

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.

VOLUME XLVI

December 2014

Number 4

C&O Canal Park Advisory Commission Reinstated

By Nancy Long and Ned Preston

The recent revival of the Chesapeake and Ohio Canal National Historical Park Commission, a federal advisory commission, is welcome news to friends of the canal park. From the time of the park's creation in 1971, the commission provided a forum for citizens of nearby communities and states, enabling them to receive information about park policies and to voice their ideas and concerns. This valuable process was interrupted in 2011 by the failure of Congress to pass the usual ten-year reauthorization. Merrily Pierce and other former commission members continued to hold unofficial meetings, however, while park supporters such as the C&O Canal Association advocated for reinstatement. In autumn 2014, a bipartisan bill at last provided reauthorization, and Merrily was able to write:

"We are greatly indebted to our regional Congressional delegation, especially Sen. Ben Cardin and to Rep. Van Hollen and their staff members for their persistence in strategically maneuvering the bill thru committees and encouraging support among colleagues. Their actions would not have been possible without Sen. Barbara Mikulski's strong support in the Senate, and Rep. John Delaney and Rep. Frank Wolf's support, along with Rep. Jim Moran and Rep. Gerry Connolly's support in the House. The final 419-0 vote in favor of passage on September 17 speaks of their successful efforts on our behalf, at the same time recognizing the value of the Park as one of the region's most valuable historical, natural, and recreational resources."

President Obama signed the legislation on September 26, giving the commission another decade of life from that date. The commission consists of 19 members appointed by the Secretary of the Interior for five-year terms. Two members are chosen from the recommendations of each of the Maryland counties of Montgomery, Frederick, Washington, and Allegany. Two are chosen from the recommendations of each of the governors of Maryland, West Virginia, and Virginia, and two from the recommendations of the mayor of the District of Columbia. Three members are appointed at the secretary's discretion. Of these three, one serves as the commission's chair and two must be members of "regularly constituted

conservation organizations." All members serve without compensation and make their recommendations on park policies and issues by majority vote.

The National Park Service will soon send letters requesting nominations from the responsible government entities named above. C&OCA members who are interested in serving, or who wish to suggest a candidate, may submit recommendations to a member of the Association's board or directly to the secretary of the interior or to their state or county officials. Once a quorum is achieved, the revived commission could convene its first meeting by early 2015.

The great usefulness of the commission was demonstrated soon after its inception. Following their swearing-in ceremony, the initial members were charged with helping to devise a master plan for the nascent National Historical Park. Critical of an existing draft that

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2014 Heritage Hike



Over 30 hikers and three dogs participated in a hike in western Maryland on a fine fall Saturday. After the hike a group of more than 40 members enjoyed dinner and camaraderie in Orleans. An account of the day and more photos are on page 4. Photo by Steve Dean

C&O Canal Commission (Continued from p. 1)

over-stressed development of recreational facilities, a committee appointed by chair Nancy Long assisted successfully in writing a more balanced General Plan. Approved in 1973, the plan emphasizes preservation of, and respect for, the important natural and historical values of the canal. (For details, see James H. Gilford's article in the September 2011 issue of this newsletter, available in the archives at www.candocanal.org.) Over the years, the Commission has used its advisory role to enhance the park and to protect it from commer-



This photo from 1972 shows many of the original Commission members with NPS officials. Back row, from left to right: Richard L. Stanton, NPS; Dr. James H. Gilford; Dean McClanahan, NPS; Dr. Kenneth Bromfield; Joseph H. Cole; Jack Fish, NPS; Edwin Wesley; West Virginia State Senator Louise Leonard; Ronald A. Clites; the Honorable Vladimir A. Wahbe; Rome F. Schwagel; David Richie, NPS; and John C. Frye. Front row, left to right: Caroline Free-land; Mary Miltenberger; Grant Conway; Nancy C. Long, Commission chair; Donald R. Frush; and John Lewis. Other original Commission members were: James G. Banks; Burton C. English; Thomas W. Richards; and former Maryland Governor J. Millard Tawes.

John Noel Selected as C&O Canal NHP Deputy Superintendent

John Noel has been selected as the deputy Superintendent for the park. Prior to this assignment, John was the chief of interpretation, education, and volunteers & partnerships. John is a native of the D. C. area and a graduate of Mt. St. Mary's University in Emmitsburg, Md. He became a volunteer at Williamsport visitor center before joining the park staff as the C&O Canal's volunteer coordinator. John applied his strategic thinking to build a program that in three years won the NPS's Hartzog and DOI's Take Pride in America awards for best volunteer program in the NPS and Federal Government respectively. Currently, more than 4,000 volunteers contribute nearly 100,000 hours to the canal's success each year. In his new role John will join Superintendent Kevin Brandt in leading the C&O Canal NHP towards a stronger future.

— NPS, October 31, 2014

cial exploitation or other inappropriate intrusions. Examples of its work include helping to create a positive plan for the educational use of a property at the confluence of the Monocacy and Potomac Rivers known as the Chick Farm. The Commission successfully recommended that a full environmental impact statement be prepared to assess the controversial proposal for a large private boat-house on a site within the Georgetown section of the canal park. We can expect that the Commission will remain a highly beneficial force for the coming decade and beyond.



C&O Canal NHP Commission members are shown here, with canal park leaders, at their last meeting before the interregnum that began in 2011. The mementos that they are holding are canal boat replicas hand-made by a member of the park's maintenance division. Shown left to right are: Charles Wier, Barry Passett, Ferial Bishop, Patricia Schooley, Donna Printz, Merrily Pierce, Superintendent Kevin Brandt, Sheila Weidenfeld, Nancy Long, John Zeigler, Jack Reeder, George Lewis, James Gilford, Jo Reynolds, Dan McElrath, and Deputy Superintendent Brian Carlstrom. Photos courtesy of the National Park Service, C&O Canal NHP.

Upcoming Meeting on Georgetown Boathouse Zone Environmental Assessment

The National Park Service is planning a public scoping meeting during January 2015 on an Environmental Assessment (EA) stemming from last year's Georgetown boathouse zone feasibility study. As this newsletter goes to press, NPS has indicated that an announcement providing details of the event may be expected before December 25.

The EA is likely to have profound effects – for good or ill – on the Georgetown sections of the C&O Canal NHP and the Capital Crescent Trail. The feasibility study upon which the EA will be based included options for the future of the canal park's land in this area that ranged from attractive enhancements to major intrusive development. C&OCA members are urged to attend the scoping meeting and to make their voices heard during the comment period that will follow. Updates on the meeting will appear on www.candocanal.org, which also provides background on the boathouse zone study in an October 2013 article in the News section.

— Ned Preston

Dward Moore Recognized as Park-Wide Volunteer of the Year

Dward Moore was recognized as the C&O Canal National Historical Park park-wide volunteer of the year at the Williamsport volunteer appreciation dinner on October 16th. Dward has been integral part of the resource management division at C&O Canal over the past five years, and received the well-deserved award for the wide range of support he provides for the park. He works on the Handbook 142 update project, and serves as a paleo protector, a culvert crawler, and a member of the Canal Towns committee. Most significant are his efforts in the library, where he was instrumental in the organization and rehousing of the historic slide collection, created a database for the early ranger collection prints, and organized and rehoused the park's aerial photographs. Congratulations Dward, and keep up the great work.



Dward Moore receives the 2014 Park-Wide Volunteer of the Year award from (l to r) Emily Hewitt, Ben Helwig and Ahna Wilson. Photo by Chad Crumrine, National Park Service.

Tom Aitken Selected as Western District Volunteer of the Year

Level Walker Tom Aitken was honored as the C&O Canal NHP western district volunteer of the year at Williamsport. Tom, with his friend Candee Schneider, is a very active level walker. He not only walks his own Level 52 on a frequent basis, but walks other Western Maryland levels when needed. In addition to his level walker service, Tom is a paleo protector, Lockhouse 75 volunteer, and canal steward at Town Creek. Tom is a great example of the spirit of volunteerism that helps the C&O Canal NHP.

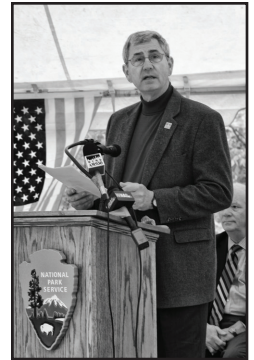
Dr. Karen Gray Receives President's Lifetime Achievement Award

Dr. Karen Gray received the president's lifetime achievement award for contributing over 4,000 volunteer hours. Karen richly deserves the award for her long and valuable history of support for the C&O Canal NHP, including outstanding support as the park librarian and an amazing 37 years as a level walker. Created by a U.S. presidential council and administered by the Points Of Light organization, the award recognizes, celebrates, and inspires community service.

– Steve Dean

Dr. George Lewis Wins Preservation Maryland Volunteer Award

Preservation Maryland awarded Dr. George E. Lewis, Jr., its coveted 2014 Volunteer Award. The award was presented to Dr. Lewis at Preservation Maryland's Annual Awards ceremony on October 14th. Dr. Lewis was honored for his extraordinary effort to raise the funds, public awareness, and support needed to restore the Catoctin Aqueduct of the C&O Canal, which had collapsed in 1973. To support the restoration project, Dr. Lewis established the Catoctin Aqueduct Restoration Fund. With private donations and Dr. Lewis's tenacity, the project was completed with a \$3.93 million construction budget that was largely funded under the American Recovery and Reinvestment Act.



Dr. Lewis speaks at the April 2010 groundbreaking for the Catoctin Aqueduct restoration project. Photo by Steve Dean

– Preservation Maryland

Reporting Incidents on the C&O Canal NHP

The National Park Service needs the help of park visitors in reporting incidents on the park. The safety officer, John Adams, receives visitor accident reports from many sources, but most are very vague, and only indicate what happened and where, and the treatment of the injured person. This meets the requirements for reporting an accident, but it gives park staff little or no information regarding why the accident occurred.

The park needs information about conditions that contributed to the incident, such as if a bicyclist hit a rock or tree root in the towpath, or if the towpath was rough or slippery. If you observe an accident or are involved in gathering information about an accident on the towpath or a hiking trail, please take the time to find out why the accident happened and then let the NPS know. Also, if you know the extent of the injuries, that information is helpful as well. This request applies to all accidents. If visitors get hit by falling tree limbs or attacked by wild animals, the NPS needs to know.

The NPS will use this information to help justify additional projects that will keep the towpath in better condition. The best way to justify project money is to show how it can improve visitor safety. This was clearly shown when we got several million dollars in funding for the Big Slackwater towpath repair based on documented accidents with visitors traveling on the detour route. There is no need for a formal report, a quick email will suffice. Photos are very helpful.

The phone number for Park Dispatch is 866-677-6677. John Adams can be contacted at john_adams@nps.gov.

2014 Heritage Hike

A large group of Association members and friends turned out for the annual Heritage Hike in Western Maryland on October 25th. The hikers all started from the Western Maryland Rail Trail parking lot in Pearre, and split into two groups. The first group hiked to Cacapon Junction and returned via the rail trail. The second group hiked to Cohill Station, and also returned via the rail trail. All groups passed Dam 6, which is the most elaborate dam system on the canal and was the western terminus of the canal until 1850.

After the hike the members met for happy hour and dinner at the Orleans Fire Department and were joined by additional members. Bill Holdsworth, Rod Mackler, and Barbara Sheridan presented a colorful and engaging slide show and talk about the 2013 World Canals Conference in Toulouse, France.

Photos from the Heritage Hike.

Above right – Hikers take to the towpath at Lock 56 in Pearre.

Right – Karen Gray provides interpretation of the Dam 6 area.

Below – It was a dog's day on the towpath. Max (left) accompanied Mary Anne and Jim Moen, Myrna (center) escorted Chris and Bill Holdsworth, and Roger and Patricia Plaskett (right) took Angus for a walk.

Photos by Steve Dean



Volunteers in Parks

The VIPs were busy late into the fall. Some of them installed 22 directional signs at Great Falls while others began the repainting of the railings on the bridges leading to the overlook at the Falls. This part of the project will continue next spring in order to paint the remaining 700 feet of railings. Contact Jim Heins or Skip Magee at vip@candocanal.org to get involved in the 2015 VIP projects.

– Jim Heins

Right - Barbara Sheridan demonstrates her painting expertise at one of the Great Falls overlook bridges. Photo by Chad Crumrine, National Park Service



2014 World Canals Conference - Milan

By Rod Mackler

Leonardo da Vinci was a master of many trades, including improving canals for the Duke of Milan. Leonardo served as the *leitmotif* for this year's World Canals Conference in Milan, which is also home to Leonardo's painting, *The Last Supper*. Seven members of the C&O Canal Association attended the conference, September 1-4, and took the pre-conference tour, which started in Venice, another city known for its canals.

During the canal conferences, the best time is spent on the water. This year was no exception. We spent two days exploring the Venice lagoon on a charter boat, visiting a number of the more obscure islands few people get to see. We stopped at Torcello, where Venetians sought refuge from Attila the Hun in 452 AD. There we toured the cathedral, founded in 639, and climbed the bell tower for a view over the lagoon.

We got a tour of a Franciscan monastery from one of the five remaining monks, on San Francesco del Deserto, an island visited by Saint Francis himself in 1220. Getting back on board, we went for lunch on a farm on one of the few rural islands, Lio Piccolo.

We sailed to Mazzorbo and crossed a wooden pedestrian bridge from that island to Burano, known for its brightly colored houses. Our boat passed by San Giorgio Maggiore (with its church and monastery visible from San Marco), San Michele (known for its cemetery), Lido (beaches), and Murano (glass). Finally, we had an outdoor dinner on the island Giudecca, across the shipping channel from the Piazza San Marco. Like Venice proper, most of these islands in the lagoon have their own networks of canals.

We left Venice by boat as well, spending a beautiful day traveling up the Brenta Canal to Padua. Cruising on a replica of the "burchielli" barges that carried 16th century Venetian nobles to their



C&O Canal Association members on the waterfront at Lake Como. From left, Pat White, Kerry Gruber, Susan VanHaften, Rod Mackler, Sandy Doveikis, Dan Van Haften, and Barbara Sheridan, on the waterfront at Lake Como. All photos by Rod Mackler.



Painted canal-side houses on the island of Burano, in the Venice lagoon.



St Mark's Square, Venice, seen from the water. The bell tower is at left, the Doge's Palace is at center and right, and the small, second-story bridge at the far right is the Bridge of Sighs. Condemned prisoners crossed the bridge from the courts in the Doge's Palace to the prison at the far right.

country villas, we passed through five locks and nine swing bridges. We stopped to tour two of the most prominent villas and passed dozens more. Anchoring on the outskirts of Padua, we bussed in to our hotel, across the street from the basilica where Saint Anthony of Padua is buried. The following day, we traveled by bus to Mantua, where we toured the castle of the Gonzaga family.

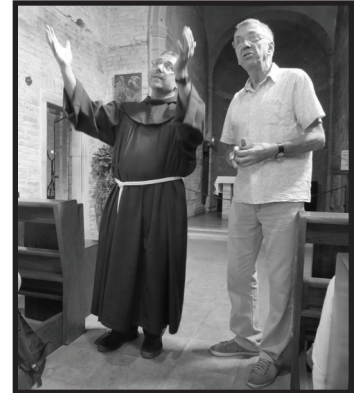
During the conference itself, we enjoyed the good food and high fashion of Milan. We heard lectures in the morning, then headed out to the systems of canals around Milan. Looking at the map today, Milan seems well inland, but it sits in the Po Valley. A thousand years ago, well before Leonardo, canals connected Milan to the Po to the south and east, and to Lakes Maggiore and Como to

the north. The stones for the Milan Cathedral moved by canal down from Lake Maggiore. We explored the canals along the Ticino River to the west and the Adda to the east, as well as the canal system in the city itself. (All the participants in the conference received Metro passes to get around the city.) Finally, we took a half-day trip to Lake Como, where we toured the local art museum (in a lake-side palace, of course), cruised the lake on a hundred-year-old steamer (real steam), and had a delicious dinner at the opera house.

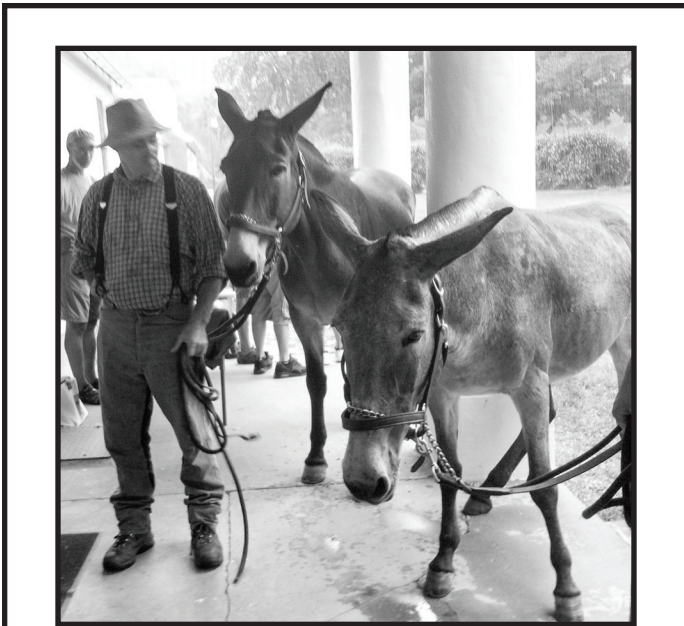
The conference ended with presentations by the host for next year's World Canals Conference, Ghent, Belgium, and the host for 2016, Inverness, in the Scottish Highlands. The selection for 2017 was announced -- Syracuse, New York. We are already looking forward to those trips.



Left - Treponti (triple bridge), dating from 1634, with five staircases, in the Po Delta town of Comacchio.



Right - Brother Laurancio, one of the monks in the Franciscan monastery on the island of San Fancesco del Deserto, and David Edwards-May, tour guide, international canal expert, and translator.



50th Anniversary of the Wilderness Act

Molly and Lil take a break from the rain on the porch at Ferry Hill during the Sunday Circle Talk held on the 50th anniversary of the Wilderness Act on June 29th. During the discussion, retired National Park Service Ranger and wilderness lecturer Ed Zahaniser described how the 1964 Wilderness Act is intertwined with the history of the C&O Canal NHP.

Photo by John Carrill, courtesy of the NPS

News and Notes from the Park Library

Dward Moore and I – the library volunteers – were invited to participate the first week of November in the Resource Division's two-day retreat at the National Conservation Training Center near Shepherdstown, W. Va. We were also asked to report on our current work. On the first day I took advantage of the opportunity to discuss the various tasks that occupy my days at the library (most Tuesdays and Thursdays): answering the public and staff's request for information or resources, editing and formatting park studies, and preparing high quality scans of important images, etc. On the second day, Dward reported on his work most Wednesdays and Thursdays on the development and updating of electronic catalogs that have made it incomparably easier to find the images and written materials in our main library room, archives room, and storage areas.

Between requests for information or resources and other time-sensitive projects, I continue to work on the annotation of our extensive oral histories. That has been a major project that should be completed by spring. Once the annotation is completed, a preface for the electronic document will be written and the file will be formatted and put into pdf format for free distribution to staff and public. There is much that is surprising in these transcriptions and a future "Accompanied by the Past" column will highlight some of the insights, just as did the December 2013 column.

– Karen Gray

1875 on the C&O Canal

By Bill Holdsworth

Coal was king on the C&O Canal. As a rule, boats traveled downstream carrying coal and returned empty. During 1875, 99% of the freight tonnage on the canal traveled downstream and 94% of that was coal.

The exceptions to this rule can be interesting to examine. We have a detailed log of canal boats passing Lock 75, the first lock downstream from Cumberland, during 1875. The varied cargoes give a glimpse of life along the canal.

Whiskey, that elixir of 19th century life, shows up on only one boat headed upstream.

Date	Boat	Cargo
Nov. 15	W. & B. Mills	2 bbls whiskey

Produce appears as a seasonal cargo on the upstream boats. Three boats carried melons during August.

Date	Boat	Cargo
Aug. 26	J. H. Gatrell	melons
Aug. 26	Sam. Swain	melons
Aug. 30	Alpha	melons & salt

Cabbage showed up on one boat:

Date	Boat	Cargo
Oct. 17	Ch. B. Embrey	300 hds cabbage

Apples were a popular cargo later in the season. Between September 18 and November 26, 14 boats carried apples. The cargo size listed varied from four barrels to 250 bushels.

Similarly, wheat appears as a frequent cargo in the fall – on 32 boats between August 23 and December 22. Williamsport and Four Locks were common points of origin for these boats.

During the spring, fish appears a few times:

Date	Boat	Cargo
May 9	B. R. Summers	fish
May 15	Elmer & Kate	fish & salt
May 16	Ed. Mulvaney	fish
May 16	C. F. Waters	plaster & fish
May 18	C. S. Brengle	360 bushel fish
May 23	Lillie & May	fish

The 1875 annual report of the canal company lists “manures” as the third most common cargo traveling upstream. Looking at the Lock 75 register, we see five boats with that cargo:

Date	Boat	Cargo
Sep 21	J. A. Graham	guano
Sep 29	Loretto	fertilizer
Oct 3	Morning Star	guano
Oct 4	E. J. Hammond	guano
Oct 7	Lizzie & Phillie	guano

The volume of these varied cargoes is minuscule compared to King Coal. One senses that boat operators had to be opportunistic to capture any of the infrequent loads traveling upstream. Other cargoes that sometimes appear on upstream boats include plaster, salt, flour, hides, lumber, and furniture.

Continuing Hikes 2015

Six hikes are planned to give people a taste of the entire park. Hikes begin at 10:30, usually finish by 2:30, and cover six to eight miles depending on weather. Participants should dress for the weather and carry water and lunch or a snack. Hikes go rain or shine, but may be canceled when winter weather makes driving or walking hazardous. Cancellations will be posted on the website. If in doubt, contact me.

The January hike starts at Riley's Lock and the Seneca Aqueduct, and will go off the towpath at mile 22.9 to investigate the ruins of the Seneca stone cutting mill and the quarries. Some of the footing may be rocky and treacherous, so be prepared.

February's hike starts at Ft. Frederick, a relic of the French and Indian Wars that was restored by the Civilian Conservation Corps and further enhanced by Maryland Department of Natural Resources. We'll mosey downstream to the Four Locks area. Items of interest are two stop gates, several nice culverts including the road culvert at McCoys Ferry, an interesting deep cut through shale and the Four Locks area.

The Paw Paw Tunnel will be visited in March. Ideally the weather will permit us to go as far as Twigg Hollow, where we can see the remnants of the Outdoor Club where Douglas stayed in 1954, the supports for the footbridge used in 1954, and the dumping ground for all the rock debris the park service removes from Tunnel Hollow. Optional return via the Tunnel Hill Trail instead of through the tunnel.

The three other hikes are Point of Rocks downstream in May, Town Creek Aqueduct upstream in September, and an investigation of the Millstone Settlement near Licking Creek Aqueduct in November. Refer to www.candocanal.org, www.meetup.com (search for C&O Canal Association), and *Along the Towpath* for updates on these hikes.

– Pat White, hikemaster@candocanal.org

2014 C&O Canal Through-Ride

By Bob Robinson and Pat Hopson

On October 8th, 13 intrepid riders left mile 184.5 in Cumberland Md. on the annual C&O Canal Association through-ride to Georgetown. We began our journey through the gorgeous western Maryland countryside on a sparkling fall day. Following a six-day itinerary, our ride down the canal gave us a golden opportunity to watch the Potomac River widen over the miles, and the fall foliage begin its annual color transformation. Evening stops every 30 miles or so: in Paw Paw, W.Va.; Hancock, Md.; Williamsport, Md.; Harpers Ferry, W.Va.; and Leesburg, Va. made for a vigorous but civilized pace.



All 13 riders at the 184.5 stone milepost in Cumberland. Kneeling: Denny Sloppy and Mike Holland. Standing: Art Wise, Pat Hopson, Donna Sloppy, Tom Perry, Pam Lantz, Bob Robinson, Katrina Craddock, Frank Wodarczyk, Paul Leatherman, Norman Liebow, and John Betting. Photo by Denny Sloppy.

Highlights of the magnificent trip were too many to capture in a short article but included the following, as seen through the eyes of me, the rookie through-ride participant:

- Passage with head lamps and flashlights through the magnificent 0.6-mile Paw Paw Tunnel carved through a mountain by almost unimaginably difficult labor using mid-1800s technology.
- Views of the old caves and tunnels (such as the Indigo Tunnel), now home to struggling populations of protected bats.
- Visits to the 18th Century Fort Frederick and the Civil War historic area in Harpers Ferry.
- Passage by slackwater sites where dams and mule-crossover bridges enabled C&O Canal builders to avoid construction for portions of the 185-mile expanse, instead using the river itself for transport. Norman Liebow gave us an excellent visual picture of how the process worked. I must also mention here the spectacular engineering and workmanship that went into the restoration of the Big Slackwater area.

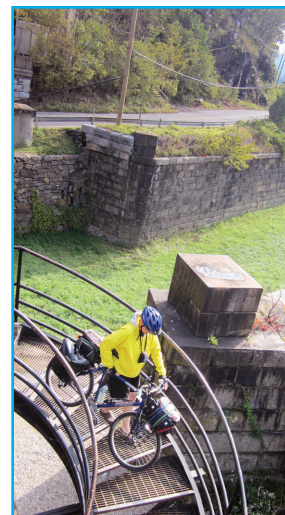


Left - Art Wise and Bob Robinson and others along Big Slackwater. Right - Riders approaching Lock 70 at Oldtown. Photos by Pat Hopson.



- The lunch and dinner spots on the way, especially the one-of-a-kind Bill's Place in Little Orleans, Buddy Lou's in Hancock (named after the owner's two dogs), and the Desert Rose Café in Williamsport.

- A marvelous evening visit to Tom Perry's historic residence in Williamsport, where we were treated by Tom's wife Linda to homemade apple cake and several varieties of cider, as well as a brief piano recital by Tom. Alas, Tom's vintage pipe organ was out of commission.



Denny Sloppy descending the spiral staircase opposite Harpers Ferry. Photo by Donna Sloppy.

- Staying on the food theme, a chronicle of the trip could not leave out the great pie debate of 2014. Time and space do not permit me to do this issue justice; but let me just say that if you thought it couldn't take 24 hours to discuss how best to cut two delicious pies into 13 pieces, you would be wrong.

- The camaraderie and helpfulness of all the old hands shown to the new guy to make the trip especially enjoyable.

Unfortunately, a serious accident prematurely ended the trip for one of our most experienced riders – Pam Lantz, a veteran of 11 previous rides. In muddy conditions, Pam hit a slippery tree root, causing a fall that resulted in a badly broken thumb. But the good will of the group shone through to make the best of a difficult situation. Another rider's wife left their home in Hagerstown, Md. to pick up Pam in Shepherdstown, W. Va. and took Pam and her friend Katrina Craddock and their bikes and gear to the hospital in Cumberland Md. Fortunately, the surgery went well, and Pam is on the road to recovery.

Pat Hopson continues: Bob left the ride at the end of day four because of a family event. Highlights of the last two days included stops at the beautiful Catoctin and Monocacy Aqueducts; at Catoctin we found the two stones donated by Pastor Perry's Pedalers (that's us). We also enjoyed a wonderful picnic supper at Whites Ferry, prepared by Dave and Heidi Gardner and sons; Heidi is long-time ride leader Tom Perry's daughter. And on our final day we had our most sustained rain of the trip, a visit with the Bike Loaner volunteers at Great Falls, and the traditional photo at the zero mile-stone. We also encountered two young men who had biked 4,500 miles from Vancouver, and were now on their way to New York.

Each year we make a donation to an organization somewhere along the Canal, and this year we donated \$350 to our own C&O Canal Association, in memory of Bill Trippel. Bill was a longtime, cherished member of our bike group, who died last December. We miss him greatly and remember him with deep affection.

Annual Meeting and Dinner Scheduled for March 7, 2015

By Chris Cerniglia on behalf of the Programs Committee

As indicated in the official notice below, Association members will gather for their Annual Meeting in Williamsport's American Legion Hall, at 400 South Conococheague Street, opposite the Fire Hall.

At 1:00 p.m., a "Meet the Candidates" hour will allow an opportunity to become acquainted with the nominees for officer and director positions. Candidate statements start on this page. The meeting will follow at 2:00 p.m. After the meeting, Happy Hour will begin at approximately 4:30 p.m. followed by dinner at 5:30.

To make reservations for the dinner, please use the form inserted in this newsletter, and mail it to be received by Friday, February 21. The price for the dinner is \$20, and a cash bar will be available.

The annual meeting is always a good opportunity to renew acquaintances, hear what's going on in the park, and add your voice to the direction of the Association. We look forward to seeing you at the meeting!

Notice of 2015 Annual Meeting

The annual meeting of members of the Chesapeake and Ohio Canal Association will be held at 2:00 p.m. on Saturday March 7, 2015, at the American Legion Hall, 400 South Conococheague St., Williamsport, Md. The meeting will be for the purpose of electing officers for 2015, electing a nominating committee for 2016, receiving reports of officers and committees, and any other business that may properly come before it. All members of the Association in good standing are invited to attend. This notice constitutes the call for the meeting, pursuant to Articles II.2, III.1, and IX of the bylaws.

Nominations For Officers and Directors

Officers (except directors) are elected at each annual meeting to serve a term of one year. In addition, five directors are elected at each annual meeting to serve a term of three years. The nominating committee, chosen at the preceding annual meeting, will submit a slate of candidates. Additional nominations may be made from the floor at the annual meeting.

Members assembled at the 2014 annual meeting elected Chris Cerniglia, Bill Holdsworth, Pat Hopson, Marion Robertson, Barbara Sheridan, and Mary Wheeler to the 2015 nominating committee. The committee has recommended the following candidates for 2015.

Barbara Sheridan – President, La Plata Md.

I have been a member of the C&O Canal Association for the past 18 years and have served previously on the board as a director, as 1st vice president, and briefly as president. I have chaired two Thru-Hikes (2004 and 2009) and have been Membership Chair for the past 15 years. I am also currently serving on the Programs Committee and acting as assistant treasurer.

I was born in Washington, D. C. and have lived in the area all my life. My first awareness of the canal was an aerial view of it from a streetcar while on the way to Glen Echo Amusement Park as a child. The streetcars are long gone, as is the amusement park, but the canal lives on for all to enjoy!

If elected, I will work with the Association to help preserve and protect this valuable resource for future generations.

Rod Mackler – First Vice President, Arlington, Va.

I've spent my life around water. Born in Davenport, Iowa, on the Mississippi River, I grew up in Louisville, on the Ohio. Since then, I have lived on the Atlantic and Pacific coasts in the U.S., the Red Cedar, Isar, Danube, Sava, and Rhine Rivers, and on the Atlantic in West Africa. I have had careers in academics and in the diplomatic corps. I enjoy traveling, photography, hiking, and reading.

I have been an active member of the Chesapeake & Ohio Canal Association since 2005. I have served as a volunteer in the park and as a level walker. My chief interest in the canal is the history, but the canal has also introduced me to birding and wildflowers. Through my interest in the C&O, I have gotten more deeply involved in canals and inland navigation generally, and have participated in the last six World Canals Conferences. I am married to Susan VanHaften and have a grown son.

Steve Dean – 2nd Vice President/Level Walker Chair, Prince Frederick, Md.

I am completing my fourth year as the 2nd vice president and level walker chair. The level walker program provides a valuable service to the National Park Service and I am pleased to make a contribution to that effort. I have a great interest in the canal and spend as much time as possible walking and photographing the canal. I am especially interested in monitoring the conditions of the culverts throughout the canal and documenting them with high-resolution photographs. This effort includes reporting to the National Park Service on culvert conditions. I welcome the opportunity to support the C&O Canal Association in that role if I am re-elected.

Susan VanHaften – Secretary, Arlington Va.

I have enjoyed walking along the C&O towpath for many years, taking in the history and nature to be found along the C&O Canal. In 2005, I joined the C&O Canal Association, became a level walker in 2007, joined the Board of Directors in 2010, and have served as secretary for the Association for the past three years. I understand the value of volunteer organizations such as the C&O Canal Association, and believe it is important to support the Association through committed volunteer efforts. I have enjoyed serving as secretary these past two years, and would be pleased to continue volunteering my services as secretary of the Association.

Richard Radhe – Treasurer, Columbia Md.

I have been a member of the C&O Canal Association for eight years participating in hikes and attending meetings. When I participated in the Paw Paw Bends canoe trip in 2013 with Barbara Sheridan, Pat White and Bill Burton I saw their dedication to the association. This dedication caused me to step up my participation in C&O-CA. Since March 2014, I have been the treasurer and have enjoyed working and been very impressed with the current board. If elected, I would continue as treasurer for 2015.

Pat White – Information Officer, Gaithersburg, Md.

I've been an Association member for over 30 years and a level walker for more than 20 years. My primary activity with the Association is as the leader of the Continuing Hike Series. I've served on the board of directors as both a director and as secretary. I'm fairly knowledgeable about the canal and ark and think I can fulfill the duties of information officer for a second year.

Bill Burton – Director, Warrenton, Va.

As a member of the Association since 1998, I have learned to truly appreciate both the historical significance and recreational benefits of the C&O Canal National Historical Park. Previous terms as a director and as 2nd vice president further enhanced my appreciation and knowledge of this great park. This also provided a better understanding of the Association's role in supporting the National Park Service with public awareness, educational, and volunteer programs, as well as other projects as needed.

If elected as a member of the Board of Directors I will do my best to continue the Association's efforts in the preservation and protection of this great resource. The value of the C&O Canal NHP to the public cannot be over emphasized. It is essential to ensure that this historical canal will be available for future generations to enjoy while learning the important role this canal played in our nation's history.

Dick Ebersole – Director, Hagerstown, Md.

My wife and I live in Hagerstown, but I grew up in Williamsport and I remember playing on the canal in my youth. I've been a member of the C&O Canal Association since 2007, and a level walker since 2007. I've volunteered at the Williamsport Visitors Center for the last nine years, and have had the pleasure of aiding William Bauman in writing several canal family histories. I have a special interest in the section of canal from Dam 5 to Four Locks; my wife's great grandfather was the lock tender at Dam 5 from 1898 till 1914, and many other family members lived in this section and worked for the canal company. If elected, I would like to focus some attention on the stabilization and restoration on the many historical structures that are in dire need of maintenance.

I would like to thank the nominating committee for giving me the opportunity to serve the Association.

Kerry Gruber – Director, Gaithersburg, Md.

I've been an Association member since 2010 and have participated in hikes and the World Canal Conference. I was born in Baltimore and raised in North Chevy Chase, Md. and Washington, D.C. My grandparents lived in the Burleith neighborhood of Washington, D.C. and painted scenes of the Canal and Georgetown back in the 1930s. I retired from the federal government in 2012 as an educa-

tion statistician and I enjoy taking photos of wildflowers and landscapes along the canal. As someone who is an amateur historian, it would be an honor to learn more of the local history and to serve as a director.

Christine Holdsworth – Director, Rockville, Md.

My vacations, since childhood, have often involved visiting state and national parks. I have been a member of the C&O Canal Association for over 20 years and am proud to help preserve and maintain the park. My husband Bill and I are level walkers, volunteer at Lockhouse 75, helped organize lunches for the Douglas hike weekend in 2014, and participate in many other activities. The canal is a beautiful place to walk and I enjoy seeing the changes each season brings. If elected I will work with the Association to help preserve the C&O Canal National Historical Park and encourage others to explore it.

Anthony Laing – Director, Olney, Md.

I have been a member of the C&O Canal Association for ten years. During this time, I have enjoyed participating in the paddling trips that the group sponsors, including the Paw Paw Bends weekend trip, the Monocacy River trip, the Brunswick to Monocacy trip on the Potomac, and trips on the canal itself. I backpacked the canal from Cumberland to Harpers Ferry in 1980, and I cycled the entire length from Cumberland to Georgetown in 2009.

I have a certain historical affinity to the canal as my great grandfather helped construct the canal in the 1830s. He and his two brothers got jobs digging the canal after they disembarked from a ship sailing from Hamburg, Germany to Baltimore. At one point they operated a boarding house in Oldtown before settling in Cumberland. I was born in Cumberland and now live in Olney, where I've worked for the federal government for over 30 years.

I would like to serve on the board to give back for all of the fun and growth that the Association has given me.

William R. Stewart – Director (one-year term), Arlington, Va.

I first discovered the C&O Canal in 1977, when my graduate school roommate told me about it. I was really unaware of the C&O Canal Association until I donated a spandrel stone for the restoration of the Catoctin Aqueduct. Since I use the canal frequently for biking and hiking, I joined the Association to support its work.

Now that I am retired from many years of teaching history and serving as head of the Alexandria Friends School, I am looking for other ways to give back to our community. I am offering my services as your next membership chair. I was also told that there is a one-year vacancy on the current Association board.

I once served two terms on the board of Luther Place Memorial Church, a term on the board of Thornton Friends School, and as an ex officio member of the boards of the Alexandria Friends School and the City Choir of Washington, where I recently served as chorus president. I was also a member of a board committee for the Friends Meeting School. Since I have non-profit board experience, I wish to offer my services to the Association in this capacity as well.

That first visit to the canal back in 1977 was both a bike ride and a hike; I went from Rosslyn and got just beyond the old swing bridge at Carderock, where I had a flat tire and had to walk the ten miles back to Arlington! My spouse and I continue to make our home there.

Notice of Proposed Bylaws Amendment

The bylaws may be amended at any meeting of the membership of the Association by a two-thirds vote, provided that the text of the amendment has been published in the call to the meeting. The following proposed amendment to the Bylaws of the C&O Canal Association may be presented to the membership for adoption at the annual meeting on March 7, 2015. This notice constitutes the required publication.

Rita Bauman, a member of the Association and chair of the Festivals Committee, has indicated her intention to introduce the following motion to amend Article II of the bylaws. Words in the current bylaw that are proposed to be changed are in bold, with words to be deleted bracketed and additions underlined.

MOTION: To amend Article II of the bylaws to reduce the number of members of the Board of Directors from twenty-one to eighteen by, in Section 1, striking out the word "fifteen" and inserting "twelve," and, in Section 3, striking out the word "five" and inserting "four" and striking out the word "fifth" and inserting "fourth," with the provisos that the reduction shall be phased-in over a period of three years beginning with the election of officers at the 2016 annual meeting, and that adoption of this article shall not prevent any person who may be holding an office during the term within which this article becomes operative from holding that office during the remainder of such term:

*Article II, Section 1: The officers of the Association shall be a President, a First Vice President, a Second Vice President, a Secretary, a Treasurer, an Information Officer and ~~[fifteen]~~ **twelve** Directors. These officers shall perform the duties prescribed by these Bylaws and by the parliamentary authority adopted by the Association.*

*Article II, Section 3: The officers, except the Directors, shall be elected by ballot to serve for a term of one year or until their successors are elected. ~~[Five]~~ **Four** of the Directors shall be elected by ballot by a plurality vote to serve a term of three years or until their successors are elected, any tie for ~~[fifth]~~ **fourth** place being decided by lot. In cases where there are no more candidates nominated for a position than can be elected to it, the ballot may be dispensed with by unanimous consent. The terms of all officers shall begin at the close of the Annual Meeting at which they are elected.*

Ms. Bauman has provided the following statement in support of her proposal:

"I believe that this change will be beneficial to the association. The first set of bylaws that I could locate is dated December 17, 1971 which notes that there will be fifteen directors. In the last amended bylaws dated March 3, 2012, fifteen directors are still required. Over a period of time (1971--2014), times and circumstances have changed. In recent years, it seems to be more difficult to obtain a sufficient number of candidates for vacant directors' positions prior to the annual meeting. While nominations from the floor at the annual meeting can be accepted, this does not provide the general membership time to review such a candidate's short biography and statement of qualifications that other candidates are requested to provide and are published in the December *Along the Towpath*. Also, comparing our board (21 members) with other similar organizations (15 members), it is a large board."

DONORS TO ASSOCIATION FUNDS

From August 1 to October 31, 2014

KEN ROLLINS CANAL FUND

Dennis M. Barry
Linda & Michael Marmer
David Tosten
Ellen H. Woodbury

In Memory of Lester Nurick

Jane A. Bishop
Arnold L. Polinger
Mary Louise Stranton

In Memory of Bill Trippel

C&O Canal Through-Bikers

DAVIES LEGAL FUND

Margaret Crockett

RACHEL STEWART SWAIN'S LOCK AREA FUND

Margaret Crockett
Don & Liz Harrison
Charles & Barbara Lefebure
Adrian R. Stewart

ACROSS THE BERM

Long-time Association member Marvin Kahn died on March 31. He is survived by his wife Sandy and two daughters. Marvin and Sandy were level walkers on Level 11, in the Sycamore Landing area, for many years. Marvin's interest in nature and the canal was very evident from the reports he provided as a level walker.

C&OCA Welcomes New Members

Jack Ebersole, Hagerstown, Md.

Judy Floy, Washington, D.C.

Judith Harley, Gaithersburg, Md.

Ben & Jennifer Helwig, Shepherdstown, W.Va.

Elizabeth & Ted Howe, Boonsboro, Md.

Carey Leverett, Hagerstown, Md.

Laurie Lieberman, Alexandria, Va.

Chesley Looney, Silver Spring, Md.

David Miller, Williamsport, Md.

Barbara Scheele & Graham Taylor, Brunswick, Md.

Mary P. Stickles, DPO AE

Bonnie L. Troxell, Cumberland, Md.

James Keith Venzke, Falls Church, Va.

ON THE BOOKSHELF

Over the Alleghenies: Early Canals and Railroads of Pennsylvania

By Robert J. Kapsch

West Virginia University Press, 2013, 452 pp., \$39.99

In *Over the Alleghenies: Early Canals and Railroads of Pennsylvania*, author Robert J. Kapsch recounts Pennsylvania's ambitious early nineteenth century canal and railroad construction program that was intended to link nearly the entire state with a series of transportation lines. The program consisted of the Main Line, which linked Philadelphia with Pittsburgh, and a number of lateral lines (completed and partially completed) that provided linkages to the state's coal fields, to canals in New York and other parts of the state.

From east to west, the Main Line consisted of the Philadelphia and Columbia Railroad, which linked Philadelphia and Columbia, utilized the privately owned Union Canal north along the Susquehanna River to below Harrisburg, then continued along the river on the Eastern Division Canal before it crossed to the western side of the Susquehanna above Harrisburg. There the Main Line continued on the Juniata Division Canal, which continued to the base of the Allegheny Mountains at Hollidaysburg. At this point, the Allegheny Portage Railroad transported loads over the Allegheny Summit to the Western Division Canal at Johnstown, which continued on to Pittsburgh.

Unlike the geography of Maryland, where the Potomac River Valley provided a natural corridor through the mountains to Cumberland, Pennsylvania had no such east-west passage over the Allegheny Mountains. As a result, it faced significant engineering challenges that it overcame utilizing the latest technologies from Europe, including iron production, inclined planes, railroads, steam boats and steam engines. The Philadelphia and Columbia Railroad and the Allegheny Portage Railroad were two of the nation's earliest railroads. Each utilized inclined planes and stationary steam engines to haul cars up and over the mountains at locations where canal construction was not feasible. On the former railroad, some of the standards of the industry were established, such as the use of cross-ties to stabilize the track.

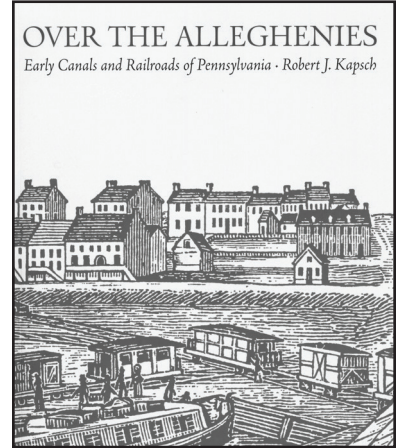
Beginning in 1843, however, Pennsylvania began to divest itself of its public works, selling many of its transportation lines for pennies on the dollar and abandoning others. Among those factors that led to the demise of Pennsylvania's program, Kapsch cites: poor engineering decisions; the lack of a single individual to oversee and coordinate the construction of the entire program; inadequate funding; high construction and maintenance costs; the influence of politics and corruption (both genuine and imagined) and the effects of the Panic of 1837; an economic downturn that reduced tolls and dried up credit. The latter two reasons in particular caused political and public support for the program to collapse.

In spite of its ultimate failure, Pennsylvania's program accomplished a number of objectives. It did indeed provide a link between Philadelphia and Pittsburgh, establishing an east-west transporta-

tion network across the state that provided competition to New York's Erie Canal. Its construction of railroads to cross the mountains helped establish modern railroading in America. Additionally, improved transportation lines reached many parts of Pennsylvania, helped to develop its coal industry and generally promoted economic growth.

For students of the C&O Canal, *Over the Alleghenies* provides the context in which Maryland's canal was built. Since Pennsylvania began its series of works two years earlier than the C&O Canal, construction of Maryland's waterway was undertaken and continued in light of successes and failures encountered by its northern neighbor. Pennsylvania built many of its aqueducts with a wooden superstructure, for example, which deteriorated relatively quickly and had to be repaired or replaced. Interestingly, none of the C&O's eleven aqueducts were made of wood, likely a lesson learned from the sometimes spectacular failures of wooden aqueducts and bridges in Pennsylvania. Additionally, in spite of the C&O Canal's well-documented financial problems during its construction and early operational periods, Pennsylvania's extensive program just to the north helps explain why Maryland continually bailed the C&O Canal Company out of its financial woes, ultimately becoming its majority stockholder. Rather than cede much of the east-west trade to Pennsylvania—perhaps including a significant portion of its own native coal industry production—Maryland was determined to see the construction of its canal (as well as Baltimore and Ohio Railroad) to completion in spite of significant setbacks.

— Tim Snyder



Readers may also want to consider –

Navigation on the Upper Potomac and Its Tributaries

This illustrated book by Dan Guzy describes commerce on the Potomac River in the era before the C&O Canal, and how George Washington and others used such improvements as sluices and bypass canals to promote this busy trade route to the west.

The Footpaths of Justice O. William Douglas: A Legacy of Place

As a biography, this work by Tom R. Hulst concentrates on Douglas' impact as a jurist, and even more on his role as an advocate for saving areas of natural beauty such as the C&O Canal.

Monocacy Aqueduct on the Chesapeake & Ohio Canal

Robert J. and Elizabeth P. Kapsch tell the story of the design, construction, and use of one of the C&O Canal's most famous structures, and also describes the successful rehabilitation effort completed in 2005.

These and other titles are available at www.candocanal.org/store.html

On The Level By Level Walker Chair Steve Dean

This report includes level walker activity for August 16 through November 15. Level walkers are C&O Canal Association members who volunteer on the C&O Canal National Historical Park. The walkers periodically visit their levels and monitor conditions and use, perform light trail maintenance, and observe flora and fauna. There are 69 levels and they range from 1.2 miles to over 5 miles. If you are interested in becoming a level walker please contact Steve Dean at levelwalker@candocanal.org. Please welcome our newest level walkers Jack Ebersole and Elizabeth Howe. Also, thanks go out to Caroline and Bill Triplett, who are retiring as level walkers, for their long service and support of the C&O Canal.

Late summer and fall are some of the favorite times for level walking, and the recent months were no exception. Our level walkers conducted over 100 level walks and covered 54 of the 69 levels during this period. Of note is the apparent popularity of walking on Veterans Day – ten walks were conducted on that day alone.

Many of the level walkers noted that the National Park Service has spent some effort in recent times clearing brush and debris that can damage structures and block culverts. Such maintenance is vital to the survival of the canal park and its history, and the great job the park maintenance department does is worthy of our appreciation and recognition.

Level 1 Tidelock to Incline Plane: John Barnett, occasionally with Mary Budarz, reports August 20; September 6, 9, 16 and 17; October 21; November 3 and 11: Conducted several cleanups, focusing at various times on tidelock, the aqueduct, and the area under the freeway ramp. In November, John noted that Tidelock had been cleared of brush and effort was planned by Thompson's Boat House employees to remove the sand that had washed up in it. **John and Valerie Wheeler report September 28 and November 11:** Clean-ups were conducted on both dates. In September the aqueduct was crowded with people and trash. One of the Thompson's Boat House employees was moving large logs from the beach at Tidelock in November.



John Barnett takes a break during a tidelock clean-up. Photo by Mary Budarz

Level 2 Incline Plane to Lock 5: Jude and Mary Fran Franklin report November 9: There was water in the canal but it was about three feet low. Some kayakers asked for the water level to increase. **Rod Mackler reports October 29:** There seemed to be more trash than normal on the towpath. The towpath was rutted in places but it was passable.

Level 3 Lock 5 to Cabin John Creek: Hugh Robinson reports September 28: Most trash was found in the parking lots at Sycamore Landing and Lock 6. Lock 7 needs some vegetation trimming in the lock and bypass channel. Only about one in ten bikers on the towpath had the courtesy to announce they were passing.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports August through October: Towpath was monitored over numerous walks. The irregular water levels continue. Secretary of the Interior Sally Jewell visited the River Center at Lockhouse 8 on September 17.

Level 5 Lock 14 to Bridge at Cropley: Jim and Jan Heins report September 17: It was a gorgeous day. The level was clean, though some trash was probably hidden in the weeds. I sure would like to know the mindset of the bagged dog-waste droppers.

Level 7 Lock 20 to Lock 21: William James reports September 19 and October 17: Conditions were good and it was dry in September. A group of landscape painters was at the Swain's Lock picnic area. In October it was wetter and some deep tire ruts are filled with water, the worst of which was about a mile south of Swain's Lock. **Bridget Sisson and Oren Swain report September 23:** Most trash was around the Swains area, though there were more bottles in the canal through the level than usual. There was a tent camper at Swains. **Nancy Benco reports November 10:** I found numerous bags of dog waste that were thrown in the woods – this is an unfortunate trend. Scaffolding was up around the Swains lock house indicating work in progress.



Scaffolding at the Swains Lockhouse. Photo by Nancy Benco

Level 8 Lock 21 to Lock 22: Steve and Karen Appleton report October 9: The weather was magnificent and there were many people out enjoying our beautiful canal and parkland. Everything looked well maintained on the level. **Joe D'Amico and Amy Proft report September 12 and November 11:** The level of water in the canal was higher during these visits than earlier walks and water was flowing through the Pennyfield bypass flume. The erosion above Swains has not changed.

Level 9 Lock 22 to Seneca Aqueduct: Paul and Rita Marth report September 14 and November 11: The weather was perfect on both walks. The towpath was typically clean, but a fair amount of trash was

found along the river. The original 22 mile marker seems to become more illegible with every walk. In November it was noted that the Dam 2 inlet lock and the Seneca Aqueduct arches were clear.

Level 11 Milepost 25 to Sycamore Landing: John Kochowicz reports September 2 and 30: The towpath was in excellent condition and well mowed during both visits. During the later walk a large group of canoes was observed on the river. I have walked this level numerous times and it is always clean and enjoyable, with few human interactions.

Level 12 Sycamore Landing to Edwards Ferry: Pat Hopson, Carol Ivory, Ray Abercrombie, Larry Broadwell, Elizabeth Dame, Jim Finucane, Tom and Linda Lightfoot, and Margaret Nuese report November 15: The entire level has been resurfaced over the summer. The difference is amazing. Not surprisingly for such a very cold day there were no hikers or bikers. Not as much trash as usual at the parking lots, but a significant amount of trash was recovered along the river, including eight tires.

Level 13 Edwards Ferry to Harrison Island: Amy Greenberg reports October 19: The towpath was in good condition and there were numerous bikers out, including some large groups. Most trash was at the Edwards Ferry boat ramp.

Level 15 Whites Ferry to Lock 26: George Wyeth reports September 14: It was a beautiful day. There was scattered trash but nothing unusual. **William James reports September 27:** I trimmed encroaching thorny underbrush and canopy overhanging the mown margin and the pathway, thereby finishing the job I had begun on my last walk.

Level 17 Monocacy Aqueduct to Nolands Ferry: Earl Porter reports August 27, September 18 and 19, October 16, and November 11: The level is in good condition with the typically high amount of trash, usually at the hiker-biker camp and Nolands Ferry fishing area. As previously reported, debris continues to block arches at the Monocacy Aqueduct. I camped overnight at the hiker-biker during the September walk. **Harry DeMoll reports August 29:** It was a perfect day to walk the canal, with cool and low humidity for August and no flying insects as there were in June. I noted that brush was trimmed around Culvert 71, but trimming was still needed around Culvert 70. **Marion Robertson and Laura Gilliam report November 15:** There was very little trash, most was at the boat ramp. There were numerous hikers and bikers, including one Appalachian trail hiker with a dog.



Temporary towpath construction crossover near Snyder's Landing. Photo by Elliot Krafur

Level 18 Nolands Ferry to Point of Rocks: Harry DeMoll reports August 29: Brush was removed from the berm and towpath sides of Culverts 72 and 73, and from the towpath side of Culvert 74. There were several large branches on the towpath, which I removed. **John and Susan Anderson report September 21 and November 11:** The towpath was dry, with a bit of trash to pick up, in September. In November the fall foliage was at peak. The level was in excellent shape heading into the cooler weather.

Level 19 Point of Rocks to Catoctin Aqueduct: Lynn and Jim Walker report August 24: Vegetation has recently been mowed and trimmed around all of the canal structures. It rained the night before and the towpath had more muddy sections and puddles than normal. Someone left a large car battery at the Landers boat ramp.

Level 20 Catoctin Aqueduct to Lock 30: Doug Zveare and Ann Schuster report August 17: It was a busy day on the towpath. The flood debris has been removed from Culvert 82. **Don Peterson reports October 2 and 24:** There was quite a bit of trash on the section of towpath leading to the Brunswick campground on October 2, but towpath was in good condition and there was no trash found on October 24.

Level 21 Lock 30 to Lock 31: Ed Rhodes reports September 5: The towpath was clean and in good shape, with no noteworthy issues to report.

Level 22 Lock 31 to Lock 33: Ed Rhodes reports September 3: I collected several bags of trash along the towpath and in the parking areas. I gave some of the trash to park staff and recyclables to an old man who picks up cans. I encountered several hikers from Appalachian Trail. **Karlen Keto reports September 17:** A cyclist, who saw my orange vest and garbage bag, stopped to see if I had found his cell phone. I suggested he call his number on my cell to see if anyone had found it. His phone rang in the depths of his cycling pannier! He was so relieved and thankful. There was a moderate amount of trash, much of which was personal-use tissues. Several people thanked me for what I was doing.

Level 26 Lock 37 to Antietam Aqueduct: Karen and Jack Forster report October 8: The towpath was quiet during this mid-week walk. The gravel pile in the Lock 37 parking lot has had some added to it. Culvert 100 does not appear to have degraded further.

Level 28 Lock 38 to Lock 39: Bill Warren reports August 31 and October 8: Trash was light in August and included one empty water bottle. A pair of bikers stopped and asked if I needed a refill for it. The level was in good shape in October, with lots of wet leaves down from recent rains. I observed signs of construction of the Sharpsburg water uptake project.

Levels 28 and 29 Lock 38 to Snyder's Landing Elliot and Helen Krafur report September 19 and November 4 In September there was no trash found at Snyder's Landing, a very unusual occurrence. An effective and attractive grounds-keeping has been performed at Locks 38 and 39. There are numerous downed, mature maples and oaks on the steep bank of the berm. The frequency of falling trees will increase as they top out when mature. Construction is in progress above Lock 39 for a water pumping station for Sharpsburg. An access road crosses the canal.

Level 31 Lock 40 to Marsh Run Culvert: Bill Warren reports October 17: It was a beautiful day for a walk. The towpath was very wet and heavily coated with leaves. There was no trash on the

towpath, but large trash items were visible in the floodplain around Horseshoe Bend. The towpath on this level is better configured to allow rainwater to run off than on other levels I have walked.

Level 32 Marsh Run Culvert to Dam 4: David Plume reports May 3 and 18, August 29, and November 5: [Note – the May reports were inadvertently omitted from the September *On the Level* report.] Conditions are generally good on this level, though there is usually a moderate amount of trash in the area. The water flow levels from the Dam 4 cave are monitored and reported to the National Park Service. Graffiti was noted on the Dam 4 cave during the November visit. **Catherine Fenselau Cotter reports October 19:** The towpath was in good condition and unobstructed. There was standing water in the canal prism in places.

Level 33 Dam 4 to McMabons Mill: Elizabeth and Ted Howe report November 8: This is the first time we walked the level as level walkers. The level was clean except for the occasional bottle.

Levels 33 and 34 Dam 4 to Opequon Junction HBO: Nan Johnson reports October 23: The towpath was in excellent shape considering the recent rains. This walk was prompted because I noticed via a blog that a kayaker/biker that I met in Williamsport earlier had a technical problem with the rig he was using to tow his kayak. I kayaked across the river and lent him a boat dolly so he could continue his trip. See mybrotherisacrazyperson.tumblr.com and scroll down for an interesting canal trip story.

Level 35 Opequon Junction HBO to Lock 43: Stephen Williams reports August 17: I packed out a large amount of trash, mostly plastic, left in a fire ring at Opequon Junction by a “leave-a-trace” visitor. The well wasn’t functioning and I found out later that the water had tested positive for E. Coli.

Level 37 Falling Waters to Lock 44: Jim Tomlin and Andy Harbert report October 18: The towpath surface is the softest I’ve seen on this level. It’s still fine for cycling or walking, but a little goopy. It was evident that NPS cleared some recent blow-downs. There were fewer individual trash items than usual, but larger items.

Levels 38 to 46 Lock 44 to Little Pool: Curt Gaul reports October 5: All in all things looked good! It was a beautiful fall day. There is graffiti painted on some of the rocks between Dam 5 and Little Slackwater. The watch house at Four Locks needs to be painted. Due to paint having worn off, some of the wood is rotting. There are trees starting to grow out of the Licking Creek Aqueduct. These should be removed to prevent their roots from pushing apart the stones in the structure.

Level 41 Dam 5 to Four Locks: Roxanne and Rafi Krigman report September 27: The towpath was in good condition on this level, with a moderate amount of trash. There is graffiti on rocks at Little Slackwater.

Levels 42 and 43 Four Locks to Fort Frederick: Steve Dean reports October 5 and November 11: The towpath was clean and dry. The large tree that had fallen against the upstream wing wall of Culvert 140 was removed, thanks to the NPS. I inspected the culverts on levels 42 and 43 in November.

Level 44 Fort Frederick to Ernstville: James Biasco reports August 29: The towpath is in fair shape, but with an increasing number of muddy spots. Brush between the towpath and Big Pool has grown up, so visitors can’t always see the pool. Not sure if this is intentional, or just that NPS hasn’t cut it recently. There was a number of people in canoes and kayaks in Big Pool.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports September 7 and November 3: Trash along this level is typically light, though there are a number of rusting drums at the Western Maryland Railroad trestle. The sinkhole over Culvert 151 remains a concern.

Level 48 Hancock to Round Top Cement Mill: Phillip Michael Clemans reports August 15 and October 19: It was a great day on the towpath during the August walk and there were many happy people out on the towpath. The towpath was a little rough around White Rock hiker-biker with water in the canal, but overall conditions were good. The bench at the Round Top cement mill wayside

is loose. In October more trash was present, mostly from the area around the US-522 bridge. The holes over Culvert 185 were filled in. The Hancock area looked good, with water in the canal.

Level 49 Round Top Cement Mill to Lock 53: Kristin Zimet reports August 29: The bench at the cement mill still needs stabilization. It was noted that significant amounts of plant growth in the walls and base of in Lock 53 placed the structure at risk. A group was encountered who commented that the towpath was much more interesting than the rail trail. They wanted to know how to find the next connection upstream to loop back on the rail trail. **Paul Petkus reports September 20 and October 25:** In September it was noted that Lock 53 was cleaned out. The towpath was quite busy, and one pair of bicyclists was encountered who were riding from Pittsburgh to Georgetown in three days. While impressive, their journey doesn’t seem to be one that would allow them to stop and enjoy any of the areas along their route. In October the towpath was again very active, and there was more trash than usual. The NPS did a really good job clearing brush around Culvert 188.

Level 50 Lock 53 to Dam 6: Steve Dean reports October 25 and November 11: The towpath was in good condition and the resurfacing from three years ago is holding up well. As always it was quiet on the level because most bikers ride the rail trail. The culverts were clear.



Above: The locktenders watch house at Lock 50.

Below: Tree growth on the Licking Creek Aqueduct. Photos by Curt Gaul



Level 51 Dam 6 to Sideling Hill Aqueduct: **Bill and Chris Holdsworth report October 25:** There was a large group of hikers on the level participating in the Association's Heritage Hike. Milepost 136 is still down. The NPS has resurfaced about a mile of the towpath and it looks great.

Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct: **Tom Aitken and Rick Dunbar report October 3:** There was very few people out due to the threat of rain. It was a fairly uneventful level walk. The handrails on the Sideling Hill Creek Aqueduct need painting.

Level 53 Fifteen Mile Creek Aqueduct to Lock 59: **Champ Zumbrun and Eric Kitchen report August 18:** This section of the canal is immaculate and well kept up. I observed white ash mortality from the emerald ash borer. I ran into two bikers traveling from Pittsburgh to Georgetown on the Great Allegheny Passage and the C&O Canal. They told me that they thought the C&O Canal is a wonderful recreational resource and a national treasure.

Levels 53 and 54 Fifteen Mile Creek Aqueduct to Lock 60: **Dennis Kubicki reports July 24:** The towpath was generally dry and in good condition. The exception was an area of about one-half mile in length west of mile marker 148 where there were quite a few water-filled potholes. The conditions at Locks 59 and 60 and at the Stickpile Hill hiker biker camp were very good.

Level 55 Lock 60 to Culvert 208: **Paul Petkus reports October 11:** The towpath was in good condition, with only a few branches to move. There was residual signage from the Ride Allegheny event that was held on October 2 through 5. The areas around Lock 60 and Culvert 208 were neatly trimmed.

Level 58 Lock 63 1/3 to Tunnel Parking Area: **Tom Aitken and Rick Dunbar report September 2:** The towpath was relatively clean considering the traffic that this area gets. Beyond the tunnel, the towpath was also relatively clean. The most interesting piece of trash was a small bucket that once contained an "honor system" flashlight near the upstream portal of the tunnel. The towpath is in good condition in general. The stream crossing the towpath near mile marker 155 was completely dry. It's one of the few times that I've seen it that way.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct: **Bill Burton reports November 12:** this was my first walk on Level 60 so I spent some time taking pictures for future reference and getting to know the level. During the walk, I saw only one person, a man who appeared to be homeless. The towpath and hiker-biker camp were very clear.

Level 61 Town Creek Aqueduct to Lock 68: **Steve Johnson reports October 19:** The towpath is clean, well graded and the brush recently cut. The support column for the overhead bridge at Lock 68 has been compromised. It is not supporting the bridge. It looks as if it has been kicked out of place. It rocks back and forth with minimal effort by hand.



Above: Brush was cleared from Lock 53. Photo by Paul Petkus

Below: The middle bridge support at Lock 68. Photo by Steve Johnson



Level 62 Lock 68 to Oldtown: **Carol Galaty and Ken Shuck report August 21:** The towpath was solid, with packed hard dirt and crushed rock in good condition. Lockhouse 68 was rotting and had some holes. The canal was watered but not flowing between Locks 69 and 70. We removed branches from the towpath at around Culvert 217. An unusual finding was a three-foot water snake in one of the port-a-pots. **Tom and Marsha Dulz report August 26:** There were not many people out on the towpath. The level was in good shape and there was very little trash.

Level 63 Oldtown to Kellys Road Culvert: **David and Edna Tosten report October 5:** It was a fine day to be on the towpath. The towpath was in good condition, though there is a rough area above the Alum Hill cut. The fishing area between Locks 70 and 71 was clean. Most trash was found at the Pigman's Ferry hiker-biker camp. An unusual find was a bowling ball at Culvert 221.

Levels 63 and 64 Oldtown to Spring Gap: **Jim Lyons reports September 27:** It was a beautiful fall day on the canal. Conditions were very dry and the water level at Oldtown was lower than normal. The levels were clean.

Level 65 Spring Gap to Lock 74: **Jim and Alison Lyons report September 20:** The towpath is rutted badly from bike traffic above North Branch. We encountered a large group of 51 Boy Scout bikers on the towpath. The water level was very low at Lock 75.

Levels 66 and 67 Lock 74 to Evitts Creek Aqueduct: **Jim and Alison Lyons report July 5:** There was a moderate number of biker and walker traffic on the level. The towpath is quite rutty on these levels.

Levels 68 and 69 Evitts Creek Aqueduct to Cumberland Terminus: **Bob and Joan Mischler report August 29, and Bob Mischler reports**

November 11: Both levels were in good condition, especially in August, when the towpath was in the best condition I've seen in a long time. There was only light puddling near Cumberland. Culvert 240 was inspected and it has not degraded since last year.

The Cumberland Update

Canal Place Authority has authorized JLD Construction LC to rehabilitate *The Cumberland* replica canal boat in accordance with their proposal of September 28, 2014. The Association will pay the invoice.

When the existing plywood decking was removed it was found that all of the floor joists had to be replaced as they were there from the original construction in 1976. Those floor joists have been replaced, new plywood decking installed, and the deck area coated with gray colored Line-X waterproofing material.



The Cumberland is an outdoor static display at Canal Place. This picture shows new plywood decking coated with Line-X waterproofing material. Photo by Rita Knox, NPS

When the new floor joists were installed they were chamfered from the centerline to the sides, slightly, so that rain water would readily drain through the new scuppers, the rectangular holes at the edges of the deck.



New windows were installed that maintain the historical appearance. Photo by Rita Knox, NPS

New windows for the captain's cabin have been built that retain the historical look, as shown below. The window glass was replaced with a plastic pane and a grille placed on the inside and outside. If the plastic material fades or gets cloudy it can be replaced.

The upper portion of the tiller post and the tiller handle remain to be replaced. All construction debris has been removed and the site cleaned up.

Some additional repairs were deferred because of a lack of funds. The Association has received a matching grant from the National Park Service. A proposal for the deferred repairs is in preparation.

Visits from the Allegany County school students have been completed for 2014; this is an excellent time to accomplish the repairs, as it does not interfere with the student visitation, which will resume in spring, 2015. This contractor is doing excellent work.

– William Bauman

Canal Classroom

On October 23rd, students from Bester Elementary School, part of Washington County Public Schools, participated in a check hand-off event with President Dward Moore of the C&O Canal Association and National Park Service staff. NPS staff included Kevin Brandt, Superintendent; John Noel, Chief of Interpretation, Education and Partnerships; and Hollie Lynch, Education Coordinator. The event was held at the C&O Canal National Historical Park Cushwa Basin in Williamsport, Maryland.

The generous amount donated by the C&O Canal Association, a non-profit organization, covers the cost of bus transportation to bring every fourth grader from Washington County Public Schools to the C&O Canal for an education field trip during the 2014-15 school year. The \$4,000 donation is part of a larger 2013 pledge of \$30,000 on behalf of the C&O Canal Association to assist schools seeking bus funding to visit the C&O Canal. This marks the second consecutive year of support from the pledge. The C&O Canal Association has provided students from Washington County and other school districts bus funding for several years.

– NPS



Bus transportation check hand-off. Photo courtesy of National Park Service



A fourth grade class led by Heather Henry from Greenbrier Elementary School participated in the Canal Classroom at Williamsport on October 16th. Jonnie Lefebure (left) is one of the Canal Classroom Corps teachers and told the class that the Association funded the bus trips to the park - which was met with a resounding YAY! Photo by Steve Dean

Accompanied by the Past *by Karen Gray*

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

The Era of River Boat Navigation on the C&O Canal: 1830–1850

There are three distinct eras of navigation on the C&O Canal. This first was from 1830 to 1850, when the canal mainly served boats designed to navigate on the Potomac and its tributaries. The second was the primary period of operation from 1851 to the end of May 1889. And the final era was that of the receivership, from September 1891 to the spring of 1924. New sources of information for all three eras reveal surprises and the need to re-conceptualize aspects of the canal's operation.

On October 2, 1830, a boat was sent up the canal from Little Falls to Seneca Falls (below Dam 2) where Inlet Lock 2 watered the canal below Lock 23. The purpose of the trip was to test the ability of this first section to hold water and the operation of its locks and other structures.¹ The canal below Inlet Lock 1, between Lock 5 to Rock Creek, was not yet ready. Land acquisition and construction had been delayed due to the controversy over the location of the eastern terminus—Washington, Georgetown, and Alexandria all seeking that prize.

One mystery about this 1830 trip is where and how the boat entered the canal in the Little Falls vicinity, as company records indicate that not until early in the spring of 1832 had the navigation “been extended one mile below Little Falls.”² This suggests Inlet 1 and Lock 5 beside it were not yet operational in 1830. A reasonable presumption is that there was a temporary connection between the river and newly-completed section of the canal that was located so as to permit boats to completely avoid the Little Falls but also was above the Inlet 1/Lock 5 structures.

However, the night after that first boat trip on the canal, a major breach occurred in the still-vulnerable section below Widewater. This led to the construction of some extensive new walling and the realization that bypass flumes were needed to pass water around the locks when gates were closed. The flumes ensured that water did not collect above the lock, raising the water level there while allowing the water level below the lock to fall due to the downstream current.³

Despite the October breach, by November 1830 canal company president Charles Fenton Mercer reported that multiple boats had passed along the level between Seneca Falls (i.e. Inlet 2) and Little Falls.⁴ This was enormously important, as an operating canal that included the area between Dams 1 and 2 would allow boats to make the transit in either direction between Tidewater and the Piedmont Plain while avoiding the Little, Great, and Seneca Falls as well as the many rapids between them. No other section of the canal represents quite such challenging engineering as that between Dams 1 and 2, or overcomes quite so much elevation as does this section with its 18 locks (5–23) along its 17.12 mile length.

The first section of canal was closed from January 4 to March 19, 1831, and when it opened in the spring it was so “thronged with boats” that the company was forced to draw up its first set of regulations, published on July 16, 1831.⁵ These included specifications described as follows:

All boats or floats were to be propelled by a towing line drawn by men or horses. They were to be furnished with strapping or snubbing lines for passage through the locks without damaging them. Iron shod or sharp-pointed setting poles were not to be used in navigation. Boats traveling at night were required to have a light on the bow and rafts, gondolas, or scows were to have the light at the forward end of the bow. Square-headed or sharp-covered boats, such as scows and gondolas, were to have a semicircular platform firmly fastened upon each end so as to save other craft and the canal prism and masonry from injury by contact with the corners. The rudders on the boat were to be constructed in such a manner that they would not interfere with or cut the towing rope of a passing boat. No raft or tow of timber was to consist of more than eight cribs; if they were comprised of more than one crib, they were to be joined so that they could conform to the curvatures of the canal banks and could glide past them without rubbing.⁶

This indicates the variety of boats and rafts using these 17 miles of canal. It also raises many questions, especially: how many were towed by the boatmen? A likely answer is most, as when they were on the river they would not have wanted to have tow animals on board, yet would have had as many as five or six men to help with poles and rudders. On the canal, only blunt poles could be used to avoid damaging the clay lining of the canal prism, and as a consequence all the men on the boat, with the exception of the one at the tiller, may have been able to help tow.

The company also created four classifications for boats and floats: Packet boats for passengers, freight boats for freight, scows for flat boats with square ends, and gondolas that were “long, narrow, flat-bottomed boats with a high prow and stern” (i.e. the classic design of river boats on the Upper Potomac).⁷ Although the canal company was largely unsuccessful in getting passenger traffic on the canal, they were promoting and researching boat designs—especially ones using steam. The company itself was not chartered to operate commercial boats, of course, and its own boats would be used only for administration, construction, repairs, and maintenance. However much it encouraged the construction of boats designed especially for the canal, such boats did not become common until traffic opened to Cumberland and boat yards developed there. Until then the boats in the canal were largely a motley collection of simple river craft and rafts.

Despite the regulations, in the first years of operation there were endless complaints of “iron-shod boats, leaky scows, drifting rafts, and sunken wrecks obstructing navigation.” In April 1835 the company actually doubled the rate on rafts to discourage their use and encourage appropriate boat-type vessels.⁸ That some progress was occurring is apparent in the fact that on April 11, 1835, the Williamsport *Banner* reported the arrival there from Inlet 5 at Dam 5, of the “first regularly formed boat” – the *Lady Washington*. This boat had a cabin and a capacity of 800 barrels of flour—the equivalent of about 75 tons.⁹ It is possible that the only river navigation it required was in the slackwater pool behind Dam 5, which might have provided access to sufficient wharfs and landings along its shores to serve its commercial purposes.

Nevertheless, as farmers often built their own rafts to transport products down the river or canal (with the wood being sold at its destination), the presence of primitive rafts or basic rectangular flatboats never disappeared completely, although it likely decreased. Indeed, a late nineteenth-century picture shows a raft heavily loaded with bales of hay exiting a C&O Canal lock.

By June 1831 the section watered from Inlet 1 was opened to “within sight of Georgetown” and “a packet boat carrying United States mail was already making daily trips to Seneca from where two public stage lines took the mail and passengers to Leesburg, Virginia via Edward’s Ferry.” By September 19 the Georgetown levels were all watered, allowing the directors to embark on their packet boat, the *C. F. Mercer*, pass through Locks Nos. 1–4, and land on the pier at the Rock Creek Basin.¹⁰

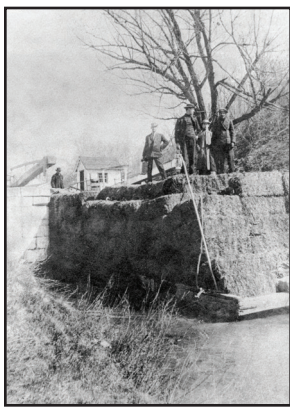
On January 7, 1832, President Mercer informed the board that the Maryland Court of Appeals had confirmed the canal company’s prior right to the Potomac shores, ending the court order prohibiting construction above Point of Rocks.¹¹ The acquisition of land and letting of contracts proceeded rapidly. By November 1833 water was admitted to the canal from Inlet 3 above Harpers Ferry to Lock 23 beside Inlet 2, although not until April 1834 was that section opened for commercial boating.¹²

By the time of the canal company’s annual meeting on June 2, 1834, the canal was being operated up to Inlet 4 at the lower end of Big Slackwater;¹³ and by April 22, 1835 it was open to Dam 5.¹⁴ However, efforts to get the towpath built through Big Slackwater between Dam 4 and Lock 41, were troubled, and by June 12, 1837, only two miles of the 3.28 miles were in use.¹⁵ It was December 1838 before the entire Big Slackwater towpath was completed.¹⁶

The delay in the completion of the Big Slackwater towpath until the boating season of 1839 raises significant questions concerning navigation through that river section between 1835 and 1839. If towing animals were used, what was done with them when the boat was in the river where there was no towpath? Due to cliffs right to the shore, even a narrow shoreline where they might have walked did not exist. Options would seem to be limited to detouring towing animals around the slackwater stretch, or putting them on the boats for that passage.

It should be noted that much of the Potomac above Little Falls is actually very shallow, and poling was often possible, as it likely was not in the deep pools behind the dams. One can well imagine that there were challenges to controlling the boats in the slackwater pool and into the locks at each end when the boat was not being towed.

Similarly, as new sections of canal opened, boats coming down the Potomac’s tributaries would have confronted different situations from those when they navigated only in the river, utilizing Potomac Company channels and sluices. Now they had to navigate through river channels no longer maintained by the Potomac Company, en route to inlet locks on the Maryland shore.



Hay barge at lock, ca. 1889.
Photo courtesy of the NPS,
C&O Canal NHP

Watering of the canal between Dams 5 and 6 was completed on April 17, 1839, but not until October 10, 1850 were the final fifty miles to Cumberland opened for navigation. It should be noted, however, that for four years between 1842 and 1846, construction ceased, and during the 1846–1850 period it occurred intermittently, shortening the total time that it took for the actual construction of the canal.

Typical of the kind of uncertainty about canal-river navigation is the mystery of the transshipment that supposedly took place between the B&O Railroad and the C&O Canal at Dam 6 in 1844. Although Sanderlin gives the time when this agreement was operative as between December 1843 and March 1845,¹⁷ transshipment did not actually begin until April 20, 1844. Even then it is unclear how much coal was actually transferred given that the board did not accept a contractor’s estimate to complete the wharf at the transshipment site on the then-Virginia side until it was submitted to them on June 15.¹⁸ By the 1845 boating season the brief period of railroad–canal “cooperation” was dead. It should perhaps be noted that the railroad itself had not begun transporting coal from Cumberland until 1843 and that no official records document coal transshipments between the railroad and the canal at Dam 6 in 1844.

There is a significant question, of course, as to exactly how the transfer would have taken place. The coal would have to have been manually transferred from the early three-pot coal hoppers to a boat that could cross the river behind the dam and enter the canal through Inlet 6. Presumably such boats were river boats and it is unclear how much coal they transported or how they were controlled when crossing the pool behind Dam 6.

Coal as well as other produce did come down the Potomac from upriver in this era. Also, somewhat surprisingly perhaps, diverse products even made their way up the Potomac from any inlet or river lock where a boat left the canal—something that happened only to a very limited extent in the Potomac Company years and before. For example, in late April of 1839 we learn:

Several boats, freighted with potatoes, fish, salt, and other merchandise, from the District [of Columbia] have passed through this one hundred and thirty seven miles of canal, to points on the river above the 6th dam.¹⁹

At this same time, however, water was so low in the river below Cumberland that of seven coal boats that had left that city for the canal, only three made it, while the other four had been lost.²⁰

Generally, however, the boats using the canal and river during this 1830–1850 era (and for some time thereafter) primarily carried salted fish, salt, and plaster upstream; with lumber, bricks, potatoes, wheat, and oysters showing up in lesser quantities. Downstream cargoes prior to 1850 were primarily agricultural, although lumber and stone appear in the lists as well. With time, manufactured items showed up in descending lists such as nails, shingles, staves, laths, and hoop poles.²¹

Interestingly, there is a lack of references to mules in canal sources until after it had opened from Cumberland. Very possibly the small size of the cabin for tow animals on what became the standard Cumberland-built boat contributed to the popularity of these smaller equines. In any case, the new regulations promulgated by the Canal Company in 1851 refer throughout to “horses or mules” whereas those of 1831 refer only to horses.²²

One final point about the operation of the canal in this period is that where river boats entered the canal at an inlet or river lock, entrepreneurs may have established stables where boatmen could rent horses for round-trip use on the towpath. However, the only record that may point in that direction is the report that the *Freeman Rawdon* and *Southampton* – the boats that raced each other to Alexandria after the October 10, 1850 ceremonial opening in Cumberland of the last 50 miles of canal – requisitioned “horses and mules along the way to maintain the speed”.²³

Acorns in Winter

While wandering in the woods with Rachel Stewart in January 2013 we saw small elliptical objects with bright red spots on the ground. There were many of them near a group of white oak trees. Since color in the winter is unusual, we took a closer look. Rachel was sure they were germinated acorns. I was skeptical – germinated acorns in winter?

Most acorns are eaten by various animals and the rest are buried by squirrels. Squirrels are pretty good about remembering the locations of their caches, but some are forgotten and the acorns remain undisturbed. Once in the ground, the acorn extends a taproot into the soil and germination begins. In spring we see the shoots of young oak trees.

This scenario does not account for acorns that remain intact above ground. Typically there would be very few since acorns are considered a gourmet dish by chipmunks, squirrels, deer and just about any animal that is lucky enough to find them. Yet on this walk we found dozens of what looked like germinated acorns above ground in chilly January.

Two factors were responsible for this phenomenon. First of all, the acorns were produced by white oak trees. White oak acorns in particular begin to germinate shortly after falling to the ground. Secondly, the weather in the fall of 2012 was beneficial for reproduction. When such conditions occur, trees produce an unusually large number of acorns. I remember people talking about tripping over acorns that year.

An overabundance of acorns produced in one year is called a “mast crop.” Animals eat their share, squirrels bury their share, and the rest remain above ground. Germination, if it is to begin as the weather changes, must accommodate less than satisfactory conditions. Many of the acorns we saw were succeeding. Note the extended taproot in the picture. Although this taproot had not yet penetrated the ground, many other acorns’ tap roots were successful. I found this out when I gently tugged on several acorns.



*Above - bright red coloration indicates germinated acorns.
Below - tap roots extend from the germinated acorns.
Photos by Marjorie Richman*



Rachel was right; we were seeing germinated acorns beginning their life cycle and doing their best to survive the winter.

A mast crop may occur every six to seven years, depending on the weather and the health of the trees. Trees expend a great deal of energy on reproduction. When unseasonably warm weather creates the best of conditions, as it did in 2012, trees take advantage.

After the 2012 mast crop, naturalists noticed that the number of acorns was less than usual in 2013. This was not surprising, since trees need to regain their strength after the exertion of producing a mast crop. It was also noted that an unusually large number of chipmunks and squirrels were born during 2013. This is also a result of a mast crop. A banquet of available food contributes to the success of the wildlife population.

We will see a mast crop again in a few years. You will recognize it when trails and sidewalks are covered with acorns. When that happens, watch for colorful red dots on the ground in winter and be careful where you put your feet. You would not want to crush a young oak tree.

Accompanied by the Past (Continued from p. 19)

Notes:

1. Unrau, Harlan D. *Historic Resource Study: Chesapeake and Ohio Canal*, 193. (2007 Edition) www.nps.gov/parkhistory/online_books/choh/unrau_hrs.pdf
- 2 Ibid., 194
3. Ibid., 193
4. Ibid. It should be noted that while “Seneca” today is thought of only as the mouth of the Seneca River with Lock 24 and the Seneca Aqueduct, in this era “Seneca” meant the Seneca Falls in the river below Dam 2 and beside Inlet 2 and Lock 23 (Violettes Lock). Lock 23 itself and the canal above it would not be operational until the boating season of 1834 when the canal between the Dam 3 Inlet and Lock 23 was fully operational.
5. Ibid.
6. Ibid., 336.
7. Ibid.
8. Ibid.

9. Ibid., 337. A barrel of flour normally weighed about 196 lbs.
10. Ibid., 194.
11. Ibid., 196.
12. Ibid., 204.
13. Ibid.
14. Ibid., 205.
15. Ibid., 211.
16. Ibid., 251.
17. Sanderlin, Walter D. *The Great National Project*, 196.
18. Unrau, Harlan D., *Historic Structure Report: Dam No. 6 and Its Associated Structures*, 2014 edition, 20.
19. Unrau, *Historic Resource Study*, 442.
20. Ibid.
21. Ibid., 444–450.
22. Unrau, Ibid., 347–349.
23. Ibid., 346.

Fall Nature Walks

Tree Walk at Carderock

Eight hikers ignored the forecast for bad weather and enjoyed a beautiful but overcast fall day for the November 1 Tree Walk in Carderock. Some trees had completely lost their leaves and others were various shades of gold, while some were still green. The buttery yellow hickories were easy to spot. We spent time focusing on white oaks with rounded leaf lobes versus red oaks with pointed leaf lobes. In the white oak family, white oaks and chestnut oaks were in abundance in the area but we even spotted a post oak along Billy Goat Trail C.

The first Tree ID hike in 2015 will be March 21 in the area of the Dickerson Conservation Park and Lock 26. The walk will include three champion trees and many points of interest. Watch the calendar of events for more information.

— Carol Ivory



Veronica Lee holds a post oak leaf while Bob and Pat Burns (left) and Hendrik Groen (right) check their tree ID books. Photo by Carol Ivory

Bird Walk at Sycamore Landing

September 26, 2014 was beautiful day on which to hold the Nature Committee's annual Fall Bird Walk. A total of six took part, led by member Kurt Schwarz. We had difficulty getting out of the parking area at Sycamore Landing, because of a succession of interesting birds that kept popping up in dead tree branches nearby the parking lot. It began with a sharp-shinned hawk, followed by a brown thrasher and eastern bluebirds. Then to great excitement, a red-headed woodpecker flew in. A handsome male black-throated blue warbler followed this.

We finally set foot on the towpath and went downstream toward the primitive campsite, accompanied by the squeak of rose-breasted grosbeaks, though we could not get eyes on them. Migrants proved to be few and the only definitive sightings were of magnolia warblers, and most of the group, alas, did not get to see them. About midway in the walk, we spotted a bird that seemed as if it might be the rare black-billed cuckoo; however, the photos proved it to be the more common yellow-billed variety.

When we got back to the parking lot, we were treated to another show, as a dozen and a half American crows mobbed a red-tailed hawk. Shortly thereafter, both turkey vultures and a black vulture began to soar. And high above them were two broad-winged hawks. A total of 37 species were seen or heard between the leader's arrival at 7:30 and the end of the walk at 11:00.

Stay tuned for the Spring 2015 walk, which hopefully will be jam-packed with spring migrants. Date and location will be announced at a later date.

— Kurt Schwarz



*Above - Red-headed woodpecker; Below - Red-tailed hawk
Photos by Kurt Schwarz*



Calendar of Events - 2015

Jan. 24, Sat., Continuing Hike Series: 10:30 a.m., upstream from Rileys Lock (mile 22.8). The group will visit the site of the Seneca quarry and stone mill. From I-495, take River Road through Potomac, turn left at T-intersection with MD route 112, left before the bridge at the bottom of the hill, drive to parking lot at the end of the road. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

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

Feb. 22, Sun., Continuing Hike Series: 10:30 a.m., downstream from Fort Frederick (mile 112.4). From I-70, exit 12 onto Route 56 toward Big Pool, follow signs to Fort Frederick, park in small parking lot just before the canal. Contact Pat White (301-977-5628 or hikemaster@candocanal.org)

Feb. 27, Fri., Reservation deadline for March 7 banquet.

March 7, Sat., Annual Meeting Williamsport American Legion, 400 South Conococheague Street, opposite the Fire Hall. A "meet the candidates" hour begins at 1 p.m. Meeting starts at 2 p.m. Happy hour follows at approximately 4:30 p.m. Buffet dinner is scheduled for 5:30 p.m. Reservation form is enclosed in this newsletter.

March 13, Fri., Work party at Swains Lock, 9 a.m. The Association is responsible for the Swains Lock Recreation Area under the Canal Steward program. Contact Pat White at hikemaster@candocanal.org or 301-977-5628.

March 22, Sun., Nature Walk focusing on tree identification at Dickerson Conservation Area, 10 a.m. First in a series of three walks in the same location to observe seasonal differences. Bring water, a snack, and a walking stick, and wear sturdy shoes. Optional equipment: binoculars and your favorite tree ID book. Contact Carol Ivory at carolivory@verizon.net or 703-869-1538.

March 28, Sat., Continuing Hike Series: 10:30 a.m., downstream from Paw Paw Tunnel (mile 156.2). Contact Pat White (hikemaster@candocanal.org or 301-977-5628)

April 11, Sat., Potomac Watershed Cleanup, 9 a.m. to noon. The Association will be operating or coordinating various sites. Contact Jim Heins (301-949-3518 or vip@candocanal.org).

April 12, Sun., Board Meeting, 1 p.m., Glen Echo Town Hall, 6106 Harvard Ave.

April 18, Sat., Nature Walk focusing on spring wildflowers at Widewater. Meet at 10 a.m. at the parking lot opposite the Old Anglers inn. We will stay on the towpath and walk at a leisurely pace. Bring lunch, wear sturdy shoes, and bring wildflower books of your choice. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

April 25, Sat., Annual Douglas Memorial Hike and Dinner, Details will be in March *Along the Towpath*. Hikes of varying lengths Contact Chris Cerniglia at programs@candocanal.org.

April 25, Sat., Nature Walk focusing on birds, Rileys Lock, 8 a.m. to about 11 a.m. Kurt Schwarz of the Maryland Ornithological Society will lead the group upstream. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

May 30, Sat., Continuing Hike Series: 10:30 a.m., downstream from Point of Rocks (mile 48.2). Contact Pat White (hikemaster@candocanal.org or 301-977-5628)

June 6, Sat., Presidents' Day Breakfast at 9 a.m. at Bill's Place in Little Orleans, MD, celebrating Association presidents and enjoying general fellowship. Contact: Barbara Sheridan (programs@candocanal.org or 301-752-5436). Some members enjoy camping the night before at Little Orleans Campground (301-478-2325).

June 7, Sun., Board Meeting, 1 p.m., Williamsport Town Hall, 2 North Conococheague St.

June 13, Sat., Nature Walk focusing on tree identification at Dickerson Conservation Area, 10 a.m. Second in a series of three walks in the same location to observe seasonal differences. Contact Carol Ivory at carolivory@verizon.net or 703-869-1538.

June 13-14, Sat.-Sun., Two one-day paddle trips on the Monocacy River. Frederick to Lily Pons (Sat.), Lily Pons to Potomac (Sun). Reservations required. Contact Barbara Sheridan (canoemaster@candocanal.org or 301-752-5436).

June 20, Sat., Nature Walk along the towpath to view dragonflies, about 4 miles total between Oldtown and Lock 68, meeting at 10 a.m. Contact Steve Dean for directions and details at levelwalker@candocanal.org or 301-904-9068.

July 18, Sat., Paddle trip, Brunswick to Monocacy. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

Aug. 2, Sun., Board Meeting, 1 p.m., Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 8, Sat., Nature Walk along the towpath to view dragonflies. Meet at 10 a.m. Location TBD. Contact Steve Dean for details at levelwalker@candocanal.org or 301-904-9068.

Aug. 21-23, Fri.-Sun., Paddle trip in Paw Paw Bends area. Reservations required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

Sept. 7-10 Mon.-Thu. World Canals Conference, Ghent, Belgium. For more information, see www.wccgent2015.com

Sept. 19, Sat., Paddle trip, Old Patowmack Canal, VA. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

Sept. 26, Sat., Nature Walk focusing on birds, 8 a.m. to about 11 a.m., location TBD. Kurt Schwarz of the Maryland Ornithological Society will lead the group. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Sept. 27, Sun., Continuing Hike Series: 10:30 a.m., upstream from Town Creek (mile 162). Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Oct. 4, Sun., Board Meeting, 1 p.m., Williamsport Town Hall, 2 North Conococheague St.

Oct. 7-12, Wed.-Mon., Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required, no later than September 16. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or phopson727@verizon.net.

Oct. 24, Sat., Annual Heritage Hike and Dinner. Details will be in the September *Along the Towpath*. Contact Chris Cerniglia at programs@candocanal.org.

Oct 31, Sat., Nature Walk focusing on tree identification at Dickerson Conservation Area, 10 a.m. Third in a series of three walks in the same location to observe seasonal differences. Contact Carol Ivory at carolivory@verizon.net or 703-869-1538.

Nov. 23, Mon., Continuing Hike Series: 10:30 a.m., downstream from Licking Creek. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Dec. 6, Sun., Board Meeting, 1 p.m., Glen Echo Town Hall, 6106 Harvard Ave.

Dec. 13, Sun., Frostbite Hike, Washington City Canal, 10:30 a.m. Contact Bill Holdsworth (301-762-9376 or website@candocanal.org).

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

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

C&O Canal National Historical Park Headquarters 1850 Dual Highway, Suite 100, Hagerstown, MD 21740

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	John Noel
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
Chief of Maintenance	301-714-2239	Greg Kniesler
Chief of Interpretation, Education and Partnerships	301-714-2238	Ben Helwig, Acting
Partnerships Coordinator	301-491-2465	Daniel Filer
Volunteer Coordinator	301-491-7309	Emily Hewitt
Project Management	301-714-2239	TJ Stottlemeyer, Acting
Historian	301-714-2236	Ahna Wilson
Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

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

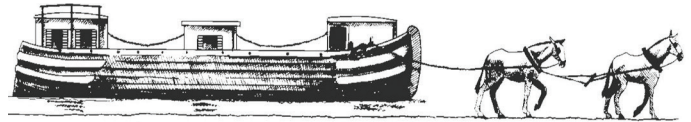
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Along the Towpath is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Material for consideration may be submitted to the Editor at that address, for receipt by the 15th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

Editor: 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 www.candocanal.org. The webmaster is 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.

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

Secretary: Susan VanHaften, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, secretary@candocanal.org.

Treasurer: Richard Radhe, 8902 Skyrock Court, Columbia, MD 21046, 410-302-2721, treasurer@candocanal.org.

Information Officer: Pat White, 66 Oak Shade Road, Gaithersburg MD 20878, 301-977-5628, 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, Jill Craig; 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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There is mystery road culvert near Milepost 110 that many park visitors don't realize is there. Culvert 140 is a well preserved ten-foot wide road culvert between the two better known road culverts at Four Locks and McCoy's Ferry. It is a large scale model of many of the smaller culverts on the canal. The culvert originally provided access to a river crossing to the community of Georgetown, Va., now W.Va. Photo by Steve Dean

Stay Connected!

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

Facebook – If you have a Facebook account, look for “C&O Canal Association” and “Like” us. If you are not on Facebook, go to www.facebook.com and register (there is no cost), and then look for us.

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

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

C&O Canal Association



Founded in 1954

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