

# ALONG THE TOWPATH

A quarterly publication of the  
**Chesapeake & Ohio Canal Association**

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

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## Innovative Celebration Honors Douglas Hike

By Marjorie Richman, on behalf of the Program Committee

The C&O Canal Association commemorated the 60<sup>th</sup> anniversary of Justice William O. Douglas' hike to save the canal in a completely new way in 2014. Rather than a through-hike of the canal or a single day event, a three-day weekend was organized. This event was very popular, with over 75 members participating in some or all of the weekend's activities. One member traveled from Alaska to participate in the weekend and get to know the C&O Canal.

Spring never disappoints along the towpath. Saturday and Sunday were the best hiking days to date in 2014, the year of the long winter. The weather was perfect, except for a rather wet beginning on Friday night. Our compliments to the hardy souls who refused to be discouraged by the rain and without complaint set up their tents under less than ideal conditions.

Once again, as in 2009 on the through-hike, carpets of bluebells greeted hikers. Many of the other expected flowers were in bloom: Dutchman's breeches, squirrel corn, yellow and purple violets, common chickweed and star chickweed, wild ginger, spring beauty and purple deadnettle.

Our accommodations at the KOA campground in Williamsport also did not disappoint. Our group was spread out among cabins and tents in the campground; others stayed a few minutes from KOA at the Red Roof Inn. The tent dwellers had scenic views from their campsites along Conococheague Creek. Tasty food was in abundance either provided by the KOA restaurant or by our excellent food committee. On both nights all participants gathered at our large pavilion for happy hour. A special highlight of the weekend was a single malt Scotch whisky tasting provided by our resident connoisseur, Steve Dean.

On Saturday night, 75 Association members gathered at the Potomac Fish and Game Club for our annual Douglas dinner. We were fortunate to have Catherine Bragaw, the Palisades district supervisor, and Ben Helwig, Western Maryland supervisory ranger, as our dinner speakers. Catherine is an education specialist with long experience



*The C&O Canal Association mourns  
President Rachel L. Stewart. See p. 3.  
Photo by Barbara Sheridan*

Continued on p. 8

## From Earlier Days of "Along the Towpath"

The earliest newsletters associated with the C & O Canal Association were published by and for the Level Walkers and titled "The Level Walker." It apparently was only published twice. The next attempt at a newsletter for Level Walkers was in March 1970. This newsletter was renamed "Along the Towpath." This newsletter continued to be published by and for Level Walkers until 1972 when it was also sent to members of the Association. It should be noted that in these early years of the Association, Level Walkers did not have to be members of the Association. The following excerpts are from Volume 1 Number 1 of "Along the Towpath," March 20, 1970.

– Dward Moore

### ALONG THE TOWPATH

The first newsletter of the Level Walkers, called *The Level Walker*, was published twice, once in 1960 and once in 1961 by our first Chairman, Orville Crowder. A newsletter was a good idea then and it seems an even better idea now. Perhaps the most frustrating feature of any group is its inability to communicate effectively. A newsletter is probably the most practical means of communicating each month or so. Just how effective *Along the Towpath*, our new newsletter, will be will depend largely on the interesting information and imaginative ideas, which I am sure will be provided by each of you.

Our editorial policy is very simple: "To provide a means of exchanging information and ideas regarding the Chesapeake and Ohio Canal and related matters." Each issue of *Along the Towpath* will contain a "section of the Month"; "Level Walkers Report" – information provided by Level Walkers; observations from your Chairman, based primarily on correspondence and conversations with those outside the Level Walkers; and articles of current interest. Please give us your support.

### WALKERS ON THE MOVE

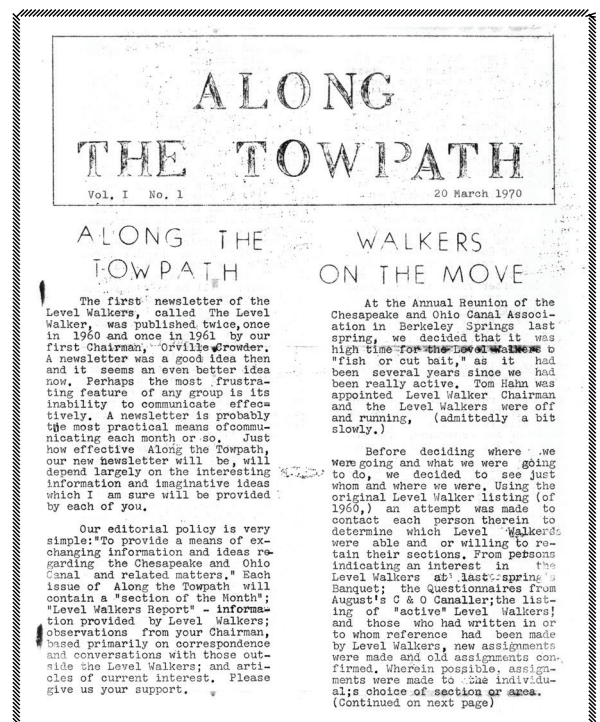
At the Annual Reunion of the Chesapeake and Ohio Canal Association in Berkeley Springs last spring, we decided that it was time for the Level Walkers to "fish or cut bait," as it had been several years since we had been really active. Tom Hahn was appointed Level Walker Chairman and the Level Walkers were off and running, (admittedly a bit slowly).

Before deciding where we were going and what we were going to do, we decided to see just whom and where we were. Using the original Level Walker listing (of 1960,) an attempt was made to contact each person therein to determine which Level Walkers were able and or willing to retain their sections. From persons indicating an interest in the Level Walkers at last spring's Banquet; the Questionnaires from August's C & O Canaller; the listing of "active" Level Walkers; and those who had written in or to whom reference had been made by Level Walkers, new assignments were made and old assignments confirmed. Wherein possible, assignments were made to the individual's choice of section or area.

In all, 34 new assignments were made and 17 sections, mostly above Hancock, remain unassigned. Queries regarding section assignments should be made to the Level Walker Chairman.

Two basic requirements were made clear to all: active (continued membership in the C & O Canal Association [*which does not appear to have been strictly enforced until 1973, DM*]) and a report on each section assigned at least twice a year were necessary to become and remain a Level Walker.

This then is the stage at which we find ourselves. We know quite well who we are and fairly well where we are, now we need to decide where we are going and why.



The March 1970 newsletter was the first C&O Canal Association publication entitled "Along the Towpath."



## Across the Berm

### Rachel Lefebure Stewart, 1940-2014

The C&O Canal Association lost a tireless advocate and major sparkplug with the passing of Rachel L. Stewart on March 8, 2014. Rachel joined the Association in 1986 and served a total of 15 years on the Board in various positions. She was Secretary from 1995-2000, Director from 2000-2003, First Vice President from 2006-2008, and President from 2008-2010 and 2011 to 2014. During her tenure as President, the C&O Canal experienced two major milestones. The first was the opening of the completely rebuilt Catoctin Aqueduct in October 2011. A year later, on behalf of the Association, Rachel accepted the Superintendent's Award for Excellence in Citizen Stewardship for the role the Association played in the reconstruction of the towpath in the area of Big Slackwater.

Rachel had a special fondness for the Swains Lock Area and when it became available as a Canal Steward area she applied immediately. The Park Service agreed and awarded stewardship to the C&O Canal Association with Rachel as site leader. Rachel made weekly visits to the site to check on conditions and held work parties at least monthly to clean or paint picnic tables, clean out fire rings and grills, spread gravel, cut grass, clean up trash and other debris, fill pot holes, etc.

Rachel was a frequent participant in many Association activities including hikes, nature walks and canoe trips. She even led a Continuing Hike into Georgetown in August 1998. Having signed up for and completed the first week of the 2004 Through-Hike (an especially wet trip), she returned in 2009 and completed the entire 184.5 mile Thru Hike.

Rachel attended many World Canals Conferences in both Europe and North America, including those in Ireland, Scotland, Serbia, the Netherlands, and France. It was easy for her to leverage these trips into great adventures by convincing friends to join her in renting a boat to cruise the Canal du Midi in 2009, the Dutch Canals in 2011 and hiking the Gardon Gorge to the Pont du Gard in France in 2013. .

Rachel was a multi-faceted individual. Her interests included travel, hiking, art, wildflowers, mysteries, baseball (especially the Washington Nationals) and much, much more.

Traveling with Rachel was interesting. She had the smallest backpack and suitcase, but always dressed with style even in hiking clothes. An avid naturalist, she usually had a field guide or two in her pack and frequently stopped to identify flowers, moths and butterflies. She always knew where the museums and art shows were, and tried to fit in as many as possible. During trips with friends she hiked the Appalachian Trail in Shenandoah National Park, did many waterfall trails in the Poconos, and four major trails in Scotland – the Cateran Trail, the Speyside Way, the West Highland Way, and St. Cuthbert's Way.

Rachel was born in Washington, D.C. and was a lifelong resident of the area. The oldest of Henry and Josephine Lefebure's eight children, Rachel learned early to be practical, self-reliant, and responsible. She grew up in sleepy Gaithersburg and graduated from Immaculata Preparatory School in 1958 and Catholic University in 1963. She met Joe Stewart (her husband of 48 years) while auditioning for the Peace Corps. After their marriage she obtained her law degree from Catholic University's Columbus School of Law while working full time and managing her family. For 25 years, Rachel was Vice President and co-owner of Heritage Title & Escrow Company in Washington, DC.

Rachel leaves behind her husband, two children, three grandchildren, seven brothers and sisters, and a host of C&O Canal friends who will all miss her greatly.

– Pat White and Barbara Sheridan



*Rachel on the trail with Barbara Sheridan.  
Photo courtesy of the Stewart family*

## Across the Berm, continued

### Remembering Rachel Stewart

*Kevin Brandt, Superintendent,  
C&O Canal National Historical Park*

It was with deep sadness that I learned of Rachel Stewart's passing in March. I had spoken to her just a few weeks prior. During that conversation she made clear how sick she was and how that was limiting her activities. What was also clear was Rachel's passion for the C&O Canal and her friends in and around the C&O Canal Association.

As she labored to talk I was humbled by her depth of caring for the Canal and her interest in seeing that places like Swain's lock are preserved so that others could find the tranquility and connectedness with nature that she found at this location. We talked about how the lock house needed repair and how it might be put back into use so that the next generation of visitors might come to know this special place.

Rachel carried that passion into her position as president of the C&O Canal Association. In that role Rachel and I had many conversations about many topics over the years. In particular we met on a quarterly basis as part of our group of park partners. She represented the Association with a soft but firm voice, making sure the Association's interests were heard while at the same time willingly collaborating with the other partners – something I always appreciated.

It was this passion that was balanced, fair and firm along with her calm and enjoyable persona that always had me looking forward to our next meeting. Recently, I stopped by Swain's Lock on my way out of D.C. after a day of difficult meetings. As I walked the towpath I had a sense of meeting her there and came away with a better understanding of why she so loved this particular place. She is greatly missed but her warmth and passion are not forgotten.



*Rachel meets her one enemy – garlic mustard.  
Photo by Marjorie Richman*

**Jim Heins**

Rachel Stewart was a real leader, one you could and did depend on. She was a no-nonsense leader but one you willingly looked to for support, advice, guidance and approval. Rachel exuded quality in such a way that made you want to be a part of her world. I worked closely with Rachel on many volunteer projects. She was surely goal-oriented but, as a leader, knew how to let you do what you felt best and only redirected gently if it was necessary.

Rachel's dedication to the stewardship of the Swains Lock area was unmatched. Her enthusiasm for wanting that area to be the pride of the park showed in her many days and hours spent orga-



*Rachel hikes on the restored Big Slackwater towpath after its dedication  
Photo by Steve Dean*



*Rachel (r.) with (l. to r.) Barbara Sheridan, Bill Burton and Lisa Hendrick  
at the snowed-out 2011 Heritage Hike. Photo courtesy of Lisa Hendrick*



## Across the Berm, continued

nizing and working at Swains. Rachel's work ethic was infectious. I was lucky enough to have shared time with her and hopefully absorbed some of her values and love of the park. She will be missed, as she left a huge hole in the Association and at Swains Lock.

### George Lewis

I knew Rachel Stewart only through interactions related to the C&O Canal Association and the national park that is central to its purpose; through that narrow window I saw – and developed great respect and admiration for – Rachel, as a quiet and accomplished leader, a skilled and very effective negotiator, and most of all as a staunch defender on many fronts of our unique all volunteer organization. Somehow in this all too busy world I missed both the notice of her passing and the opportunity to give her an appropriate sendoff at Murphy's Grand Irish Pub. Yet, neither Rachel nor her deeds will I forget; for the hallmark of C&OCA President Stewart is forever melded in the intricate stonework of both the Catocin Aqueduct and the towpath at Big Slackwater. In passing these C&O Canal National Historical Park structural icons, I will not miss the opportunity to sneak a peek over the berm to thank Rachel for her Stewart-ship of our association and our park; and who knows, each time thereafter I just might take the opportunity to visit a local pub to remember her, and yes to deliver that belated and most appropriate sendoff; this one's for you, Rachel.

### Tom Perry

Rachel was a very industrious worker and productive. She was not dramatic or self-assertive but a very effective leader. She listened to learn where people stood and took others' viewpoints into consideration, but she was also strong in her persuasion. One issue especially comes to my mind: as a lawyer, she was very adamant that our C&OCA officers and board members should be covered by insurance. As I understand it, this would be a condition of her serving among us. We miss Rachel but we will treasure the memories of her serving, as our president and comrade on the trail, and as a very dear friend.



### Barbara Sheridan

Rachel & Me  
What can I say?  
We were friends to the end.  
No. ... more than that ... we were  
Hiking buddies,  
World travelers,  
Intrepid adventurers,  
Co-conspirators,  
Nature lovers,  
Canal enthusiasts,  
Appreciators of good beer,  
Insatiable readers of everything,  
Frequent volunteers,  
Sea shell and sea glass collectors,  
Me – inquisitive  
She – knowledgeable  
She – one of eight  
Me – mother of eight  
Me – strong willed  
She – calm and tactful  
Different backgrounds....but fast friends  
and really great memories!  
Goodbye, my friend  
May you rest in peace.

### Susan VanHaften

I miss Rachel – her friendship, her quiet dedication, her uncommon good sense. She and I spent a lot of time in 2013 hanging out in my basement, going through the nine boxes of files that had belonged to former Association president Carl Linden. I learned a lot from Rachel as we weeded through the material, paring it for the Association's archives at George Washington University's Gelman Library. We shared stories and laughs as we pieced together the Association's history as reflected in the papers. But it wasn't all work. We also talked of family and past travels and our upcoming plans to attend the World Canals Conference in France. It was a great joy to get to know her this way. She is missed.

*Top: Rachel presiding over an annual meeting. Photo by Steve Dean*

*Center: (l. to r.) Pat White, Laura Gilliam, Barbara Sheridan and Rachel at the World Canal Conference in Serbia. Photo courtesy of Pat White*

*Bottom: Receiving the Superintendent's Award for Excellence in Citizen Stewardship presented to C&OCA by Superintendent Kevin Brandt. Photo by Ned Preston*

## Across the Berm, continued

### Rachel Stewart - Canal Steward

By Geordie Newman

*"The Canal Stewards program engages us all and fosters in us a strong attachment to our special spot within this long string bean of a park"*

– Rachel Stewart

Many appreciate the beauty of a National Park, but few are willing to dedicate themselves by volunteering to enhance the resource. Every National Park is unique and has its own character. The C&O Canal is a wonderful mixture of history, natural resources and recreational activities. It is 184.5 miles of wood ducks, bikers and lockhouses. What makes the Canal so unique is also what makes it such a challenge to maintain. The public that comes to Anglers each weekend has no idea what is required to provide them with an enjoyable day in the park. This is just one location amongst nearly 400 throughout the park. The Canal Steward Program was developed to address this issue. Although the staff has decreased in size over the years, the park has not shrunk. The Canal Steward Program looked at every location in the park where a volunteer could assist Maintenance staff and allow them to address more complicated issues such as woodwork on the *Mercer* or building lock gates.

Often, visitors would approach me in the park and express concern about the condition of a specific location. I would respond by explaining the fantastic opportunity to adopt that very area via the Canal Steward Program. Frequently they would hop back on their bike and keep moving. Not Rachel Stewart.

Swains Lock Recreation Area was one of the first locations that had a Canal Steward package developed for adoption. When I did the initial assessment of the area, the only thing that outnumbered the beer bottles in the campground area were the potholes in the parking lot. The responsibilities for adopting the recreational area included painting grills, fire rings and picnic tables, cleaning ashes, putting down stone dust pads under picnic tables and alerting park staff about hazards to visitors. I was not confident we would find a volunteer group willing to take on this challenge. Then I met Rachel Stewart. Rachel not only volunteered her time at the C&O Canal, but she encouraged others to become more involved as well. I had a site visit with Rachel and explained the tasks required for Swains and fully expected her to ask if we had any other adoptions that were less involved. However, I left with a list of supplies she required and a date I needed to deliver them to the site. I even acquired additional picnic tables from other districts in the park because Rachel requested them, and I was confident she wasn't going to accept an excuse for not having them.

Rachel recruited 19 C&O Canal Association members on a hot summer day to meet at Swains and completely refurbish the area. They moved about 10 tons of stone dust, painted every picnic table, installed fire rings and grills, picked up trash and mowed the area in a day. Rachel volunteered and recruited others to volunteer because she believed in the importance of giving back to a place that was so special to her. She loved the Canal and Swains in particular. The Canal Steward Program sounded great in theory; however, I was concerned how it would work in practice. After the day I spent with Rachel and her crew, I knew we had created a program that should be implemented in every national park. Swains became the model for the Canal Steward Program.

Most people would have been content at that point, but not Rachel. Because she brought the recreational area up to standard and maintained it, she had more volunteers than work to be done. So, in typical Rachel fashion, she decided they would adopt the Swains Lockhouse Area and parking lot. Members of the Association who had never filled a pothole before worked side by side with Rachel. For me, her legacy was the way that her infectious enthusiasm involved so many others in caring for the park.

In her President's Report in the June 2012 *Along the Towpath*, Rachel summed up her experience with the Canal Steward Program: "When the C&O Canal Association tackled Swains Lock 'Rec' Area in June 2011, it was really a wreck." She continued, "Before we anchored the last table, a pair of bikers wandered in and sat at a brand-new table. Seeing them enjoying the beautiful view of the Potomac River gave us great satisfaction." I think she appreciated the kudos they received from the visitors, but it was not her motivation. Rachel loved the C&O Canal and was dedicated to making it a better park. Her loss was tragic. When I lost my grandmother as a child, a family friend told me to "just remember the good times, not her illness." That is how I will remember Rachel and the hours that we spent together at Swains. We shared many laughs while working. I also appreciated her insight on how the park could be improved. The C&O Canal was very fortunate to have Rachel as an advocate and a friend.



## Across the Berm, continued

### Lula Harsh

Lula Harsh died peacefully on November 30, one day after her 101st birthday. She was a great lady in all respects and loved the C&O Canal, where she spent her early years living with her parents Harvey & Jude Brant in Lock House 44, where Harvey was lock keeper until the canal closed in 1924. The Brants remained as tenants in Lock House 44 until 1960. According to her nephew Dick Beckley, Lula was the last known remaining survivor in Williamsport with direct connection to the canal and possibly one of the last survivors anywhere along the length of the canal. She and her late husband Beckley (Bassy) Harsh were very active in historical activities in Williamsport and also considered authorities on the canal in the area. They donated several items to the local Historic Society in Williamsport during their time there.

We also note with sadness the recent passing of the following past members of the Association:

**Joseph Carl Llewellyn** died in Williamsport, Pa., on March 23. He was a noted long-distance runner and holds the record as the oldest male finisher of the JFK 50 Mile ultramarathon.

**Lee Barron** died in Ellicott City, Md. on February 21. He was the founder of the Barron's C&O Canal Museum and Store in Snyders Landing.

— Steve Dean

## President's Report

The C&O Canal Association was most fortunate to have had Rachel Stewart as its president for these past several years. As indicated in this issue of *Along the Towpath*, she was loved by one and all in the Association. I wish I had known Rachel more and had the opportunity to accompany her on her many hikes and trips. It will be difficult to take over the reins of the office of president after she filled that position so wonderfully.

I call your attention to Rachel's column in the December issue of *Along the Towpath* titled "Volunteers make it work." In it she points out the many ways our members volunteer to help our wonderful Park and how much the Park appreciates their volunteer efforts. The best way we can honor our past president is to continue volunteering. We especially need someone to volunteer as site leader for the Canal Steward Program at Swains Lock Recreation Area. If you are interested, please get in touch with me. If you want to know how you can help in other ways, go to the Association's website ([www.candocanal.org](http://www.candocanal.org)) and its section on volunteer opportunities. You can also go to the Park's website ([www.chohvip.org](http://www.chohvip.org)) and click on Volunteer Opportunities. Do it for the park, for yourself, and for Rachel. Thank you.

— Dward Moore

## VIP Activities – Some Past, Some Coming Up

With considerable help from our Volunteer in Park (VIP) stalwarts, the 26th annual Potomac River Watershed Cleanup held on April 5 was very successful. Altogether, with additional help from folks at Clarksburg Elementary School; Calleva Outdoor Adventures; and Becky Curtis, of the C&O Canal Trust, we sponsored eight sites with about 100 volunteers from around the area.

On April 19<sup>th</sup>, we had a work party at Riley's Lock. In addition to some of our VIPs, we had considerable help from the Daughters of the American Revolution in repainting the picket fence in front of the lockhouse, and other VIPs plus some local help did a tremendous job removing vegetation from the lock, aqueduct and across the creek by the waste weir.

This is the 6<sup>th</sup> year of garlic mustard control in the Carderock area and on May 3<sup>rd</sup> we removed quite a bit of the weed. It is clearly a successful endeavor. We have been able to easily expand the area and are removing very little garlic mustard from the original site. The garlic mustard challenge (GMC) was in full swing in April, May and June, with a few of our members doing quite a bit of work removing this nasty weed. We invite anyone who would be willing to help in this project to contact us at [gmc@candocanal.org](mailto:gmc@candocanal.org).

We planned a Rachel Stewart Memorial Swains Lock Cleanup for early June. A large number of volunteers were expected for this event to perform a variety of tasks, including general cleanup, lockhouse repairs, picnic table painting, grill cleanup, picnic table pad improvement and garlic mustard removal.

Later this summer, we hope to start installing benches that have been donated to the park. There will be more on this later. In addition, we will be installing some Potomac Heritage Wayside Exhibits on May 30 and plan to start working on cleaning up the outlets of some of the seriously clogged culverts.

— Jim Heins, VIP Coordinator

in encouraging audience involvement. Their presentation brought to life soldiers' experiences during the Civil War campaign near Williamsport.

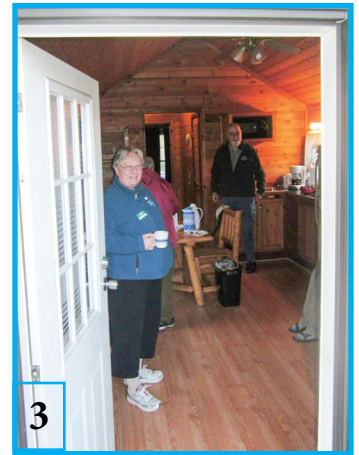
Thanks to all who attended the Douglas Memorial Weekend and made the weekend so pleasant. Special thanks to those who worked very hard to make the weekend possible:

Food Committee	Susan Van Haften, Rod Mackler, Bill and Chris Holdsworth
Happy Hour	Wayne Cerniglia
Web Support	Bill Holdsworth
Registration	Barbara Sheridan
Newsletter	Steve Dean

We also want to mention the contribution of a very special person without whom there could not have been a Douglas Memorial Weekend, our dear friend, Rachel Stewart. From the beginning, when we were searching for a good location and a plan for the weekend, Rachel was always there to encourage our ideas, help solve problems, and provide enthusiasm at crucial moments. When Rachel wanted something to succeed, the word "impossible" was not part of her vocabulary. We will miss her.

*A very special thank-you is due to Marjorie Richman for organizing this very well-planned and successful event. This was a new event that had never been conducted before and presented many challenges. She spent numerous hours making arrangements, organizing committee meetings, contacting businesses to negotiate package rates, and planning activities.*

- Editor



1. Norman Liebow delighted hikers with a mobile ice cream delivery service on both days. 2. The bluebells were at peak and Pat White couldn't resist this photo opportunity. 3. Susan VanHaften and Rod Mackler greeted campers both mornings with hot drinks. 4. Marjorie Richman addressed the Douglas Dinner crowd. 5. The Food Committee (l. to r.) Bill Holdsworth, Chris Holdsworth, Susan VanHaften and Rod Mackler 6. Catherine Bragaw and Ben Helwig provided an engaging presentation that encouraged audience participation. Photo credits: 1, 2, 3, 5 - Lisa Hendrick; 4, 6 - Steve Dean





# Environment Report - Sewage Spills

By Rod Mackler

In the past few weeks, since April 30, there have been a series of sewage spills into the lower portion of the C&O Canal National Historical Park:

1. April 30. A sanitary sewer line broke near the Foundry Branch Culvert, about mile 1.6, pouring sewage onto the Capital Crescent Trail. The trail was closed from Fletcher's Boathouse and users were detoured onto the C&O Canal towpath. The DC Water authority worked for a week to repair the break and the path was closed for about 10 days.
2. May 2. Heavy rains caused a Combined Sewer Overflow (all too commonly called a CSO) from a sewer manhole near Lock 6, mile 5.4. This overflow spewed sewage into the canal itself and well as into the river. There was no warning about this on the C&O NHP web site. A CSO occurs when it rains heavily, the sanitary and storm sewer waters are commingled, and the combined waters overwhelm the capacity of the lines. This had become so habitual that there are permanent signs near the Alexandria Aqueduct and the tide lock warning that the river is polluted during heavy rains.
3. May 9. In a news release announcing the reopening of the Capital Crescent Trail, NPS stated that additional sewage discharges into the canal might have occurred from above Lock 7 to Lock 9. No further details were provided. This may have been the discharge filmed near the Sycamore Island bridge (mile 6.4), with sewage spewing from a manhole into the channel between the island and the mainland.



*The Capital Crescent Trail was closed to park users by sewage spills twice within six weeks. Photo by Rod Mackler*

4. May 16-17. Another sewage overflow caused closure of the Capital Crescent Trail between Fletcher's and its lower end at the Alexandria Aqueduct.

Combined Sewer Overflows are becoming increasingly common and, with climate change, will likely continue to become more frequent.

The long-term solution is to build increased capacity for the sewage. The decades-old Potomac Interceptor sanitary sewer system near Dulles International Airport conveys sewage from several jurisdictions – in Virginia, Maryland, and the District – to the Blue Plains water treatment plant in southwest Washington. Planned improvements, which will be costly and take many years, include construction of a 58 million gallon storage tunnel deeply buried beneath the waterfront from Georgetown to the Potomac Pumping Station downriver. Further information may be found at [http://www.dcwater.com/wastewater\\_collection/PI/default.cfm](http://www.dcwater.com/wastewater_collection/PI/default.cfm). Currently underway is the odor abatement project that includes newly-constructed facilities at Fletcher's Cove and near Old Anglers Inn.

Warnings of sewage spills and prohibitions of boating seem to be uneven, and kayakers were seen in the canal during the warning period. Anyone who notices a break or overflow should report it to the NPS dispatch center (866-677-6677) and/or the DC Water command center (202-612-3400).

## Interpreters Needed for C&O Canal Days

Again this year tractors will be pulling passenger wagons during Williamsport C&O Canal Days. The men of the Tractor Association will provide transportation from the Byron Park down to the Cushwa Basin and Lock 44 as an encouragement for people to learn about and treasure their heritage "along the towpath." Our Association provides a generous grant for the celebration.

During the rides interpreters are given the opportunity to tell the passengers about the canal and its impact upon our local history. In former times the "trolley" provided this service; with its demise several tractors and their wagons give enhanced number of rides, but this means that we need more persons to serve as interpreters.

Rides will go from 9 a.m. until 5 p.m. on Saturday, August 23 and Sunday, August 24, with a break in the middle of each day for a tractor parade through town. If you would like to consider serving as an interpreter please contact Tom Perry at 301.223.7010 for more information.

– Tom Perry

# The C&O Canal in 1864 - 150 Years Later

By Timothy R. Snyder

After enduring three years of economic challenges due to the Civil War, the C&O Canal Company was hopeful that 1864 would be a better year. Signs were promising. As the year opened, the Union and Confederate armies faced off in the interior of Virginia, far from the Potomac. In addition, because of wartime inflation and high demand, prices for coal were good. Cumberland coal from western Maryland, a high-grade bituminous coal, was priced lower than anthracite and was therefore expected to attract considerable interest from buyers.

After keeping the canal open through January, the company during the next month began to withdraw the water to complete winter maintenance tasks. As it was doing so, a Confederate raid led by Brig. Gen. Thomas Rosser moved toward the Potomac via the Patterson's Creek Valley. On February 2, after burning the railroad bridges over Patterson's Creek and over North Branch east of Cumberland, the raiders crossed the river and destroyed a bridge over the canal and damaged Lock No. 72. The superintendent estimated that he could make repairs for \$1,200- \$1,800. A week later Confederate cavalry intercepted a train east of Harpers Ferry. Although the canal was not impacted this time, the southern horsemen robbed canal company director Albert C. Greene of his watch and \$300.

In early March the company began to re-water the canal itself and resume navigation. The *Cumberland Civilian and Telegraph* noted, "Should the canal be kept free from rebel raids, we predict an increased and profitable business on the canal the coming season."<sup>1</sup> Trouble from a number of sources was on the horizon, however.

By mid-March the canal had been open for about ten days, but labor unrest among canal company workers, boatmen, dockworkers and coal miners resulted in little boating. The same wartime inflation that had caused the price of coal to soar also raised the prices of goods generally, and many workers found their wages insufficient to feed their families. Canal company superintendents were having difficulty finding laborers at old pay rates and some established workers threatened to quit unless their wages were increased. On March 1 and May 1 the canal company raised the toll on coal, and after the latter date boosted the pay of its superintendents, toll collectors, lockkeepers and work crew bosses. The boatmen were also having difficulty finding hands fill out their boat crews. Engaging in a work slow-down – if not an outright work stoppage – the coal companies, fearful of losing money during a period of high demand and high prices, quickly granted the boatmen an increase.

Labor unrest spread like a contagion. In April the coal miners struck for higher wages. The coal companies boosted the miners' rate to 60 cents per ton in April and to 75 cents a ton in June. The dockworkers at Georgetown were unhappy as well. In late March a strike was called on the docks, but coal companies refused to increase the workmen's wages. The men went back to work, but by mid-April struck again. The *Washington Evening Star* wrote, "The

strike appeared among the Borden Company, but soon extended to all the docks."<sup>2</sup> With boats of coal beginning to arrive and backing up at the wharves, the coal companies relented and increased the wages of the dockworkers.

Once the labor turmoil had subsided, boating began in earnest. High water in early April and mid-May hindered navigation somewhat. In June, however, the coal companies shipped an average of about 11,000 tons of coal per week on the canal, and the canal company collected over \$40,000 in tolls for the month, which was the highest total garnered during the war to that time.

The armies would soon return to the region en masse, which would bring navigation to another halt. On May 26, Union Maj. Gen. David Hunter had begun an advance up the Shenandoah valley with scarcely any opposition. At Lexington, Virginia, he burned the buildings of the Virginia Military Institute and the home of former governor John Letcher. In order the halt the advance of Hunter and relieve pressure on Confederate defenses at Petersburg, on June 12 Confederate General Robert E. Lee ordered Maj. Gen. Jubal Early into the valley. On June 17 he arrived at Lynchburg and united his command with the smaller force of Maj. Gen. John C. Breckinridge. The arrival of Early's command turned the tide of battle against Hunter in the June 17-18 Battle of Lynchburg. His army reeling, Hunter retreated into the mountains and removed his command from the subsequent campaign. Early moved north to Winchester, and on July 2 received notice from Lee to prepare to strike both the B&O Railroad and the C&O Canal. That evening Early got his army in motion. Brig. Gen. John Imboden's cavalry brigade would screen and protect the left flank of Early's army as it advanced toward the Potomac. On his right flank, Early would be aided by Col. John Singleton Mosby's partisan ranger unit

On July 4, 1864, Union officials began to receive reports of raids and invasions from Monocacy to North Branch, over a portion of the border that extended for more than 130 miles. With telegraph lines torn down, dispersed Union soldiers and refugees gave multiple accounts of numerous invasions across a broad front. The incursions were a nineteenth-century equivalent of "shock and awe," causing fear and confusion amongst the citizenry and Union officials.

On July 4, Imboden advanced down the South Branch Valley and toward the Potomac. Union forces in a blockhouse, supported by an artillery piece mounted on an iron-reinforced railroad car, defended the railroad bridge over South Branch. Confederate artillery disabled the "iron-clad car" and the Union forces abandoned the blockhouse, which allowed Imboden's men to burn the bridge and then ford the Potomac. On the Maryland side, the Confederates burned the bridge over the canal, damaged Lock No. 68 and burned canal boats. Working in concert with Imboden, on the same day McNeill's Rangers, a Confederate cavalry unit, set fire to the railroad bridge over Patterson's Creek and then moved northwest toward the bridge over North Branch where the railroad crossed back into Maryland.

By late spring 1864 Union Brig. Gen. Benjamin Kelley commanded all of the troops along the railroad from Sleepy Creek to the Ohio River in the Department of West Virginia, with headquarters at Cumberland. Kelley was better prepared to meet Confederates after a similar series of raids that preceded the Gettysburg



Campaign in 1863. After learning of McNeill's attack on the bridge at Patterson's Creek, Kelley had reinforced the post guarding the railroad at North Branch. When McNeill's command arrived, the Union defenders repulsed them. Kelley had also ascertained correctly that Imboden, after the attack at South Branch, would move east and attempt to destroy other railroad bridges and perhaps further damage the canal, as he had done a year earlier. Taking advantage of shorter interior lines of defense, which included the C&O Canal, Kelley reinforced the troops defending the railroad bridges to the east. On July 5 he sent 200 men, rations and an artillery piece by canal boat to help defend the bridges over the Cacapon River and Sir John's Run. He also ordered an engine and three iron-clad cars to patrol the region between South Branch and Sir John's Run. As Kelley had anticipated, the next day Imboden attacked the bridges over the Cacapon River and Sir John's Run. The strengthened Union outposts successfully prevented the destruction of the bridges. Imboden made no attempt to cross the river and was only able to tear up track and destroy the water station at Sir John's Run.

East of Early's line of advance, on July 4 Confederates under Mosby crossed the river above Point of Rocks and rode down the canal toward the town. They came upon a steam packet boat that clerks from the Treasury Department had booked for a trip to Harpers Ferry to celebrate the national holiday. With Mosby's men closing in on them, the men turned the boat around and abandoned it just above Point of Rocks, fleeing into the hills. The Rangers raided the boat and seized cigars, liquor and picnic food before setting it on fire. At Point of Rocks they engaged in a skirmish with Union troops on the other side of the canal who had removed the planks from the bridge that crossed the waterway. After some time, Mosby's men re-planked the bridge from stray lumber and chased out the Union defenders, then raided their camp and looted local stores. In the evening of July 4 Mosby sent a portion of his force back into Maryland at Noland's Ferry. They advanced down the towpath toward the Monocacy Aqueduct, which was defended by Union troopers. The Confederates charged onto the aqueduct and dispersed the defenders. Before returning to Virginia, the Rangers robbed local stores and burned four canal boats.

These raids were intended to screen the advance of the main body of the Confederate army, which began to cross into Maryland on July 4 at Boteler's Ford near Shepherdstown. Once across, Early dispatched parties to burn canal boats and tear apart the Antietam Aqueduct. The next day canal company President Alfred Spates wrote, "The canal is badly damaged, a large number of boats burned & teams captured. The boatsmen discouraged & leaving the canal."<sup>3</sup> Early advanced eastward, ransoming Hagerstown, Middletown and Frederick under the threat of the torch. On July 9 he defeated a smaller Union force at the Battle of Monocacy, but the battle delayed his advance on Washington. When he arrived in front of Washington on July 11, he observed Union reinforcements filing into the forts ringing the city and decided not to risk an attack. He withdrew across the river at White's Ford beginning July 14.

Early was not done, however. On July 29 he sent a 3,000-man cavalry force back across the river at McCoy's Ford west of Williamsport. It advanced to Chambersburg and imposed a ransom on the Pennsylvania town. When the citizenry failed to come up with the money, the town was set afire. On July 31 McCausland's force crossed back into Maryland and occupied Hancock. Local

merchant and diarist James Ripley Smith wrote that the Confederates burned one canal boat in front of his shop, took \$2,000 in cash and goods from his store and the hat from his head. Confederates evacuated the town before they could collect the ransom, however, when Union cavalry approached.

McCausland moved west and on August 1 paused in front of Cumberland. General Kelley was there to confront him with a force of about 2,000 men, which included 200 local citizens who had volunteered to help defend the town. While skirmishing ensued at the Battle of Folck's Mill, McCausland realized that he could not afford to get bogged down in a fight while Union cavalry approached from the rear. He sent an officer to find a ford across the Potomac that would allow his command to withdraw to Virginia. At Oldtown, the Confederates fought with Union troops who fled across the river and occupied a blockhouse on the Virginia side. Southern artillery managed to disable an iron-clad car. Ultimately the bluecoats surrendered, which allowed McCausland's force to escape. During the raid, Early had sent additional troops across the river at Williamsport and Shepherdstown to both screen McCausland's advance and to allow his command to escape. Additional damage to the canal occurred during these screening operations.

The damage the Confederate inflicted to the waterway during this series of raids and invasions was significant. The Frederick Examiner wrote, "The Rebel raiders and thieves seem to have made the Chesapeake and Ohio Canal the special object of their fury and wantonness in their late plundering expedition."<sup>4</sup> Coal company officials feared that boating was over for the remainder of the year. The Antietam Aqueduct suffered the most extensive damage. The berm side wall was torn down into the arches while the towpath side was torn down to a lesser extent. At Lock No. 40 near Mercersville and Lock No. 26 near White's Ford the Confederates had torn out portions of the lock walls, while at numerous other locks they had burned the gates. In addition, about eighty canal boats had been burned, which was about one-third of all boats that navigated the canal. Afterward, the canal company reported that it spent about \$12,000 to make repairs and estimated that it had lost about \$120,000 in revenue due to the cessation of navigation during the busiest portion of the boating season.

Interestingly, during the invasions, the Maryland Constitutional Convention convened, largely to address the future of slavery in the state, but thus opening the entire state constitution to revision. The state's relationship to its internal improvement projects – like railroads and canals – was debated. Some argued that the state's public works projects should be sold to private investors; some transportation lines, like the C&O Canal, had never returned a dime on the state's investment and were used to reward political party loyalists with patronage jobs. Others countered that public works were designed to promote the economic development of the state, not to generate a return. Additionally, one delegate argued that the canal should not be sold because its value was at its lowest point due to the Civil War, "when its locks are being continually blown up by the public enemy."<sup>5</sup> In the end, in addition to outlawing slavery, the delegates approved a provision to sell its interests in public works projects subject to approval by the next General Assembly. When put before the voters in referendum, the citizenry narrowly approved the new constitution. The heavily indebtedness of the canal failed to bring forth any potential buyers, however.

In the weeks that followed the Confederate invasions, Union military officials began to rethink its strategy to defend Washington and both the B&O Railroad and C&O Canal. On August 2, Lt. Gen. U.S. Grant, general-in-chief of the U.S. Army, ordered Maj. Gen. Philip H. Sheridan to Washington to assume command of the new Middle Military Division, which consisted of four military departments. Sheridan was also permitted to keep two army corps that Grant had sent to defend Washington. In a matter of days Sheridan began to move and within a month he had caused Early to withdraw up the Shenandoah valley, even though the two armies had not yet met in battle. Although repairs to the railroad and canal were progressing, there was still great anxiety along the border with Early's sizable army within striking distance. On September 14 the U.S. Army's chief of staff wrote, "It is represented to me by reliable business men that the long and continued interruption of the Ohio and Chesapeake Canal and the Baltimore and Ohio Railroad is very seriously affecting the supply of provisions and fuel for public and private use in Baltimore, Washington, Georgetown, and Alexandria. Unless the canal can be opened very soon a sufficient supply of winter's coal cannot be procured before the close of navigation."<sup>6</sup>

After a visit from Grant, Sheridan began an offensive. In three battles between September 19 and October 19 he defeated Early three times, which effectively eliminated this Confederate army as a viable fighting force. No major raids against Washington, the railroad or canal would occur during the remaining six months of the war. On February 9, 1865 Sheridan would receive the "Thanks of Congress" for his successful campaign in the Shenandoah Valley.

In the meantime, repairs to the canal were completed by the end of September and empty boats began to head up the canal to Cumberland. Sheridan's offensive against Early did little against small bands of Confederate partisan rangers whose small nuisance raids inhibited boating somewhat in October. Union military officials tightened its defenses of the border and canal trade flourished in the following month. Aided by an August 1 toll increase, fares collected in November totaled nearly \$44,000, which was the highest sum the company collected during the entire four years of the war, and which signaled brighter fortunes on the horizon for the canal company.

#### Notes:

<sup>1</sup> Cumberland Civilian and Telegraph, March 10, 1864.

<sup>2</sup> *Washington Evening Star*, April 19, 1864.

<sup>3</sup> Spates to Ringgold, July 5, 1864, Letters Received, C&O Canal Papers, Record Group 79, Records of the National Park Service, Department of the Interior, National Archives and Records Administration II, College Park, Md.

<sup>4</sup> Frederick Examiner, July 27, 1864.

<sup>5</sup> Debates of the Maryland Constitutional Convention of the State of Maryland (Annapolis: Richard P. Bayly, printer, 1864), 1115.

<sup>6</sup> Halleck to Grant, Sept. 14, 1864, War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, 43, part 2: 83-84.

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## **Washington County Schools Program**

The C&O Canal Association has, for several years, supported the use of the canal as an educational resource. This support is provided by funding transportation to the canal for Washington County, Maryland, school children. The children are well prepared for the trip, having studied the history, ecology, and science of the canal in the classroom before they arrive. Once the children arrive at the park they visit several sites around the Cushwa Basin in Williamsport with retired school teacher docents. By all appearances the visits seem to be both educational and fun.

— Rod Mackler



*Here come the kids! The buses prepare to unload at Williamsport.*



*The kids close the lock gates at Lock 44. Photos by Rod Mackler*

## Accompanied by the Past *by Karen Gray*

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

### Managing Canal Water Levels in the Operating Era

Many of the structures along the canal are there to control the water in the canal and they operate in complex and diverse ways. Understanding them begins with the recognition that there are actually three canals in the C&O Canal system:

- The first canal section (in terms of water flow) stretches from Inlet Lock 8 in Cumberland (mi. 184.5) to Lock 45 (mi. 107.27) at the upper end of Little Slackwater, and is therefore 77.23 miles long. The water that initially fills the basins at Cumberland and the canal downstream enters through the inlet locks and most of it will flow into the Potomac at Lock 45.
- The second canal stretch is from Inlet Lock 5 at Dam 5 (mi. 106.8) to Lock 41 (mi. 88.9) at the upper end of Big Slackwater. It is only 17.9 miles long and most of the water filling the canal at Inlet 5 ultimately flows into the Potomac at Lock 41.
- The final canal section is 85.62 miles long and stretches from Inlet Lock 4 above Dam 4 at the lower end of Big Slackwater, to Lock 1. Much of the water filling this canal at its head will eventually flow into Rock Creek and help maintain the water level in the Rock Creek basin (which, of course, will be maintained by dam across the mouth of the basin at the Potomac and the operation of the tidelock).

The situation in Cumberland was in some ways more desirable than that at inlets 4 or 5. In Cumberland the basins and a mile of canal down to the stop gate at mi. 183.39 were not usually drained in the winter, and even continued to be watered after the canal closed to navigation in 1924 until at least 1937. This large area of water would have lessened the strong currents that plagued the canal directly below inlets 4 and 5. While the inlets from the pools behind Dams 1, 2, 3, and 6 simply supplemented the water coming down the canal, in the case of inlets 4, 5, and 8, the full amount of water necessary to completely fill the canal had to be brought in at those locations. (However, the same would have been true of the supplementing inlets during the construction era when the canal above them was not yet operating.)

Supplementing water in the canal was necessary for a number of reasons, the primary being the slow 2–3 miles per hour current as the water flowed down the stretches of canal to their outlets at Locks 45, 41, and 1. In addition, water was lost from seepage and evaporation – the latter being a particular problem in hot, dry weather.

Of course, every time a lock was emptied, a large amount of water was sent downstream. When the downstream gates were closed to fill the lock or keep it filled for boats from upstream, a bypass flume passed water around most of the locks, maintaining the water level below the lock. At some locks, such as Lock 44 in Williamsport, Lock 38 across from Shepherdstown, and Lock 33

across from Harpers Ferry, the bypasses were major structures. It appears likely these substantial bypasses were due to the large amount of water that would sometimes be managed at those locks.

In the case of Lock 44 this may be due to Williamsport's wide canal and basin area above the lock and the importance of good regulation of the large amount of water in it. Locks 38 and 33 are directly above river locks (the Shepherdstown and Harpers Ferry river locks) and the operation of those locks would have released a significant amount of water from the canal into the river. Interestingly, Lock 25 above the Goose Creek river locks does not appear to have an exceptionally large bypass, but the basin that connected those locks to the main stem of the canal may have served as a buffer to prevent significant, sudden fluctuations in water levels in the canal when those locks were filled for boats being raised up to the canal or released when boats were dropped down to the river.

Newcomers to canals often wonder why streams were not used to supplement the water in the canal being lost due to downstream flow, seepage, and evaporation. The answer, of course, is that they would carry large amounts of silt and debris into the canal and thus are normally passed under the canal through a culvert. Additionally, during periods when the streams were very full, they would have been an uncontrollable source of water, unlike the formal inlets.

Nevertheless there are places where the canal itself intersects and passes through pools filled by watercourses on the inland side of the canal. Examples exist below Dargan Bend at mi. 64.20; at Polly Pond at mi. 134.23; and above Lock 62 at mi. 154.29.

Below Dargan Bend a narrow valley that also carries Back Road has a stream flowing directly into the canal at its mouth. The waste weir for this level (which is 4½ miles long between Locks 36 and 37) is 1.64 miles downstream and would have been the first opportunity to release excess water coming in from this source. As in the next two cases, the area where the stream and canal intersect is a large, triangular pool with the line of the canal along the river forming the base of the triangle.



*Spillway at Polly Pond - Photo courtesy of the NPS, C&O Canal NHP*

Polly Pond formed where the canal crossed the mouth of Long Hollow down which Resley Run flows. Here a 22-foot long masonry spillway allowed excess water to run out of the pond and down to the river. Whenever Resley Run was feeding significant water into Polly Pond, boats crossing it would have had to contend with a cross current in the pond created by the runoff over the masonry spillway.



When necessary, the pond and canal could have been drained using two waste weirs on either side of the spillway.

A very complex masonry waste weir served to release excess water or drain the pool and canal at the mouth of tunnel hollow above Lock 62 where a stream comes down the steep hillside. Here again is the typical triangular pool shape. It should be noted that in all three examples the apex of the triangle, where the stream entered the pool would have collected most of the silt and debris being carried down by the watercourse. In all three cases today it is clear that these former pools are now largely flat, marshy areas (even dry at times). These areas flood when the streams flowing down to them are carrying a lot of water.

Elsewhere along the canal, waste weirs that are designed to release excess water or deliberately lower or drain a section of canal were built along all but very short levels. Normally they are built in the towpath berm, requiring a towpath bridge above them, and are located near a lock where the lock tender would be responsible for their normal operation. It should be noted that there is a waste weir in the upper end of the Seneca Aqueduct, the downstream end of the Tonoloway Aqueduct, and the upstream end of the Fifteen Mile Creek Aqueduct.

Although the guard gates above Lock 16 and at Dam 4 could be used to hold water above them, they existed primarily to allow the canal to pass through their respective guard walls and to close that gap in the guard wall when floods threatened. These gates are necessarily as high as their guard wall and both now have winch houses above them to hold the equipment used to close or open them.

There are five stop gates, all or parts of which are still extant on the canal. The largest and most complex was that at mile 183.39 below Cumberland. The other four are associated with special canal vulnerabilities and water management requirements in the canal's 14-mile level between Lock 50 at Four Locks and Lock 51 below Hancock. These gates, like locks (though 18-ft. wide and with only one gate), are only as high as the prism. When closed, they held water back in a section of the canal behind them.

The 14-Mile Level stop gates are at McCoy's Ferry at mi. 110.29; at the contemporary bridge that carries the road from Fort Frederick to the river at mi. 112.40; at the upper end of Big Pool at mi. 114.25; and at the lower end of Little Pool at mi. 119.71. Two realities made these gates necessary. The first is the frequency of sinkhole development in this section of the canal. Sinkholes, when they occurred in the prism or breached a berm (and they could open quite suddenly), required isolation, insofar as possible, of any section of the canal where such a failure occurred. Stop gates greatly facilitated the ability to do that.

In addition, Big Pool and Little Pool were not drained in the winter, so the stop gates at their lower ends allowed for the water in them to be retained while the canal

below was drained. Between the stop gate at the lower end of Little Pool and that at the upper end of Big Pool is a 5.56 mile section of canal that likely was drained in the winter.

The reason that the Cumberland terminus basin area, Big Pool and Little Pool were not drained in the winter is quite simply the length of time and amount of water it would have taken to completely fill them every spring. It is surprising that the widewater area below Lock 15 was not equipped with a stop gate at its lower end so that it would not have to be entirely filled – although it was considerably deeper than the canal prism, and likely held a significant amount of water where the pool was deeper than the canal.

The difference between a spillway and an overflow is a matter of the complexity of the structure. The typical overflow was a recessed section of towpath with appropriate strength of the towpath berm and its drainage channel on the river side to allow excess water to flow out without cutting down through the berm. Often these were called “mule drinks” as the mules could stop and drink as they waded through water running over them. A simple board walkway allowed people walking on the towpath to cross over them without wading through the water.

While the spillway–waste weir structure at Polly Pond is unusually complex; other such large structures for the release of large amounts of water exist on the canal. In 1939, as part of the CCC reconstruction of the lower 22 miles, the significant waste weir at mile 13 near the lower end of widewater was constructed. Just two fifths of a mile up from the long waste weir is a dammed-off channel through which water would have otherwise flowed from the Widewater pool back to the Potomac. The loss of the towpath berm in the Cropley–Widewater area in recent floods is indicative of the difficulty of managing excessive waters in this sensitive section of the canal.

A study of canal engineering such as represented by the water control structures can only increase one's respect for those who designed this remarkable work. As desirable and valuable as are the recreational and natural resources of the C&O Canal NHP, it is important to remember in this time of decreased funding that the canal, as a complex system of engineering structures, must also be valued and maintained as the unique educational and historical resource that it is.

### **A Follow-Up to the March *Accompanied by the Past***

In my column on Williamsport that appeared in the March 2014 issue of *Along the Towpath* I reported on the uncertainties about the bridges over the canal at Salisbury Street prior to the present 1879 bridge built by Wendel Bollman's Patapsco Bridge and Iron Works Company. After the column appeared, conversations with others at park headquarters, including the library's other volunteer, Dward Moore, convinced me



*Early bridge at Williamsport -  
Photo courtesy of the NPS, C&O Canal NHP*

Continued from p. 15

that a photograph of a bridge previously identified as at Point of Rocks in our original archival records, was, in fact, a pre-Bollman company bridge at Salisbury St. in Williamsport. That photograph is included on the previous page.

It should be noted that the abutments and pier in the picture are essentially the same as those currently supporting the Bollman bridge – indicating that it had simply replaced the bridge they supported previously. It is possible that this is essentially the same bridge as the one burned at the time of the Battle of Antietam, but as the trusses appear to be metal, most likely it was only the deck and possibly wood railings that were burned. However, this bridge may have replaced a previous bridge there in September 1862 that might have been entirely wood and thus more completely burned.

### **News and Notes from the Park Library**

The park has a collection of over 4,000 historic photographs that have been scanned. Many of them can be seen on the website of the Canal Trust. Unfortunately, there has been no way to search for photographs containing certain elements—mules at a lock, for example—except by looking through the collection. To remedy this situation, Dward Moore is working with a program that the park has purchased to tag all of the photographs so that searching the collection for images with specific elements will be much easier. Currently, there are approximately 140 keywords, such as abutment, aqueduct, bridge, and mule, from which to select in tagging a photograph. In addition, for those photographs of canal features in or near towns or cities, the name of the town or city will also be included in the tag. Dward hopes to have all of the photographs tagged within a few months so that individuals doing research or those wanting to use historic photographs for some purpose will be able to come to the library and get help in searching for the photographs they want to use, or contact volunteers in the library by email and have one or more images returned as attachments.

When the park is asked for photographs, copyright is sometimes an issue. Under the basic provisions of the copyright law, the original images from the operating period should now be in the public domain. However, it is possible today to significantly alter a public domain image in such a way that it is essentially a new work, and this altered work may be protected under copyright law for its creator. Because of situations like this, the Library of Congress currently warns users that it can't guarantee the public domain status of their materials and that each user is therefore ultimately responsible for doing so. It is a warning that we repeat in distributing old images to the public. However, as our operating-era photographs contain invaluable and sometimes unique information, making them available to the public is an important part of the park's educational function. The new cataloging program will significantly improve our ability to more easily find images that staff and members of the public are seeking.

— Karen Gray

This leaves the date of the construction of the abutments and pier uncertain in addition to the number of bridges at this location from the time of the canal's construction to 1879. There is also some room for uncertainty as to whether the bridge burned at the time of the Antietam battle was indeed a bridge to the ferry from the end of Salisbury Street or was a swing bridge at Lock 44.

The proper identification of this photo confirms George "Hooper" Wolfe's report that there had been a bridge at Salisbury Street before 1879 – something previous NHP historians had not been able to document, but that seemed inevitable given the location of the ferry. Although traditions about Wolfe's oral comments on the canal and his published writings are flawed by many errors and exaggerations, in this case he was correct.

### **C&OCA Welcomes New Members**

*Janet & Keith Abler, Potomac, Md.  
Stacy Abler & Peter Mast, Rockville, Md.  
Leslie Aguila, Parkville, Md.  
Kathleen L. Barber, Amherst, N.Y.  
Jeremy & Heidi Cooper, Winchester, Va.  
Teresa & Douglas Danley, Germantown, Md.  
Lynn & Janie De Hart, Cumberland, Md.  
Alan Dehmer, Chapel Hill, N.C.  
Linda M. Dellinger, Thurmont, Md.  
Mary Ann Gilgallon, Anchorage, Alaska  
Catherine Heffley, Silver Spring, Md.  
Denise Horner, Boonsboro, Md.  
Denise Hunt, Cumberland, Md.  
Jeffrey W. Layn, Bloomery, W.Va.  
Barbara Moore, Potomac, Md.  
John & Catherine Neubert, Grantsville Md.  
Sven Eric Radhe, Columbia, Md.  
Nona Rowat, La Jolla, Calif.  
Frank Schuchat, Denver, Colo.  
Eric P. Whiteton, Knoxville, Md.*

### **Opportunity to Serve the Association**

Barbara Sheridan will be retiring as Membership Chair at the end of this year after 15 years of service. If you think you may be interested in assuming this interesting and rewarding job, or would like to learn more about it, please contact Barbara at [membership@candocanal.org](mailto:membership@candocanal.org).



# On The Level By Level Walker Chair Steve Dean

*This report includes Level Walker activity for February, March and April. Over 70 reports were submitted even though the weather was often cold and towpath conditions were not always favorable. Fortunately the winter did not cause any serious issues for the canal park. We did see some moderate flooding conditions in May, and our Level Walkers will have some details of conditions on their levels in the next report.*

*Please welcome new Level Walkers John Anderson, Bill Burton, Jill Craig, Carol Galaty and Ken Shuck, Amy Greenberg, and Champ Zumbrun to our team. They will add support throughout the canal where it is needed. Any C&OCA members interested in joining our work to help monitor and maintain the towpath may contact me at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org).*

*Enjoy your summer on the towpath – I hope I see you out there some time!*

## **Level 1 Tidelock to Incline Plane John Barnett reports February 22; March 14, 15, 16 and 21; April 5 and 21**

I worked around the various weather events to clean up around the tide lock, the Key Bridge and the aqueduct. I cut brush around the aqueduct in March. In March the Park Service was on the move and eliminated the small

jungle near the tide lock fence. By the end of April the tide lock bottom looked worse than ever, with significant amounts of debris and silt at the bottom of it. **Kathryn Powers reports March 15** I walked to the incline plane and encountered a steady stream of walkers, runners and bikers. The walkers included a large group of Boy Scouts on a 20-mile hike, and another group on a 50-mile hike. **John and Valerie Wheeler report April 12** We focused on the first mile of the towpath. It was unusually clean. There was a pile of wood at the tide lock – looked like John Barnett's work. One of the things we collected was a bicycle tire. As we left the park two bikers asked if they could have it.



*Above - Tidelock two years ago.  
Below - Tidelock with present silt level.  
Photos by John Barnett*



## **Level 3 Lock 5 to Cabin John Creek Hugh Robinson reports February 27**

There was very little trash found; most was at the Lock 5 and Lock 6 parking areas. There were only a few people on the towpath. An eroded spot on the towpath above Sycamore Landing needs to have the safety fence repaired and another spot above Little Falls would benefit from having a fence installed. **George Kennett and Mary Wheeler report April 6** The towpath was in good condition with little trash on a pleasant Sunday morning. **Caroline and Bill Triplett report April 19** The towpath was in good condition. We found a small amount of trash.

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

Towpath is monitored over numerous walks. The walk was conducted on cross-country skis on March 4. Conditions were good and no issues were reported. The water level remained low during most of this period.

## **Level 5 Lock 14 to Bridge at Cropley John N Maclean reports February 2**

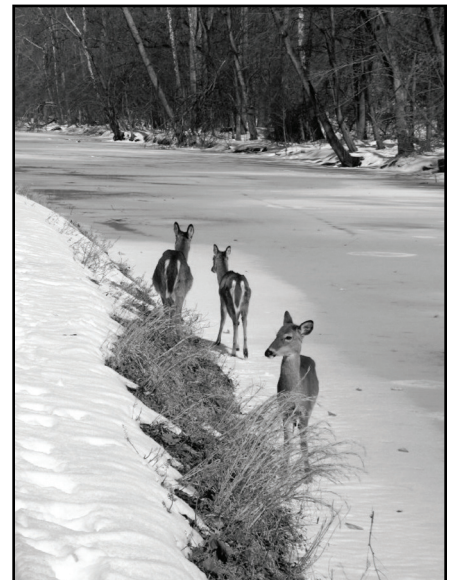
The walk was trash free. The rock climbers and hikers were taking advantage of the first mild day in a long time, before another round of cold. As usual, there were several packs of mad bikers tearing past hikers. Nobody maimed, but it's unnerving. About half the bikers were irresponsible, half respectful of hikers. I encountered two biking volunteers going up and then back, a welcome sight.

## **Level 6 Bridge at Cropley to Lock 20 John N and Frances M Maclean report March 2**

The walk was a slight break in the bleak mid-winter weather. There was heavy snow later in the day. There was moderately heavy use in this busy section of the canal towpath. The towpath was very muddy, which probably limited the number of bikers – there were a few, but not as heavy a proportion versus hikers as normal. It was absolutely great to be out and about, observing smiles on the faces of others and connecting with water, earth and sky. The canal is a treasure beyond price.

## **Level 7 Lock 20 to Lock 21 Nancy Benco and William James report February 18**

Walking was slower than usual because of snow and slush on the towpath. The canal water was partially frozen, but the ice was melting. Three deer crossed the canal on the ice. Human footprints on the ice indicated it had once been cold enough to walk on. **William James reports March 15** The towpath was clean. There's an 80-foot long stand of in-



*Deer crossing the frozen canal on Level 7  
Photo by William James*

vative bamboo between the Swain's lock and Milepost 16, along the base of the hillside. **Bridget Sisson and Oren Swain report March 22** The Great Falls access was very busy on a pleasant Saturday afternoon. We spent over a half-hour in a traffic backup to get in to the park. A Boy Scout group was camped at Swains Lock. The towpath was muddy and rutted in places.

**Level 8 Lock 21 to Lock 22 Jack and Karen Forster report March 15** Light trash on towpath, but someone had piled several large bags of trash in one of the bathrooms at Swains Lock. The Swains Lock house looks better after recent repairs but is still in poor condition. There was evidence of recent tree clearing by the NPS on mile 17.

**Level 9 Lock 22 to Seneca Aqueduct Sylvia Diss reports April 17** There was a light amount of trash on a cold, sunny day. Two people thanked me for picking up trash.

**Levels 11 and 12 Milepost 25 to Edwards Ferry Pat Hopson, Elizabeth Dame, Carol Ivory, Margaret Neuse, Ron Wise, and Frank Wodarczyk report March 8** There was a fair amount of snow in many places, making it hard to see the trash. We still collected nine large bags and several small items, including a yoga mat. Adjacent to the EF parking lot, we noted that the NPS had painted over the green graffiti on two trees with brown paint (photo). Thank you so much, Park Service!! I do think that graffiti begets graffiti, so it's good to get it off before the idea spreads. The hole in the canal prism at Culvert 38 looks unchanged. The orange netting fence is trampled in many places.

**Level 12 Sycamore Landing to Edwards Ferry Pat Hopson, Frank Wodarczyk and Jim Finucane report March 1** We cleaned at Sycamore Landing and Edwards Ferry, and scouted for our large-scale cleanup planned for March 8. We inspected the Goose Creek River Lock. It appears that the NPS has cleared out the huge log that was hanging on the downstream lock wall, as well as a huge tree trunk that had fallen over the prism in 2012. Many thanks to the Park Service for taking care of this. Despite the cleanup, this lock is still deteriorating notably, especially on the downstream lock wall. **Pat Hopson and Frank Wodarczyk report March 21** We conducted culvert assessments of Culverts 38, 39, 41, 42 and 43. Conditions were unchanged from our 2013 assessments.

**Level 15 White's Ferry to Lock 26 William James reports March 10** The level was clean. I removed small tree branches and pieces from the towpath in many places. **Steve Dean reports April 12** I inspected Culverts 52, 53, 60 and 63. They have not degraded since my last visit in 2012.

**Level 16 Lock 26 to Monocacy Aqueduct Mike Cianciosi reports April 19** There was very little trash on the towpath. Most of it was from fishermen. The canal water level was extremely low, down by 2 to 3 feet from where it normally is, in the watered section between Lock 27 and the road at the Dickerson power plant. I was not able to determine where the water was leaking out. The area behind the Monocacy Aqueduct was clear except for one stuck tree behind the first arch on the eastern side.

**Level 17 Monocacy Aqueduct to Nolands Ferry Earl Porter reports February 27, March 31, and April 24 (with Jio Porter)** The towpath was clear in February after clearing by the NPS. A Loudoun County teacher and ten students were visiting the aqueduct in March. The

Monocacy was at flood stage during the March visit. The towpath was dry and in good shape in April. Trash is consistently present at the Indian Flats Hiker-Biker camp and Nolands Ferry. **Marion Robertson and Laura Gilliam report March 12** It was a pleasant day but a strong wind came up with creaking trees so we hurried off the towpath. The towpath was in amazingly good shape, with only a few puddles and muddy spots. We moved one large branch plus related tree debris, which had fallen after we had initially passed that area. Plant overgrowth is on the walls of the granary ruins at Monocacy, which will eventually cause deterioration of the remaining partial wall.

**Level 18 Nolands Ferry to Point of Rocks Pat White reports March 9 and April 11** The towpath was in good condition in March and only slightly muddy. The boat ramp was quite muddy and it was evident that it had recently been flooded to a moderate level. Water was about 18 inches below the red danger line. In April there was a moderate amount of trash, including three very nice 8-inch copper colored tent stakes. Maybe we should hold an auction of Level Walker finds. **John and Susan Anderson report March 16** We walked on a pleasant day in advance of another snow event. The towpath was a bit moist from recent wet, snowy winter. The Calico Rocks Hiker-Biker was in good condition.

**Level 19 Point of Rocks to Catoctin Aqueduct Kevin Shaner reports May 4** The level was walked after a garlic mustard pull. Conditions were good.

**Level 20 Catoctin Aqueduct to Lock 30 Don Peterson reports March 15** The towpath was loaded with scattered branches, and there were two spots where trees had fallen over the path. Users had made a path through/around the trees. I encountered several hikers, including a group of 10 seniors. **Michael and Judi Bucci report April 14** We picked up quite a lot of trash and added it to six bags of garbage and six tires on the side of towpath that were from the April 5<sup>th</sup> Potomac Watershed clean-up. We called non-emergency number to let them know. The towpath was dry and in excellent shape, and there were no graffiti on the Brunswick bridge. **Doug Zveare reports April 26 and 27** Conducted two level walks and assessments of seven culverts. Culverts 84 and 85 are in serious condition.



*Downed tree across the snowy towpath near Brunswick.  
Photo by Doug Zveare*

**Level 21 Lock 30 to Lock 31 Doug Zveare reports February 6** The towpath was completely snow covered. There were tracks that indicated some light use. Two trees were down across towpath at Mile 56.1 and at Mile 56.9. Another tree was leaning across the towpath at Mile 55.3. The trees were reported to the NPS hazard line. I retrieved very little trash due to snow cover.



*Level 24 Dam 3 to Dargan Bend* **Karlen Keto reports March 15** It was a nice day for hiking. I encountered a group of 20 youngsters and two adults from Camp Manidokan on their way to Harpers Ferry. They hailed from a church in Baltimore. There was a moderate amount of trash on the level.

*Level 26 Lock 37 to Antietam Aqueduct* **Jack and Karen Forster report April 5** Tree trimming has been done in the parking lot. The towpath was dry but there was some standing water in the prism from the rain. Culvert 100 wing walls continue to deteriorate. The upstream wing wall has recently collapsed.



*Culvert 100 continues to degrade, and has now lost both wing walls.  
Photo by Steve Dean*

*Level 27 Antietam Aqueduct to Lock 38* **Steve Dean reports March 15** There was moderate trash on the level. I inspected Culverts 103, 104, and 105 and found all in good condition. Fresh graffiti is on signs at Lock 38.

*Level 29 Lock 39 to Snyders Landing* **Elliot Krafusur reports April 24** It was a quiet day on the towpath and no trash was observed. The Potomac was high and clear. The sinkhole 500 yards south of Snyders Landing remains a concern. **Steve and Joni Bittner report April 27** It was an absolutely gorgeous afternoon. We only found one piece of trash. The towpath was in pretty good shape, with minor rutting and some puddles.

*Level 31 Lock 40 to Marsh Run Culvert* **Bill Warren reports April 20** It was a fine day for an Easter hike. I picked up a lot of large trash items on Mile 80. I encountered several bikers, including a long-distance biker with saddlebags, accompanied by a little dog having the ride of his life in a plastic box strapped to the rear of the bike.

*Level 32 Marsh Run Culvert to Dam 4* **Catherine Fenselau Cotter reports February 22 and April 12** In February snow was melting quickly on an unseasonably warm day. A number of large trees had fallen in the previous three months; however, all had been trimmed and taken off the towpath. I found one piece of trash in the entire four miles. Dam 4 provided a special scene, with thin sheets of ice going over the dam and breaking up to cover the river below with millions of small ice diamonds. Six people were taking pictures of this at the dam. In April, conditions were good, but a large load of trash had been dumped at the Taylors Landing parking area. This was reported to the NPS. **David Plume reports March 16** The day was cloudy and cold, with snow flurries. Water was flowing from

under the winch house through the waste weir and into the river. Water was also flowing from the Dam 4 cave into canal. A few areas had standing water in the canal, with the largest section near the Big Woods Campsite. There were only a few people out. One dog walker was seen with five dogs. **Woody Hurtt and Edda Brenneman report April 17** The level was clean and in good condition.

*Level 33 Dam 4 to McMaho's Mill* **Woody Hurtt and Edda Brenneman report April 13** The wayside sign at the lower end of the concrete restored section of Big Slackwater has partially heaved out of the ground and is tilted at a 45 degree angle; apparently due to freeze/thaw cycles. This was reported to the NPS.

*Levels 33 and 34 Dam 4 to Opequon Junction* **HBO Nan Johnson reports March 20** I collected a full bag of trash, and a NPS maintenance crew took it off my hands. The sinkhole issue at Dam 4 has worsened, with another 18-inch sunken depression of about 5-foot wide by the waysides. The NPS engineer is aware. Erosion on the towpath with a deep rut has become a bit wider on the steep hill at Dam 4. I Picked up numerous branches fallen with high winds.

*Level 37 Falling Waters to Lock 44* **Jim Tomlin, Cindy Walczak, and Andy Harbert report March 22** There was significantly more garbage than ever seen before on this level, especially in the canal prism near the I-81 bridge. The towpath was surprisingly dry considering all the precipitation and the time of year. Many sticks were down on towpath. We removed the larger sticks and after that the towpath was easily passable by bicycles. Culvert 127 presented a hazard to small children or careless walkers; a hole had opened between the towpath and the concrete facing. This was reported to the NPS and quickly resolved.

*Level 38 Lock 44 to High Rock Quarry* **George Kennett and Mary Wheeler report April 21** The towpath was in good condition. The house at Lock 44 was recently painted and looked good.

*Level 39 High Rock Quarry to Nettle RR Bridge Piers* **Stefanie Boss reports April 20** The towpath was clean and in good condition. There was no puddling.

*Level 41 Dam 5 to Four Locks* **Mercedes and Paul Tibbits report April 19** The towpath was very clear. Lots of trees and branches were cut by the NPS and on the side. There was not much garbage on the towpath, but there was quite a bit on some areas between path and river. We picked it up. As usual, we found 10 golf balls near Mile 108.

*Levels 41 to 46 Dam 5 to Little Pool* **Curt Gaul reports April 12** All in all, the towpath is in good condition! Between Dam 5 and up to Little Slackwater there is spray paint on some of the rock cliffs at about a half dozen locations- including on some of the cliffs at Little Slack. The Charles Mill wayside panel is very dirty and needs to be cleaned or possibly replaced. Lock signs are missing at Locks 46, 49 and 50. The Watch House at Four Locks has rotting wood that needs to be replaced. The Watch House also needs to be painted. There are about 8 to 10 places on the towpath on the upper half of the stretch along Big Pool with exposed tree roots that provide for rough biking. The north tire track is worse than the south.

*Level 42 Four Locks to McCoys Ferry* **Steve Dean reports March 1** The towpath was clean and dry. A large tree had recently fallen across the towpath arch of Culvert 140 and was resting on the upstream wing wall.

*Level 43 McCoy's Ferry to Fort Frederick* **Jill Craig reports April 18** At least half of this level is watered now. There was no trash on the level. The six culverts on the level were inspected. The prism is considerably more affected by holes over Culvert 147 than in 2011. The crossover bridge over the stop lock at Fort Frederick is in good condition.

*Level 44 Fort Frederick to Ernstville* **Jim Biasco reports April 16** It was a bit cool as the last gasp of winter, but still a great day for a walk. The towpath was very clean. There are an increasing number of muddy spots and some deep spots needing repairs.

*Level 45 Ernstville to Licking Creek Aqueduct* **Dennis Kubicki reports March 15** The towpath was in good condition with no significant rutting, erosion or obstructions. There were isolated instances of relatively deep (2-3 inch) holes that represent a modest hazard to cyclists. There were several trees that appear to have been recently felled and instances of overhanging branches that have been cut. The Licking Creek Hiker-Biker campsite was clean and in good repair. I was surprised by how clean the towpath was from Fort Frederick to the aqueduct. The problem is that there are several sites with trash on the far side of the canal, perhaps discarded by local residents. The aqueduct and culverts were in good condition, although the lower culvert on the level appears to have structural issues.

*Level 49 Hancock to Round Top Cement Mill* **Phillip Michael Clemans reports April 20** The towpath was quite busy on a perfect Sunday. There was quite a bit of trash on the towpath as well as two abandoned tires in the prism at the US-522 bridge. There were a few low spots on the towpath above the White Rock Hiker-Biker, but overall the towpath seemed to have weathered the winter well. I encountered two people who were hiking across the country.

*Level 51 Dam 6 to Sideling Hill Aqueduct* **Bill and Chris Holdsworth report March 15** We took advantage of a brief spell of spring-like weather to check out the level. The towpath was fine, with only a little trash. At mile 134.75, there was a fallen tree over the towpath that could have injured a careless bicyclist. The culverts, Locks 55 and 56 and the Sideling Creek aqueduct were all in good condition.

*Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct* **Tom Aitken and Candee Schneider, report March 15 and April 20, with tree assistance from Joshua Moore, Pete McHugh, Jack Meade, and Daniel Jones in March** Overall things were in fair condition in March and April. There were plenty of sticks to kick off of the towpath both times, but the NPS did a great job of clearing large obstructions. We did encounter a large hanging snag in March near Fifteen Mile Creek that was blocking the towpath. We estimated it at 30' in length and way too large for us to deal with alone. As I was cutting off some of the smaller branches with my saw, a group of four students on spring break from Towson State University offered help. We were able to lower the snag to the ground and cut it enough to move it off the towpath. A big thanks to our tree helpers! In April we saw a canoe capsized in the river about 80-100' from the bank near Indigo Neck. The boat appeared to be in pristine condition as it was lodged crosscurrent between two submerged rocks. After some thought, we decided that the best course of action was to call central dispatch. A Maryland DNR officer arrived within

twenty minutes and he completed a search for stranded or injured boaters downstream. He informed us that a report had been filed on a missing canoe a couple of days earlier, and his assumption was that the boat had gotten away and drifted downstream.

*Level 55 Lock 60 to Culvert 208* **Paul Petkus reports April 5** The towpath was in good condition. I moved branches off of the towpath, although not as many as I expected from winter. The prism in the entire level had water, as it did this time last year. Lock 60 and the nearby lock house foundation were stable. The upstream part of the culvert 208 barrel at the towpath arch has shed some more bricks since my last inspection. The vernal pool at Bonds Landing camping area is larger than it was one year ago. Also larger is the swampy area at the junction of the towpath and the road to the Bonds Landing campsites.

*Level 60 Opposite Little Cacapon to Town Creek Aqueduct* **Jonnie Lefebure reports March 21** Shallow water is in the prism from the Town Creek Aqueduct to Lock 67. The prism is well watered below Lock 67 to the lower end of the level. A small sinkhole in the towpath on Mile 161 is blocked off.. Bricks have apparently fallen from the end of the barrel of Culvert 215 and can be seen in the water below. Stones in wing walls have slowly moved apart over long time. The walk started off rainy but was clear later. I saw no one on the towpath, but at the end of the walk I saw a fisherman walking to his truck at Town Creek with a stringer of fish.

*Level 61 Town Creek Aqueduct to Lock 68* **Tom Aitken and Candee Schneider report February 23** The access road into Town Creek was covered in a combination of ice and slush, and getting into the park was difficult. Hiking the towpath was also reduced to a slow, slippery walk. However, it was great getting back on the canal. The canal is watered in this area, and for the most part it was ice covered. As we returned from our walk, two local boys were on the towpath carrying a pistol. We reported the incident. The ranger we spoke to advised that people with guns should not be approached and reminded of park rules. Instead, volunteers should walk away (in the opposite direction without passing said person with a firearm), and park dispatch should be called immediately.

*Level 62 Lock 68 to Oldtown* **Tom and Marsha Dulz report April 17** The towpath was clean and in good condition. We observed 24 fishermen, including one with a nice trout. The Lock 68 house porch is still in bad condition.

*Level 64 Kellys Road Culvert to Spring Gap* **Jim Lyons reports March 11** The towpath was mostly dry, though soggy in spots. The Canal was still frozen from just upstream of Milepost 171 to Kelly's Road. Culverts 223 (Kellys Road) and 228 appear to be clear and in good shape. **Nasra Sakran reports March 19** There was more trash off the towpath than on it. The entrance road into the Spring Gap Recreation Area has a lot of potholes.

*Level 66 Lock 74 to Mexico Farms* **Jim Lyons reports March 10** The towpath was soggy in some places and rather dry in others. Some snow remained at Lock 75 and the canal was still partly frozen. The towpath shows much wear due to horse traffic, especially around Mexico Farms. On Mile 177 someone had discarded two TV sets in the canal prism.



## Level Walker Nature Sightings

Spring took its' time arriving but it was worth the wait. Signs of the season abound everywhere. For many spring means the brief return of bluebell-lined towpaths. For others it means the return of the turtles, which are one of the favorite sights of all canal fans. Whether you love them or hate them, the snakes are back too! Birds and mammals of all kinds are out in force.

Some Level Walkers provide detailed notes of their findings and others even participate in studies. Bird counts are often performed during level walks. In one case, level walker reports were helpful to a National Park Service ranger who was conducting a phenology study in the Great Falls area.

Level Walker Paul Petkus participates in the Maryland Amphibian and Reptile Atlas (MARA). It is a five-year survey of the reptiles and amphibians in Maryland to document their current distribution. For the survey, the state of Maryland has been partitioned into quadrants. The quadrants are further divided into blocks. It's a distribution survey rather than a count. Once a species has been reported in a block, it no longer needs to be reported.

It doesn't take any special talent to participate. All one has to do is spot a herptile (a reptile or amphibian) in any stage of its life, make a note of where it is observed, and then photograph it or make a recording of its call. It's activity that Paul does on a typical level walk for the Level Walker report. The same data reported in the Level Walker report can also be submitted for the MARA survey.

2014 is the final year of the survey. Any photo or recording from 2010 to present can be submitted as long as the location of the sighting is known. Sightings of painted turtles along the tow-path probably aren't needed any longer, but those of the less prevalent and more elusive herptile might be. One can determine if a species has been reported already by consulting the database and grid locators that are available on their web site. Sightings can be submitted to either the statewide coordinator or through one of the county coordinators. If interested, details can be found on their webpage at <http://marylandnature.org/mara/> or their Facebook page at <https://www.facebook.com/MDHerpAtlas>.



*Black rat snake emerging from knot hole.  
Photo by Michael Bucci*



*Above - Pile-up of turtles in the canal. Photo by Doug Zveare*

*Below - Merganser with hitch-hiking duckling. Photo by Paul Petkus*



## Samson - Park K-9

Samson, the C&O Canal National Historical Park K-9, recently died. Samson was a 133-pound Labrador retriever and trained in explosives detection. Samson and his handler, Park Ranger Martin Gallery, supported National Park Service events, distinguished visitor events, and local bomb threats. Martin and Samson also conducted educational programs for youth, including groups from the Boy Scouts of America and Youth Conservation Corps enrollees.

*Photo courtesy of the NPS, C&O  
Canal NHP*



# 1875 on the C&O Canal by Bill Holdsworth

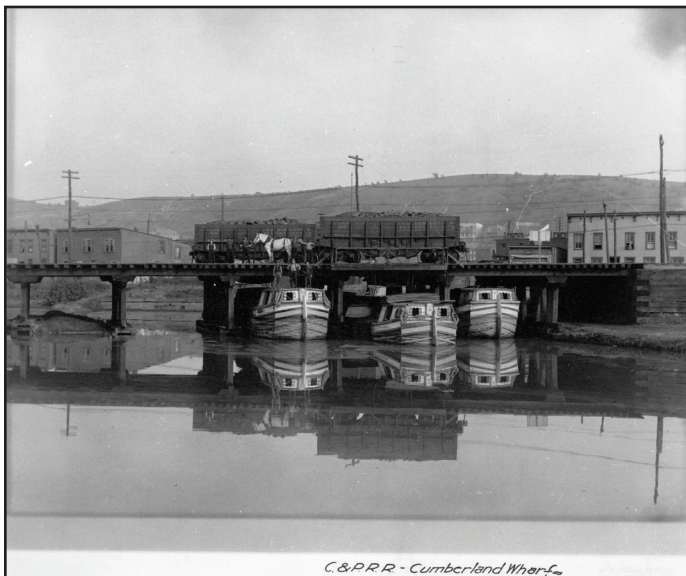
## 36 Hours In Cumberland

Boat crews on the C&O Canal were constantly in motion during the shipping season. Typically, they would load their boats with coal in Cumberland, travel downstream to Georgetown, unload, travel back to Cumberland, and repeat the process – all as quickly as possible. The more trips they completed, the more money they made.

Only at the terminals, Cumberland and Georgetown, did boat crews typically linger in one place. Because of the records from Lock 75, we can ascertain that about 36 hours was the median time that a boat spent in Cumberland during 1875, re-provisioning and loading coal.

We have a detailed log from 1875 listing the date and time that each canal boat passed Lock 75, the first lock downstream from Cumberland, nine miles from the city. I was able to pair 6,377 instances of a boat going upstream with a matching record going downstream during the peak months of May through October. The median elapsed time for each pair was 41 hours. If you assume boats took about three hours to travel between Cumberland and Lock 75 each way, the actual time spent in Cumberland is about 36 hours.

At Cumberland canal boats positioned themselves below railroad trestles so that they could be loaded with coal from the railroad. There was a string of establishments near the canal basin along Wineow Street called “Shantytown” that catered to the canal boats.



Canal boats load coal at the Cumberland Wharf  
Photo courtesy the Special Collections Research Center  
available at <http://bit.ly/candocanal>

Canallers could buy groceries and mule feed at the establishments along Wineow Street. Shantytown provided other diversions at various saloons and pool parlors. Among the most well-known were Old Aunt Susan Jones’ Rising Sun Saloon and Mis’ Palmer’s Red Tin Shanty. Cumberland also offered an opportunity to repair the boat or hire additional deckhands.

Ascent from Lock 75	Descent to Lock 75	Elapsed Time	In-port Time
5/7 10:10 p.m.	5/8 5:20 p.m.	19	13
5/17 9:25 a.m.	5/18 2:00 p.m.	29	23
5/23 9:00 p.m.	5/24 2:45 p.m.	18	12
5/31 1:50 p.m.	6/1 11:40 p.m.	34	28
6/9 6:40 p.m.	6/10 5:55 p.m.	23	17
6/18 2:35 p.m.	6/19 5:45 p.m.	27	21
6/27 10:15 p.m.	6/28 5:45 p.m.	20	14
7/6 4:35 p.m.	7/7 2:30 p.m.	22	16
7/19 3:50 a.m.	7/19 5:25 p.m.	14	8
7/31 4:10 p.m.	8/4 7:15 p.m.	99	93
8/16 11:20 a.m.	8/17 12:50 p.m.	26	20
8/22 8:35 p.m.	8/23 1:30 p.m.	17	11
9/3 6:50 a.m.	9/4 6:25 p.m.	36	30
9/10 8:30 p.m.	9/11 9:15 p.m.	25	19
9/21 12:40 p.m.	9/22 1:45 p.m.	25	19
9/29 6:10 p.m.	9/30 3:45 p.m.	22	16
10/6 6:50 p.m.	10/7 5:25 p.m.	23	17
10/14 2:10 p.m.	10/15 10:00 a.m.	20	14
10/27 11:15 a.m.	10/27 9:40 p.m.	10	4
	Median Time	16.6	

Arrivals and departures of Ludlow Patton, a steamer that was one of the busiest boats on the canal, making 19 trips between May and October 1875 and usually spending less than 17 hours in Cumberland. Newspaper reports showed Ludlow Patton operating for the Maryland Coal Company.



Despite all these distractions, some canal boats still managed an extremely quick turnaround in Cumberland. Records at Lock 75 show some boats heading backing downstream less than eight hours after passing through upstream. If you assume three hours travel time each way, that leaves barely two hours to load with coal and take care of any other business. According to legend, one boat operator used canine help to speed his turnaround. He trained a bulldog named “Rough” to swim across the canal basin with a towline around his neck. This talent was helpful when the mules and boats were separated on opposite sides of the basin.<sup>1</sup>

1. Harlan D. Unrau, *Historic Resource Study: Chesapeake & Ohio Canal* (Hagerstown, Md: U.S. Department of the Interior, National Park Service, Chesapeake and Ohio Canal National Historical Park, 2007), 820.

Boat name	Ascent from Lock 75	Descent to Lock 75	Elapsed Time
<i>Grason &amp; Fannie</i>	9/15 6:30 a.m.	9/15 12:25 p.m.	6 hrs
<i>Chas. Buchanan Embrey</i>	8/26 11:20 a.m.	8/26 5:40 p.m.	6 hrs
<i>John L. Read</i>	7/24 8:00 a.m.	7/24 2:50 p.m.	7 hrs
<i>Pattie Dunlope</i>	8/14 10:30 a.m.	8/14 5:30 p.m.	7 hrs
<i>M. S. Haines</i>	10/22 2:50 p.m.	10/22 10:00 p.m.	7 hrs
<i>J. H. Woodburn</i>	7/2 12:25 p.m.	7/2 8:10 p.m.	8 hrs
<i>New Era (steamer)</i>	12/3 8:25 a.m.	12/3 4:10 p.m.	8 hrs
<i>Grason &amp; Fannie</i>	7/16 3:40 a.m.	7/16 11:40 a.m.	8 hrs
<i>Charles Robb</i>	10/25 9:00 a.m.	10/25 5:00 p.m.	8 hrs
<i>Grason &amp; Fannie</i>	8/20 2:30 a.m.	8/20 10:35 a.m.	8 hrs
<i>Julia Tyler</i>	6/18 1:25 p.m.	6/18 9:30 p.m.	8 hrs

*Here are some examples of boats that made the trip to Cumberland, loaded up, and returned to Lock 75 in 8 hours or less.*

## Visiting New Yorkers

By Dave Johnson and Rod Mackler

On the weekend of May 2 – 4, the C&O Canal Association hosted about 40 canal enthusiasts from New York, New Jersey, Ontario, and Massachusetts, members of the Canal Society of New York State. The group gathered at the Ramada Plaza in Hagerstown. On Friday afternoon, Dave Johnson and Rod Mackler led them on a tour of Harpers Ferry and Lock 33. In the evening, Dward Moore welcomed them to the C&O Canal, and Dave presented an orientation slide show on the history of the canal and park, and a preview of the sites that would be visited the next day. The Saturday bus tour covered the section of the canal from Monocacy Aqueduct to Williamsport. The tour ended at Cushwa Basin, where Ranger Kelly Fox gave them a warm welcome from the National Park Service. Susan VanHaften also played host, while Rita Bauman promoted the Association with an information display and sales of books and apparel. Lorna Hainesworth provided the keynote with a slide lecture on the National Road at Saturday evening’s banquet.

Our guests came well-prepared. They used the NPS Handbook as their primary text on the C&O Canal. In addition, their field trip guide included a detailed itinerary and original articles on the aqueducts of the C&O, the Civil War on the canal, and the geology of the area. CSNYS President Tom Grasso and other members of the tour group expressed their appreciation of Rachel Stewart and of the hospitality of the C&O Canal Association.



*Canal Society of New York State members visit the Shepherdstown River Lock  
Photo by Rod Mackler*

### The Keystone Concept

The concept of the keystone in architecture is well known. For many centuries arches have been constructed using a “keystone,” the central stone at the top of an arch that locks all other stones into place. If the keystone is damaged or removed, the arch collapses.

Ecologists have adapted this concept to explain how certain creatures affect an environment. As might be expected, the adaptation has taken on a very different context.

The keystone concept is applied to animals that have a significant impact on an environment, enough to force an enormous change on the animal and plant communities that inhabit the area. Such animals are called “keystone species.” Few can claim this distinction. Note that a keystone species is not an introduced species brought into an area by people. A keystone species is a native animal that travels to a new environment in search of food and shelter. Once in the new environment, dramatic change occurs.

We have an excellent example of a keystone species in our area. Signs of it are often seen along the Potomac River and the towpath. It is a nocturnal animal that may be seen at dusk or after sunset repairing a dam and gnawing trees. It is the beaver, *Castor canadensis*, the greatest of animal engineers, a magnificent builder of dams and clear cutter of forests.

All a beaver family needs to set up a home is a forest of suitable trees and water. If the area they want to inhabit is not perfect, they simply modify it. A fast flowing stream is dammed to create a placid pool, ensuring a stable, safe environment for a beaver lodge. New food sources, beaver diet favorites, will replace trees that die either due to flooding or harvesting. By the time the beavers finish their work, the habitat has been transformed from a forest to a wetland, a significant change. Although many animals will be forced to leave, new species will move in. Wetlands attract a variety of amphibians and wetland birds, not to mention woodpeckers looking to feast on dead trees.

This stable environment will again be disturbed if the beaver family decides to move on. Without maintenance, the dam will eventually break and the pond will drain. The result is usually a meadow. A new set of animals and plants move in, and the cycle continues. Whether arriving or departing, a keystone species makes a difference.

There is debate among scientists as to whether the keystone concept is a good fit to describe the impact of keystone species. Whereas the keystone in architecture is an element of stability, the keystone species in ecology is an element of change. When a natural environment is modified and thoroughly disturbed, there will be both winners and losers. Whether a keystone species is a positive or a negative element in a given area depends on what or who you are. Your point of view will be colored if your food sources and shelter disappear.

Scientists have a less personal view of the impact of keystone species. Particular credit is given to beavers since they transform an area with little animal and plant diversity into a place that supports a large variety of life forms.



*Tree felled by beaver near Spring Gap - Photo by Pat White*

Along the Potomac the influence of beavers is not as dramatic as it might be. The Potomac, like many large rivers, is too wide to be entirely dammed. Beavers on wide rivers create lodges by burrowing into the river bank and building submerged passages for entry and exit. We know they are there by signs of felled trees, gnawed tree trunks, and branches floating in eddies near the lodge. The picture with this article shows unmistakable evidence of beaver activity. It was taken from the towpath near Spring Gap.

As you walk along the towpath, you may be fortunate enough to see a beaver in the water or hear the slap of the giant tail as it warns its friends of human intrusion. Even if you do not actually see the animal, you will know it is there by the freshly chewed tree bark and log-sized branches in the water. *Castor canadensis* does not hide his presence.

### Continuing Hike Series

Continuing Hikes are in summer recess. Join us at Dam 5 when we resume on Sunday, September 28. Contact Pat White (hikemaster@candocanal.org or 301-977-5628) for further information.

At right, a group of intrepid hikers take a well-earned break at Lock 31, Wewerton, while they enjoy Pat's famous cookies during the March 29<sup>th</sup> hike. It's worth attending the hikes just for Pat's delicious cookies! From left to right: Bob Whalen, Don Peterson, Bill Burton, Kerry Gruber, Karlen Keto, Barbara Sheridan, Eric Whitenton, Lisa Hendrick, Meredith Censullo, Pat White and Chris Colgate. *Photo by Doug Zveare*





## Nature Walks

### Spring Wildflower Walk

On April 12, a group of 14 people gathered at the parking lot across from Old Angler's Inn for the C&O Canal Association wildflower walk. The first flowers were spotted at the end of the bridge across the canal. A large patch of lesser celandine covered the bank of the prism. From there, the group walked downstream to find specimens of spring beauty and one of the smaller members of the speedwell family. One participant wanted to see gill-over-the-ground so she could tell the difference between that and speedwell, but none was found. However, bloodroot, cut-leaved-toothwort, and yellow trout lily (dog-toothed violet) were growing beside the towpath.



*Wildflower sightings  
- (l. to r.): Bloodroot,  
trout lily, Virginia  
bluebells and spring  
beauty.  
Photos by Marjorie  
Richman*



The group then walked upstream along the Widewater area. It was a busy day for the spring peepers, who were busy courting and singing in plain view of the people on the towpath. Some folks reported seeing baby snapping turtles hiding under the sticks on which the peepers were sitting. Blue gills were swimming in the canal, and pond turtles, Canada geese, and cormorants were visible in Widewater. But wildflowers called and the group walked on to the rocks lining the river side of the towpath. Early saxifrage and early winter cress were sprinkled among the rocks, along with more cut-leaved toothwort and common chickweed. Several yards further north a path led into the woods and the group agreed to go on it. A patch of skunk cabbage leaves was investigated, but no flowers were found, since they bloom in January and February. The group was hunting Dutchman's breeches with little luck, but Virginia blue bells were spotted down a steep path and several people clambered down to see them. The rest of the group found golden corydalis mixed in with toothwort, spring beauty, and cress in the rocks above. On the way back to the towpath Dutchman's breeches were finally spotted and could be checked off the list of must-finds.

– Carol Purcell

### Spring Bird Walk

The C&O Canal Association spring bird walk at Rileys Lock on April 27<sup>th</sup> was very successful, with seven participants and a total of 42 species logged. The weather was clear and temperatures very comfortable. Highlights were several rare red-necked grebes, a breeding plumaged horned grebe, and actually SEEING northern waterthrush, northern parula, and yellow-throated warbler. The latter two species are often hidden in the treetops. The Fall Walk is scheduled for September 27<sup>th</sup> and a location has yet to be determined.

– Kurt Schwarz

### Summer Walks

Join us for our fourth dragonfly and damselfly walk in Oldtown on June 21<sup>st</sup>. For those who don't want to make the trip to Western Maryland, we have another dragonfly walk at Pennyfield (Lock 22) on August 9<sup>th</sup>.

## Calendar of Events - 2014

Jun. 21, Sat., Nature Walk along the towpath to view dragonflies, 4 miles total between Oldtown and Lock 68, meeting at 10 a.m. Contact Steve Dean for directions and details at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org) or 301-904-9068.

Jun. 28, Sat., Brunswick Bicycle Festival, Railroad Square Park, 11 a.m. to 3 p.m. For more information, go to <http://www.brunswickmainstreet.org> or contact Dward Moore at [president@candocanal.org](mailto:president@candocanal.org).

Jun. 28-29, Sat.-Sun., Montgomery County Heritage Days, Seneca Aqueduct and Lock 24. Contact: Ron Howard ([ronhoward3@comcast.net](mailto:ronhoward3@comcast.net)).

Jul. 12-14, Sat.-Mon., Retreat Through Williamsport commemorates the Confederate Army's retreat through the town following the Battle of Gettysburg. For more information, go to <http://www.williamsportretreat.com>.

Jul. 19, Sat., Paddle trip, Old Patowmack Canal, Va. Reservations required. Contact Bill Burton at [canoemaster@candocanal.org](mailto:canoemaster@candocanal.org) or 703-801-0963.

Aug. 3, Sun., Board Meeting, 1 p.m., Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 9, Sat., Nature Walk along the towpath to view dragonflies, upstream from Pennyfield (Lock 22), meeting at 10 a.m. Contact Steve Dean for directions and details at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org) or 301-904-9068.

Aug. 15-17, Fri.-Sun., Paddle trip in Paw Paw Bends area. Reservations required. Contact Barbara Sheridan at [canoemaster@candocanal.org](mailto:canoemaster@candocanal.org) or 301-752-5436.

Aug. 23-24, Sat.-Sun., Williamsport C&O Canal Days. Events will be taking place in various areas of the town. Contact: Tom Perry, 301-223-7010.

Sep. 1-4, Mon.-Thu., World Canals Conference, Milan, Italy. For more information see [www.worldcanalsconference.org](http://www.worldcanalsconference.org)

Sep. 20, Sat., Paddle trip, Brunswick to Monocacy. Reservations required. Contact Bill Burton at [canoemaster@candocanal.org](mailto:canoemaster@candocanal.org) or 703-801-0963.

Sep. 27, Sat., Nature Walk focusing on birds, 8 a.m., location TBD. Kurt Schwarz, Maryland Ornithological Society, will lead. For more information, contact Marion Robertson ([morobertson@verizon.net](mailto:morobertson@verizon.net) or 301-657-8992).

Sep. 28, Sun., Continuing Hike Series: 10:30 a.m., Dam 5 (mile 106.8) upstream. Contact Pat White (301-977-5628 or [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org)).

Oct. 4, Sat., Nature Walk focusing on fall wildflowers with Carol Purcell, 10 a.m. Location TBD. For more information, contact Marion Robertson ([morobertson@verizon.net](mailto:morobertson@verizon.net) or 301-657-8992).

Oct. 5, Sun., Board Meeting, 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Oct. 8-13, Wed.-Mon., Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or [phopson727@verizon.net](mailto:phopson727@verizon.net).

Oct. 25, Sat., Annual Heritage Hike. Hikes of varying lengths will be offered from the Pearre Western Maryland Rail Trail parking lot, followed by an evening dinner and program. Details will be published in the September newsletter. Contact Christine Cerniglia at [programs@candocanal.org](mailto:programs@candocanal.org).

Nov. 1, Sat., Nature Walk focusing on tree identification, Carderock recreation area, 10 a.m. Last in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at [carolivory@verizon.net](mailto:carolivory@verizon.net) or 703-869-1538 (cell).

Nov. 23, Sun., Continuing Hike Series: 10:30 a.m., North Branch (mile 175.5) upstream. Contact Pat White (301-977-5628 or [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org)).

Dec. 7, Sun., Board Meeting, 1 p.m., Glen Echo Hall, 6106 Harvard Ave.

Dec. 13, Sat., Frostbite Hike: 10:30 a.m., Location TBD

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."

### Stay Connected!

Our website, [www.candocanal.org](http://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](http://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](http://www.facebook.com) and register (there is no cost), and then look for us.

Meetup – Visit [www.meetup.com](http://www.meetup.com), search for "C&O Canal Association" and select "Join Us." Meetup will keep you informed of upcoming hikes and other events.

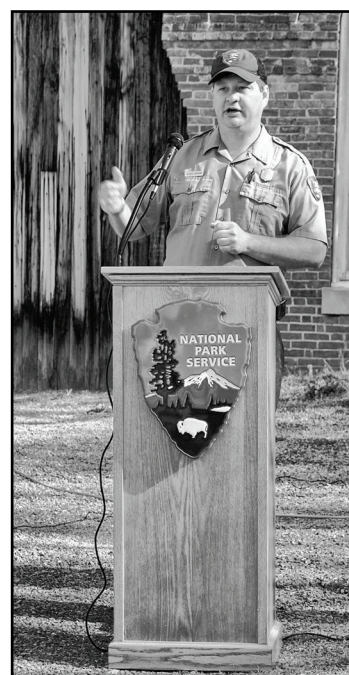
Email – C&OCA members may receive our periodic updates by mail. If you haven't been getting those and would like to, please send your request to [communicator@candocanal.org](mailto:communicator@candocanal.org).

### Ranger Geordie Newman Leaves C&O Canal National Historical Park

National Park Service Ranger Geordie Newman departed the C&O Canal NHP on April 18. Geordie was most recently the Canal Steward Program Manager and before that was involved with other volunteer programs. He was well known to Association volunteers and was instrumental in establishing the park's very successful Canal Steward program.

– Steve Dean

*Photo courtesy of the NPS, C&O Canal NHP*





# 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	Ed Wenschoff, Acting
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	John Adams, Acting
Chief of Interpretation,		
Education and Partnerships	301-714-2238	John Noel
Partnerships Coordinator	301-491-2465	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 (Tidelock) to Mile 42.19 (Monocacy River)  
 11710 MacArthur Blvd, Potomac MD 20854  
 District Manager 301-491-6265 Catherine Bragaw  
 Park Ranger Law Enforcement 301-491-6279 Joshua Cunningham  
 Supervisory Visitor Use Assistant 301-767-3703 Betsy Buchanan

**Georgetown Visitor Center** 202-653-5190  
 1057 Thomas Jefferson St, NW, Washington DC 20007

**Great Falls Tavern Visitor Ctr** 301-767-3714  
 11710 MacArthur Blvd, Potomac MD 20854

**Western Maryland District, mile 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, MD)**  
 District Ranger 301-722-0543 Todd Stanton  
 Cumberland Subdistrict 301-722-0543  
 Hancock Subdistrict 301-678-5463  
 Ferry Hill Subdistrict 301-714-2206

**Williamsport Visitor Center** 301-582-0813  
 205 West Potomac St., Williamsport MD 21795  
 Supervisory Park Ranger Ben Helwig

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

**Cumberland Visitor Center** 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

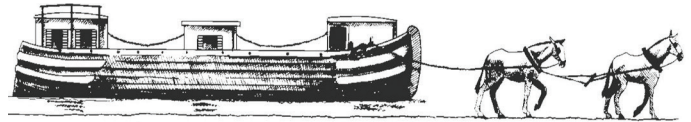
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**Editor:** Steve Dean

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



## 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 recorded information and inquiries: 301-983-0825.

#### 2014 Association Officers

**President:** Dward Moore, 403 Walnut St., Brunswick MD 21716, 301-834-6007, [president@candocanal.org](mailto:president@candocanal.org).

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

**Second Vice President & Level Walker Chairman:** Steve Dean, P.O. Box 132, Saint Leonard, MD 20685-0132, 301-904-9068, [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org).

**Secretary:** Susan VanHaften, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, [secretary@candocanal.org](mailto:secretary@candocanal.org).

**Treasurer:** Richard Radhe, 8902 Skyrock Court, Columbia, MD 21046, 410-302-2721, [treasurer@candocanal.org](mailto:treasurer@candocanal.org).

**Information Officer:** Pat White, 66 Oak Shade Road, Gaithersburg MD 20878, 301-977-5628, [inquiries@candocanal.org](mailto:inquiries@candocanal.org).

**Board of Directors:** (terms expire in 2017): Chris Cerniglia, Jill Craig, Harry deMoll, George Kennett, Doug Zveare; (terms expire in 2016): David M. Johnson, Tom Lightfoot, Rod Mackler, Craig Roberts, Marion Robertson; (terms expire in 2015): William Bauman, Pat Hopson, Bill Holdsworth, Nancy Long, Alan Shane.

**Committees** (contact at C&OCA address/tel. no. above): Archives, Susan VanHaften; Auditing, John Wheeler; By-laws, Dave Johnson; Editorial Review, Steve Dean; Environmental, Rod Mackler; Festivals, Rita Bauman; Finance, Richard Radhe; Legal Advisory, John Wheeler; Level Walkers, Steve Dean; Membership, Barbara Sheridan; Nature, Marion Robertson; Nominating, Barbara Sheridan; Programs, Chris Cerniglia; Sales, Bill Hibbard; Special Projects, vacant; Volunteers in the Park (VIP), Jim Heins; Youth, vacant.

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

## Along The Towpath

Chesapeake & Ohio Canal Association

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*The annual C&O Canal Association Presidents' Day breakfast was celebrated by 25 members on May 31<sup>st</sup> at Bill's Place in Little Orleans. Afterwards, 13 members went on a hike led by Pat White from Pearre to the Indigo Tunnel. In the photo above, the hikers take a break on the Sideling Creek Aqueduct. Photo by Steve Dean*



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