaire)	202-244-0461
Carderock and Marsden Reservations	301-767-3731
Canal Quarters Program	301-714-2233

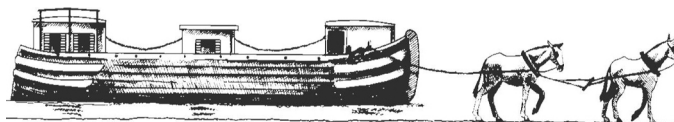
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**Editor:** Steve Dean

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



## C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are: \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed in 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](mailto:webmaster@candocanal.org). C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

## 2013 Association Officers

**President:** Rachel Stewart, 5914 N. Washington Blvd., Arlington VA 22205-2910, 703-237-4727, [rachelstewa@gmail.com](mailto:rachelstewa@gmail.com).

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

**Second Vice President & Level Walker Chairman:** Steve Dean, P.O. Box 132, Saint Leonard, MD 20685-0132, 410-586-0329, [deansm@comcast.net](mailto:deansm@comcast.net).

**Secretary:** Susan VanHaften, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, [susan.vanhaften@gmail.com](mailto:susan.vanhaften@gmail.com).

**Treasurer:** William Bauman, 1086 Adams Rd., Winchester VA 22603-1909, 540-888-1425, [wdbauman@visuallink.com](mailto:wdbauman@visuallink.com).

**Information Officer:** John Wheeler, 4304 Yuma St. NW, Washington DC 20016-2028, 202-362-6009, [compostman@att.net](mailto:compostman@att.net)

**Board of Directors:** (terms expire in 2016): David M. Johnson, Tom Lightfoot, Rod Mackler, Craig Roberts, Marion Robertson, (terms expire in 2015): Nancy Long, Pat Hopson, Bill Holdsworth, Alan Shane, Ron Howard; (terms expire in 2014): Chris Cerniglia, Skip Magee, Dan Mick, Marjorie Richman, Francis "Champ" Zumbrun.

**Committees** (contact at C&OCA address/tel. no. above): Archives, Molly Schuchat; Auditing, John Wheeler; By-laws, Dave Johnson; Editorial Review, Steve Dean; Festivals, Rita Bauman; Finance, William Bauman; Forum, Karen Gray; Legal Advisory, Helen Shaw; Level Walkers, Steve Dean; Membership, Barbara Sheridan; Nature, Marion Robertson; Nominating, pending first 2013 committee meeting; Programs, Marjorie Richman; Sales, Bill Hibbard; Special Projects, vacant; Volunteers in the Park (VIP), Jim Heins; Youth, Val Wheeler.

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Chesapeake & Ohio Canal Association  
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*Check inside for reservation forms for the Douglas Hike and Dinner on April 27 and the C&OCA Presidents’ Day Breakfast and Hike on June 1. Be sure to send them in if you plan to attend these great events!*

Stay Connected!

Along the Towpath is full of info about the C&O Canal, but news often breaks rapidly. Stay informed with electronic media between our quarterly issues:

Our website, www.candocanal.org – Visit it regularly and add it to your favorites or bookmarks. Also check out our access guide with your computer or smart phone at www.candocanal.org/access.html.

Facebook –If you have a Facebook account, look for “C&O Canal Association” and “Like” us. If you are not on Facebook, go to www.facebook.com and register (there is no cost), and then look for us. We now have over 100 Likes; help us get to 200!

Meetup – Visit www.meetup.com, search for “C&O Canal Association” and select “Join Us.” Meetup will keep you informed of upcoming hikes and other events.

Email – C&OCA members may receive out periodic updates by mail. If you haven’t been getting those and would like to, please send your request to communicator@candocanal.org.



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