

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 XLVII

December 2015

Number 4

2015 Heritage Hike

By Steve Dean

Association members and guests enjoyed a beautiful fall day as they hiked the upper mileage of the canal and approached the Cumberland Terminus. Old friendships were rekindled and new friendships were established as the group shared a day of canal adventure. Features along the hikes included an interpretive tour of Lock House 75, by William Bauman. Later, William led tours of the newly restored *The Cumberland* replica canal boat.

Fifty members enjoyed an evening of comradery and a delicious dinner at the Fairfield Inn in Cumberland after the hike. Cathy Baldau, of the Harpers Ferry Historical Association, provided an informative and entertaining presentation about the production of the revised *Towpath Guide to the C&O Canal* and the Association's role in the update of the book.

See more photos from the day on page 20.



Heritage hikers pause at Lock House 75 to hear William Bauman's account of life at Lock 75. Photo by Steve Dean.

2016 Annual Meeting

By Chris Cerniglia

As indicated in the official notice on page 9 of this newsletter, Association members will gather for their Annual Meeting on March 5, 2016 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 page 9. 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 in time to be received by Thursday, February 25. 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!

Full-Weekend Douglas Hike Celebration Planned for 2016

In response to numerous requests to repeat the very popular all-weekend celebration of the 60th anniversary of the Douglas Hike held in 2014, the Association will again sponsor an all-weekend event during April 29 through May 1, 2016.

See page 7 for details of the planned event.

The C&O Canal in Confederate Military History

By Timothy R. Snyder

One way to evaluate the importance of the C&O Canal to the Union during the American Civil War is to examine how the Confederates treated the canal during the conflict. If the southern civilian and military leadership had paid scant attention to the canal, or devoted few resources to disable it, then its importance to the Union could be considered suspect, or perhaps of secondary importance to the Baltimore and Ohio Railroad and other transportation lines.

During the first two months of the war, the Confederacy hoped that Maryland would secede and join its “southern sisters” in the Confederate States of America. During this time, the Confederates treated the canal (as well as the B&O Railroad) with kid gloves. Since Maryland was the majority stockholder of the canal company, and had a significant ownership stake in the B&O Railroad as well, the Confederates were initially reluctant to disable either carrier out of fear that doing so would turn political and create public support against joining the South. As a result, when on April 24, 1861, one of Charles Wenner’s canal boats, loaded with grain, was seized by the Confederate troops occupying Harpers Ferry, the state of Virginia reimbursed Wenner for the cost of his grain. By June, however, the Maryland General Assembly adjourned without taking any steps toward secession, and a large Union army under General Robert Patterson was forming in Chambersburg, Pennsylvania, to oust the Confederates from Harpers Ferry. No longer willing to wait on Maryland to join it, the Confederate army evacuated Harpers Ferry in mid-June 1861. Before doing so, it disabled both the canal and railroad in that region.

To the east of Harpers Ferry, on June 10, Confederate General Robert E. Lee ordered an officer in Leesburg, Virginia, to disable the canal by breaking a nearby dam or the Monocacy Aqueduct. Two days earlier he had received information that a Union expedition was preparing to depart from Georgetown with a number of canal boats loaded with provisions and munitions. For unknown reasons — likely because it could be more easily accomplished — on June 12 a small party of Confederates crossed the river at Edwards Ferry and let the water out of the canal. This action prevented the Union army from using the waterway as supply line past Edwards Ferry, but only temporarily.

The Confederates soon withdrew from the Potomac above Washington to meet the Union occupation of northeastern Virginia, which culminated in the July 21 First Battle of Bull Run (Manassas). This withdrawal, together with Confederate evacuation of Harpers Ferry, allowed the canal company to repair and re-water the canal, which it accomplished in late August. The main stem of the B&O Railroad — a significant portion of which lay south of the Potomac River — would remain in disrepair until March 1862. Because the canal company resumed boating long before the B&O Railroad was able to repair the main stem, a case can be made that in 1861 the canal was of more importance to the Union than the railroad. The Confederates certainly demonstrated the significance of the canal by developing and launching a number of raids designed to slow or halt boating.

Initially, with canal navigation restored, the Confederates sent parties of riflemen to the Potomac to take pot shots at passing canal boats in an effort to discourage boat traffic. In fact, in September at least one boatman—a “towboy,” by one account—was shot and killed by border crossfire near Shepherdstown.

In mid-September, Confederate cavalryman Turner Ashby wrote to Richmond and offered to lead an expedition to disable the waterway. Robert Chilton, a Confederate staff officer, replied, “I am instructed to inform you that it has been our object, with the President [Confederate President Jefferson Davis], to destroy the canal at any point where it could not be repaired. . . . The destruction of the canal and railroad have been cherished objects, and a disappointment at the failure of all past attempts to effect them has been proportionate to the importance attached to their achievement.” Chilton granted Ashby the permission he sought. Ashby appeared along the Potomac in late September and early October 1861 in the vicinity of Dam Number 4 and opposite Antietam Creek. Heavy rains thwarted his efforts. In early November the Potomac flooded and accomplished Ashby’s objective by damaging the canal and stopping boating. Some thought the navigation was over for the remainder of the year.¹

Before the flood waters struck, a number of other Confederate officers and high-level officials proposed raids to disable the waterway. On October 10, President Jefferson Davis explained to a corps commander that although its army was not strong enough to invade Maryland and expel the Union army, raids would help bolster the morale of the troops. One of these raids, he suggested, would be a foray across the Potomac to disable the canal. On October 20, Colonel Angus McDonald proposed that the War Department combine General Thomas J. “Stonewall” Jackson’s command with his at Romney, Virginia, because both the railroad and canal were within a day’s march and the combined force could disrupt travel on both carriers. On October 31, C. H. McBlair, a commander in the Confederate navy, gave his opinion about affairs aground to President Davis. He recommended an attack on Cumberland because, in part, it would prevent the continued use of the canal to supply Washington with coal and horse fodder.

Their lack of success in permanently breaking the canal frustrated the Confederates. On November 10, Davis explained to a subordinate officer that the Union army was moving troops and munitions to the Shenandoah Valley. He added: “the failure to destroy his [Union] communications by the Baltimore and Ohio Railroad and by the Potomac Canal has left him in possession of great advantage for that operation.”²

By early December, the canal company repaired the damage caused by the autumnal flooding and boating began again. “Stonewall” Jackson, with headquarters in Winchester, Virginia, soon received word that boats were again moving on the canal. Over the next thirty days, Jackson would send three separate raids against Dam Number 5 and one against Dam Number 4, attempting to breach the dams that impounded the water used to fill the canal. After the second raid against Dam Number 5 (which the Confederates erroneously thought had created a breach), Jackson’s commanding officer, General Joseph E. Johnston, wrote military officials in Richmond: “It is needless for me to attempt to impress upon the Administration the importance of preventing the reconstruction of the

Baltimore and Ohio Railroad in Virginia, which has been increased by the breaking of Dam No. 5, above Williamsport. No one," he added, "[understands] this subject better than the President [Jefferson Davis] himself." Although the raids were actually not successful, once again the weather accomplished the Confederates' objective. A late January ice freshet, combined with other factors, put the canal out of order until April 1862.³

During the Maryland (Antietam) Campaign of 1862, disabling the canal was a secondary objective of the Confederate invasion. General Lee dispatched two separate parties to destroy the Monocacy Aqueduct. Destruction of the largest aqueduct on the canal — over five hundred feet long with seven arches — had the potential to cut the canal in two for the duration of the war and halt shipments of coal from western Maryland. The first party attempted to damage the aqueduct during the initial invasion of Maryland in early September, but the expedition failed due to insufficient tools and black powder. When the Confederates advanced to Frederick, on September 9, Lee sent another party back to the aqueduct. This expedition had as little success as the first one. The officer in command wrote, "The attempted work of destruction began, but [so] admirably was the aqueduct constructed and cemented that it was found to be virtually a solid mass of granite. Not a seam or crevice could be discovered in which to insert the point of a crow-bar, and the only resource was blasting. But the drills furnished to my engineer were too dull and the granite too hard, and after several hours of zealous but ineffectual effort the attempt had to be abandoned." Where the Confederates crossed the river, the southern soldiers cut the canal in five places. They also damaged a lock and large culvert in the same area, as well as locks near Knoxville and Harpers Ferry.⁴

During the Pennsylvania (Gettysburg) Campaign of 1863, the Confederates damaged the canal across a broad front. On June 10, Major John Singleton Mosby's band was the first to strike, crossing the canal at Muddy Branch and taking the mules from a canal boat before chasing away Union cavalry and destroying their camp. To secure the left flank of his advance, Lee sent General John Imboden's Northwestern Brigade toward Cumberland, which he occupied for several hours on June 17. Leaving Cumberland, Imboden advanced to the east, destroying portions of both railroad and canal. Officials at the highest level of the Confederate government and military were very interested in the damage Imboden inflicted to the waterway. In a letter to President Davis, General Lee described the damage Imboden's men committed: "The Chesapeake and Ohio Canal, about 2 miles above Old Town, where the embankment is about 40 feet high, has been cut, and General Imboden reports that when he left it the entire embankment, for about 50 yards, had been swept away. A similar crevasse, with like results, was also made in the canal, about 4 miles below Old Town."⁵

To the east, Confederate cavalryman James Ewell Brown "Jeb" Stuart led a sizable band of horseman across the river near Seneca Creek on June 27. Before departing the Potomac, Stuart's men burned nine canal boats, damaged locks and let the water out of the canal.

The primary Confederate line of advance took its army across the fords at Williamsport and Shepherdstown. At the former location, the Confederates breached the canal in five places, not only to disable the waterway but to pass their wagons and artillery without

having to bridge the canal. They also removed two rows of stone from Lock Number 44 and tore out the stone on the four corners of the Conococheague Aqueduct. At both locations, the southern soldiers burned canal boats.

After the Confederates returned to Virginia, small bands of cavalry were soon crossing the Potomac to conduct raids. Although the raids tended to be small-scale—consisting of mule stealing and boat burning—they were not without their effect. By September, the boatmen were so alarmed by the incursions, and fearful of losing their means of earning a living, that many began to refuse freight until the Union Army strengthened its defenses of the border. On September 2, 1863, canal company director Albert C. Greene wrote from Cumberland: "You cannot have failed to learn that the canal is again practically closed by the neglect of the Government to afford the boatmen protection against the robbery of their teams by the Virginia guerrillas. The few boats which arrive at Cumberland decline to load and tie up their boats, being unwilling and, in fact, unable to risk the loss of, in many cases, everything they have." The Union army soon improved its border defenses and the reluctant boatman returned to their boats.⁶

In mid-September and again a month later, Confederate General Imboden offered to lead raids to disable both the B&O Railroad and C&O Canal. In the earlier plan, he also proposed to burn the coal mines west of Cumberland. Due to threats elsewhere, Lee did not authorize either proposal.

In 1864, the first raid that impacted the canal occurred early in the year. On February 2, Confederate General Thomas Rosser's men crossed the Potomac at Patterson's Creek. In addition to damaging the railroad, the southerners burned the bridge over the canal and damaged a lock.

During the Monocacy Campaign of that year, the canal suffered its most extensive damage at the hands of the Confederates during the entire war. On July 2, Lee ordered General Jubal Early to prepare to strike both the B&O Railroad and C&O Canal. In order to screen his advance, additional Confederate commands would aid him. East of Early's main line of advance, portions of Colonel John Singleton Mosby's ranger unit crossed the river at Point of Rocks and the Monocacy River and burned canal boats. To the west, Imboden's command partially burned two railroad bridges and crossed the river at South Branch, where his men began to set boats afire before they were chased away by a Union iron-plated railroad car that contained an artillery piece.

Early's main army crossed the river at Shepherdstown. In addition to boat burning, his men set their sights on the nearby Antietam Aqueduct. On the berm side, the Confederates tore out the stonework down into the arches. On the towpath side, the stone was removed two-thirds of the way toward the arches. The Antietam Aqueduct suffered the most extensive damage of any stone structure on the canal during the entire war.

Early moved on, achieved a victory at the Battle of Monocacy and threatened Washington, but then retreated back to Virginia. On July 29 he sent two brigades of cavalry under Brig. Gen. John McCausland back across the Potomac to ransom Chambersburg, Pennsylvania, and other towns. After Chambersburg was burned on July 30 for failing to provide the ransom, Union cavalry began a hot

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2015 World Canals Conference, Ghent, Belgium

By Rod Mackler

Nine members of the C&O Canal Association joined canal buffs from around the world for the latest World Canals Conference, held on September 7–10 in Ghent, Belgium. We were well treated by our Flemish hosts, with a strong and varied selection of canal talks, good food and drink, and two canal cruises. The real star of the conference was the city of Ghent itself, built on canals at the confluence of the Lys and Scheldt Rivers.

The main venue for the conference was the 1826 Aula, the main lecture hall of the university. From the neoclassical façade to the domed lecture hall, it proved a great place for the lecture part of the conference. Not least, it had a good space for coffee breaks and lunches, the part of the conference where participants had a chance to mingle and compare notes. The Aula is located in the center of this walkable city.

Right around the corner is the building where John Quincy Adams and the American delegation stayed when they negotiated the Treaty of Ghent, ending the War of 1812. Adams, of course, was the one who turned the first spade for the C&O Canal.

Speakers at the opening session were dramatically introduced by trumpet fanfares. The formal talks included presenters from Europe, Asia, and North America, on a wide range of canal-related issues: history, ecology, tourism, and technology. A speaker from Parks Canada, for instance, told how the canal parks to our north get royalties from the hydroelectric power produced by their dams. Duncan Hay, from the Erie Canalway National Heritage Corridor, told how his park provided pre- and post-visit materials for school groups and partnered with the National Parks Foundation for bus transportation, a program that sounded familiar to our ears. From South Korea, a map of the main canal to Seoul showed that the artificial waterway not

only shortens the voyage and avoids narrow straits, but also eliminates the necessity of passing along the North Korean border.

The first day of the conference ended with an hour and a half guided tour of the city's canals, on an open electric boat. It was a good introduction to the history and layout of the medieval town. Our second cruise was totally different, a voyage down the commercial canal from Ghent to Terneuzen, in the Netherlands. The 30-kilometer canal is lined with ocean-going vessels, depots for coal and gravel, refineries, chemical plants, and other industrial facilities. Again, we had a guide pointing out the history and points of interest while we feasted on hors d'oeuvres and desserts.

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Ghent canal scene, as Association members boarded the boats for the canal tour. All photos on this page courtesy of Rod Mackler.



A visit to the marina of one of the hosts. Back (l to r): Rod Mackler and Dan Van Haften. Front (l to r): Sandy Doveikis, Barbara Sheridan, Susan Van-Haften, Pat White, and Kerry Gruber.



WCC participants touring the site of an expanded lock, in hard hats and Wellingtons. (l to r): Kerry Gruber, Rod Mackler, Pat White, Dan Van Haften, Sandy Doveikis, Chris Holdsworth, Bill Holdsworth, and Barbara Sheridan.

2015 C&O Canal Through-Ride

By Pat Hopson

Perfect weather! That was the hallmark of our annual through-ride of the C&O Canal towpath on October 7-12. We had wonderful sunny weather, not hot; and the only rain, late Friday afternoon, came after we were safely indoors for the day. The great weather contributed a lot to one of the most enjoyable rides we've had.

Thirteen enthusiastic bikers met in Cumberland on October 7 and headed downstream from there. Our ride is an intentionally leisurely-paced ride, averaging about 31 miles a day, though more or less on some days, because the overnight stops are determined by the available lodgings. When I first began riding with this group, in 2006, we were about half campers and half motel muffins, but over the years we've become almost totally muffins. This year we had only three campers. Mike Holland had to leave after the first day, but the other two campers finished the ride (as did the ten muffins). They are Jon Wilson and his second son, 11-year-old Andrew, who was a total delight. Jon's eldest son, Matthew, rode with us four years ago. And we're hoping that 5-year-old Daniel will join us on a future ride. Additionally, various friends joined us for a day of riding or for supper at Desert Rose in Williamsport, one of our favorite eateries. And we have many favorite eateries! Like everyone, we cherish Bill's Place in Little Orleans, Beans in the Belfry in Brunswick, and several others.

So many of us have done this ride so many times that we've all internalized our traditional stops, photo ops, etc. Everyone knows to stop at point X, because the photographers (me among them) will always want a group photo there. Donna Sloppy is often calling spontaneously for "gal photos," so we get some of those too. We gals try to reciprocate with "guy photos," but for some reason the guys weren't as amenable this year; our only guy photo was at the Great Falls Overlook.

On a ride of six days it's impossible to list all the highlights, but here were some:

We saw a huge snapping turtle just downstream from Oldtown on day one. He was right along the towpath and totally disinclined to move when we approached.



Oldtown Snapping Turtle. Photo by Pat Hopson.

Even rarer, we saw a group of five river otters in the canal at about Mile 152 on day two. The watered canal was covered with green scum, a condition which made it challenging to spot the otters; but we enjoyed watching them for several minutes.

We enjoyed the contrast of the super-smooth Western Maryland Rail Trail with the bumpy towpath, and we rode it virtually all of its 22.8 miles, before turning off to visit Fort Frederick.

We had a delicious snack of two pies to share at the fort, which our ace sweep Norman Liebow had brought on his bike

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All 13 riders at the mule statue in Cumberland, Md. L to R: Mike Holland, Paul Leatherman, Pam Lantz, Frank Wodarczyk, Katrina Craddock, Donna Sloppy, Denny Sloppy, Jon Wilson, Andrew Wilson, Norman Liebow, John Betting, Pat Hopson, Art Wise. Photo courtesy of Pat Hopson.

World Canal Conference (Continued from p. 4)

Besides canals, one of the themes of the conference turned out to be World War I, whose centennial the Belgians are currently commemorating. One of the several outings was a trip to Flanders Field. We had already seen the impact of World War I on this part of Belgium, with a memorial plaque to the fallen in every small town, in each precinct of Ghent, and in the hall of the Aula to students who had died in the conflict. On our excursion, however, we learned the role of canals in the Great War, one hundred years ago. The Germans invaded neutral Belgium in August 1914 and swept quickly across much of the country, and entered France. The Belgians continued to hold part of their territory, however, and in October they opened canals to flood a large area of low-lying land. This effective tactic helped the Allies to achieve a stalemate and – after four years of trench warfare – eventual victory.

On one of our field trips, to the Belgian coast, local hosts provided a lunch buffet of seafood, including fresh oysters, hake, pal-ing, salmon pate, herring, mussels, and tomatoes stuffed with baby shrimp. A high point of the conference was the gala dinner held in the Ghent opera house. As with all of our meals in Flanders, both the food was excellent and the venue superb.

On the Saturday following the conference, Ghent held its Ode-Gand festival, which celebrates music along the city's canals. The festival offered over 60 one-hour concerts at a variety of venues around town. Your ticket was good for travel on canal boats between venues. The climax was a nighttime canal-side performance of West Side Story in the center of town, followed by a fireworks display.

Finally, the trip to Ghent provided an opportunity to visit other places in Belgium and neighboring countries. Pre- and post-conference tours took people to canal towns of Bruges, Kortrijk, and

Lille. Several – Pat White, Barbara Sheridan, Kerry Gruber, and Sandy Doveikis – took a hike in the Belgian Ardennes. Susan Van-Haften, Dan Van Haften, and I went looking for roots connections in the Netherlands, Germany, and northwestern France. Bill and Chris Holdsworth rented a car and visited World War I battlefields near Ypres, where trench warfare stalemated between British and Germans from 1914 to 1918. In addition to the dozens of British cemeteries and monuments, there is a small American cemetery with graves of doughboys who fell during the final offensive.

The Scots were in Ghent in force, passing out samples of their best-known liquid product at coffee breaks, encouraging us to pack our bags for the 2016 conference, in Inverness, in the Scottish Highlands. And, in 2017, the conference will again be on the Erie Canal, in Syracuse, New York.



A quiet canal scene in Ghent. Photo by Kerry Gruber.

Through Ride (Continued from p. 5)

from Hancock, already divided and on individual plates. Many thanks, Norman. The great pie caper went simpler this year than last.

We encountered horse riders twice, which was a bit of a novelty. First we saw a lone rider just outside Williamsport. Our second sighting was a group of five riders whom we passed as we approached the Catocin Aqueduct. While we were taking a break at the aqueduct, the five came along. Four of them rode through the aqueduct, but the fifth horse had a mind of his own and chose to walk atop the aqueduct parapet; so his rider let the horse have his way.

Our longtime leader and guiding spirit, Tom Perry, was unable to ride with us this year, but he and wife Linda hosted us for a Friday-evening gathering at their home in Williamsport. It is always a highlight of the trip, and we look forward to Linda's delicious treats — this year a sinfully good apple cake and both hot and cold cider.

One of the features that makes this ride so special is the generous and serendipitous assistance we get from various friends, spouses, and bike shop operators in case of problems. This year was my turn to be the recipient of their help. Near Dam 4 my rear wheel stopped functioning, and it was not fixable in the field. Luckily, our friend Pat Pope had parked at Shepherdstown and had ridden up to meet us. Pat rode his bike back to Shepherdstown, picked me up at

Dam 4 and took me to a bike shop, where I got a new wheel, and delivered me to our next overnight stop, Harpers Ferry. We are very thankful and lucky to have so many good guardian angels.

In gratitude at being able to have this wonderful experience, each year we make a donation to a group or organization along the canal. This year we contributed \$325 to our own C&O Canal Association, in honor of Tom and Linda Perry, who have supported and nurtured this ride and added to its enjoyment and fellowship for many years, and continue to do so. Many thanks to both Tom and Linda for all they do for us, the Association, and the C&O Canal National Historical Park.



Riders at the Paw Paw Tunnel on a misty morning. Photo by Pat Hopson.

2016 Douglas Hike and Dinner

By Chris Cerniglia for the Program Committee

In 2014 the Association sponsored a special weekend event to mark the occasion of the 60th anniversary of the Justice William O. Douglas hike. This was a popular and well-attended event, and the board has often been asked if it would be held again. Those requests were heard, and the 62nd anniversary will be again celebrated by a full weekend event.

Mark your calendars for the weekend of April 29 to May 1, Friday night to Sunday, for two days of hiking and camping at a well-appointed campground near Williamsport. We will have campsites situated along the banks of Conococheague Creek as well as a shelter for evening gatherings. For those who prefer beds to sleeping bags, there are motels in Williamsport as well as cabins in the campground.

The weekend will begin Friday evening with a happy hour and dinner at the campground. On Saturday, all Douglas hike participants, those in Williamsport as well as those joining us for only one day, will meet at a location in the area. We'll follow the usual Douglas hike format, offering three choices of hikes followed by happy hour, dinner and a program at a location near Williamsport. On Sunday, there will be other options for those who want to enjoy another day of hiking on the towpath.

We will offer a complete package price for tent camping, all meals, and the Douglas dinner, as well as separate fees for those who will not be camping.

More information will be sent to members via the blast email messages as plans progress. A complete description of weekend activities and a registration form will appear in the March issue of *Along the Towpath*. The event is only open to Association members, their families and guests. Please plan on joining us for an active weekend of camaraderie and hiking.

Anyone who is interested in helping the program committee with advance planning and support during the event can contact Chris Cerniglia at programs@candocanal.org.

Environmental Notes

By Ned Preston and Rod Mackler

Access to the canal park's D.C. section will be significantly improved by installation of traffic signals at the dangerous intersection of Canal Road and Reservoir Road. The signals will be activated by pedestrians seeking to cross, or by vehicles detected on Reservoir Road or on the exit driveway from Fletcher's Cove. A ribbon-cutting on August 17 marked the start of the project, expected to be completed by the end of November.

During recent sewer maintenance in the C&O Canal NHP's Georgetown section, users of the Capital Crescent Trail (CCT) were detoured around the work site. By October, repair of the sewer had been completed, and the CCT restored to its original route. In addition, a paved driveway runs beside the CCT from near the Alexandria Aqueduct Bridge toward the Washington Canoe Club. NPS has indicated that the new driveway will not affect the ongoing Georgetown boathouse zone Environmental Assessment (EA) process.

Release of the draft EA on the boathouse zone continues to be expected in December 2015 or January 2016. All those interested in protecting an important section of the canal park should be prepared to submit comments on that draft through the project website: <http://parkplanning.nps.gov/projectHome.cfm?projectID=54903>



*New traffic light at Canal and Reservoir Roads.
Photo by Rod Mackler.*

Eagles Along the Towpath

There are several places to view bald eagles along the towpath. Once endangered, this species has made a considerable comeback. The tall, mature trees in the forest along the banks of the river are a perfect roosting place for hunting prey and watching for potential predators. Although close to human habitation, the tall trees, the forest and the river provide remoteness from human disturbance. Eagles are opportunistic in their selection of food, which accounts for their success. They will eat just about any animal that resides either in the forest or the river. Favorites are waterfowl, fish and turtles.

Eagles have predictable habits. They are monogamous and they return to the same nest each year to mate. In order to see these birds each year, two factors are important: location and timing.

The most well-known location for those who live in the D.C. area is the nest at Conn Island near Great Falls. It can be seen from the Washington Aqueduct overlook as well as along the River Trail. This nest has been used for several years and even survived the derecho in 2012 and another major storm in 2014. Each time, after making repairs, the eagles successfully raised their chicks.

Pat White found another excellent location further upstream between Point of Rocks and Nolands Ferry, a place on the towpath that affords a close-up view of a nest. If you get there at the right time, you are likely to see eagles sitting in the nest or bringing food to the nest for hungry chicks. The nest is best spotted when walking downstream from Point of Rocks, after passing Milepost 47. Look to the right for a very large sycamore tree. The nest is almost at the top of the tree overlooking the river. The total mileage from Point of Rocks to the nest is about 1.5 miles.

Nest building (or repairing) begins sometime in November. By late January through early February eagles in our area complete the mating cycle and lay eggs. From the time the eggs are laid to the time they hatch, the adults take turns sitting on

the nest. The incubation period is about 35 days. February and March are good months to see at least one eagle in the nest and perhaps the other sitting on the branch of a nearby tree.

When the eggs hatch, don't expect to see the chicks at first. They are small, helpless, grayish-white bundles of down unable to see or stand by themselves. Their survival depends upon their parents.

Through the months of April and May the chicks stay in the nest. Fledging begins about 10-13 weeks after hatching. By the time they are big enough to be seen flapping around in the nest, the leaves are on the trees and it is hard to get a good sighting. Although the chicks may be hard to see, the adults should be very visible. Feeding starving chicks requires numerous back and forth flights from the river to the nest with food. April, May and early June are good months to see the adult eagles either on the nest, hunting nearby, or perching far above the forest canopy surveying the neighborhood.

By mid to late June, after the eaglets have fledged, the entire family will remain in the area while the chicks are taught to hunt. During this time we often see an eagle family flying along the river or perching in a tree. The juveniles are almost entirely brown for about a year. During the second year, feathers on the body and under the wings begin to turn white. The famous white heads and white tails appear when the juveniles reach sexual maturity, somewhere between their third and fourth year.

The pictures shown with this article were taken from the towpath just below the nest between Point of Rocks and Nolands Ferry in February of 2014. The eagle sitting on the nest seemed oblivious to those of us far below. The absence of leaves gave us a good view. Although the birds take turns sitting on the eggs, it is typically Mom who spends most of the time in the nest during the incubation period.

Eagles are long lived, perhaps as long as 20 years if conditions are good. We should have many years ahead of us to observe these birds from the towpath.



Above and below: Bald Eagle at the nest between Nolands Ferry and Point of Rocks. Photos by Pat White.



Notice of 2016 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 5, 2016, at the American Legion Hall, 400 South Conococheague St., Williamsport, Md. The meeting will be for the purpose of electing officers for 2016, 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 2015 annual meeting elected Steve Dean, Mary Kennett, Chris Cerniglia, Pat Hopson, Tony Laing, and George Kennett to the 2016 nominating committee. The committee has recommended the following candidates for 2016.

Bill Holdsworth – President, Rockville, Md.

I am honored to be nominated for the presidency of the C&O Canal Association, an organization that plays a vital role in maintaining one of the nation's historic treasures. I previously served nine years on the board of directors, including six years as secretary. I act as webmaster for the association website and coordinate the broadcast emails. I look forward to challenge of serving the organization in a different capacity. I am a retired federal employee.

Rod Mackler – First Vice President, Arlington, Va.

I am pleased to be re-nominated to serve as first vice president of the Association. I have certainly enjoyed my time on the canal and with the other members of the association. I am a level walker and a Volunteer in the Park. I began walking the canal for exercise, got more deeply into the history, and have since learned more about nature along the canal. I have also picked up some knowledge of the technology of canals more generally. I enjoy traveling, and visiting canals around the country and around the world is a great way to structure my trips. For instance, I have now attended eight World Canals Conferences. Finally, I enjoy writing and the opportunity to share my love of the canal with others, including articles for *Along the Towpath*.

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

I am completing my fifth 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. It is a privilege to work with the great group of level walker volunteers and park staff. I also appreciated the opportunity to serve as the editor for *Along the Towpath* for the past three years and producer of the Handbook 142 revision. I welcome the opportunity to support the C&O Canal Association and the park.

Susan VanHaften – Secretary, Arlington Va.

Over the years I have enjoyed walking on the C&O Canal towpath, visiting its aqueducts, riding on the canal boats in Georgetown and Great Falls, introducing friends and family to the canal, and taking pleasure in knowing that there was such a great natural and historical treasure practically in my own back yard. I also realized there was a way not only to enjoy the canal, but also to help out with protecting and promoting it. In 2005, I joined the C&O Canal Association. In 2007, I became a level walker. In 2010, I became a director on the Association's board. In 2012, I accepted the position of secretary of the Association, and have served in that position for the past four years. I would be pleased to continue my service as the C&O Canal Association's secretary in 2016.

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 the Association. 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 2016.

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 park, and think I can fulfill the duties of information officer for a third year.

Tom Aitken – Director, Martinsburg, W.Va.

I moved to Martinsburg in the mid-1990s but didn't experience the Chesapeake and Ohio Canal until an impromptu bike ride about ten years later. Before long, I couldn't get enough of the towpath and the sites along the way. It took another five years to discover the C&O Canal Association, and after all of the great hikes and bike rides, lending a helping hand in the park seemed like the right idea. The experience has been even better than expected! In the beginning, Candee Schneider and I were fortunate enough to become level walkers in our favorite part of the park — Level 52. It didn't take long to discover how much visitors appreciate the work of the C&O Canal's many volunteers. One of my most unique experiences was meeting two older gentlemen who grew up in Lockhouse 56 before doing some volunteering of their own during World War II. They are just two of the hundreds of people I have met who dearly love the park and its many recreational opportunities.

A historical park, by nature, is rooted in the past, but the Catoctin Aqueduct and Big Slackwater projects show that the C&O Canal also has a bright present and future. Everybody in the C&O-CA has made a commitment to the continued growth of this great American resource, and volunteers in general have, perhaps, helped to make the canal an even bigger success in the park era than in the operational era. On a personal level, traveling along the towpath

has renewed my interest in history, nature, and recreation. Indeed, I owe "our" park more than mere words can describe, and I have enjoyed giving back a little in return. With this in mind, there is no better place to lend a hand than with the park's oldest and most recognized volunteer group.

Nancy Benco – Director, Washington, D.C.

As a member of the C&O Association for seven years and a level walker for three years, I would like to expand my contribution to the association by serving on the Board of Directors. I believe that the Association's work in helping the National Park Service enhance the use and enjoyment of this valuable historical, natural, and recreational resource is extremely important and I would like to be a part of it.

My resume includes leadership and participatory volunteer work as a local hike leader (ca. ten years), condo board president and member, and director of overseas archaeological research projects. I have served in various capacities for federal government agencies (GAO, Library of Congress, Department of Transportation) and as a university professor (George Washington University). Since retiring four years ago, I have been traveling and trekking overseas and enjoying photography.

Barbara Sheridan – Director, La Plata, Md.

I have been a member of the C&O Canal Association for the past 19 years and have served previously on the board as a director, as 1st vice president, and as president. I have chaired two Thru-Hikes (2004 and 2009) and was the Membership Chair for 15 years. I am also currently serving on the Programs Committee.

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.

William R. Stewart – Director, Arlington, Va.

Currently filling out a one-year term on the board, I serve as the Association's membership chair. I am running for a three-year term in the hope that by the end of that time I may have figured out how to do all the membership things so ably accomplished by Barbara Sheridan, our past membership chair. I have served on school, church, and arts boards in Maryland, DC, and Virginia. I regularly hike and bike multiple stretches of the canal together with my spouse, Peter Laugesen.

Jim Tomlin – Director, Olney, Md.

A resident of Maryland since birth in 1956, I am a retired computer scientist for the National Geodetic Survey since September 2015. I am a canal enthusiast, hiker, bicyclist, GPS surveyor, and trail maintainer. My first (of five) thru-bike-ride of the towpath was in April 1971 at age 14, which began a fascination with the canal that has strengthened over time. I am most interested in the human and natural history of the Potomac region and the C&O Canal in particular.

I am a volunteer on the Maps Committee of the Potomac Appalachian Trail Club, leading a group of 31 active volunteers doing GPS surveying of trails and trail features. I am also a PATC District

Manager for Antietam trails, and a trail maintainer for a section of the Tuscarora Trail in Pennsylvania. I am the level walker for Level 37 of the C&O, Williamsport to Falling Waters. I donate my time to teach GPS classes for volunteers and I am available for consultation with volunteers on GPS projects. I have worked on several large GPS surveying projects for the C&O Canal NHP.

For the last forty years, I have been visiting the canal on a regular basis. I have seen first-hand the beauty and the importance of preserving the canal for all to enjoy recreation, history, nature, and learning. As I told the audience in my July 2015 talk about the C&O Canal at the Appalachian Trail Biennial Conference, the NPS motto for their 2016 centennial is "Find Your Park", but I found my park a long time ago, in 1971, on my first visit to the canal.

Jonnie Lefebure – Director (one-year term), Hagerstown, Md.

My first memory of the canal dates from about 1950 when my father took the family fishing on the canal somewhere near our home then in Bethesda. We caught a mess of sunnies, and had a fine fish fry back home. As a member of the board, I would welcome the opportunity to work for the preservation and improvement of what is now an invaluable national historical park. Its five million visitors annually come for recreation, natural beauty, and for learning the canal's significance in our nation's history. The Association and its board continue to have an important role in the canal's preservation.

The Association has been a great part of my life since joining about five years ago, especially as it has led to my participation in the Canal Classroom Corps in Williamsport for the last two years and the level walker program for five years. I also walked a section of the canal for the Hahn canal book revision. My wife and I frequently hike sections of the canal in Washington County. We live in Ringgold, a small community northeast of Hagerstown. I am a member of the Ringgold Ruritan Club, holding all offices over the last 27 years, am a retired 8th grade science teacher, a member of the Washington County Master Gardeners, and a volunteer with the Washington County Free Clinic. Hiking, camping, backpacking, and gardening are favorite activities. It would be a privilege to deepen my involvement in the Association's work to preserve the canal for generations to come.

C&OCA Welcomes New Members

Terry Betzer, Elliott City, Md.

Bill and Catherine Browning, Vienna, Va.

Robert Cluck, Reston, Va.

Jim & Pam Corry, Arlington, Va.

Becky Day, Bethesda, Md.

John & Lynn DiCarlo, Keedysville, Md.

Richard Geyer, Mt. Airy, Md.

Tom Skadow & Kim Hagemann, Polk City, Iowa

Fred Hershenfeld, Laurel, Md.

Curtis & Bonnie Keltner, Hagerstown, Md.

Kevin and Dorea McMabon, Rockville, Md.

Dan and Lucy Neber, Bethesda, Md.

Jennifer Newton, Washington, D.C.

Ron & Evelyn Williams, Hagerstown, Md.

Donors to Association Funds

From August 1 to October 31, 2015

KEN ROLLINS CANAL FUND

Emma Rose Dieter
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In Honor of Tom & Linda Perry, with thanks from the C&O Bikers

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The AT 2015 Hiking Group
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In Memory of Rachel Stewart

Adrian R. Stewart

Swains Lock Canal Steward

Swains Recreational Area is a picnic and camping area across the canal from the Swains Lockhouse at mile 14.6.

The Association adopted the recreational area five years ago when the Canal Steward program was initiated by the park service. Rachel Stewart immediately got this volunteer program running smoothly, with monthly work parties and yearly Garlic Mustard Challenges. The area shows the results. I've been told it is one of the best maintained areas in the park.

The Association volunteers police the area on a monthly basis, and clear ashes from the fire pits and grills, wash the tables, and return wandering tables to their sites. In addition, the parking lot and grounds around the lockhouse are policed and spruced up. Skip McGee, our most energetic volunteer, mows the entire area including the lawn around the lockhouse several times a month during the growing season. In the spring we attack the garlic mustard and have almost eradicated it in a few spots. On an as needed basis we paint the picnic tables and area signs, replace the stone dust at the picnic table pads, fill in pot holes in the parking lot, weed the peonies and other plantings near the lockhouse. The time commitment is two to three hours per month.

We have a small group of dedicated volunteers and more are always welcome. In 2015 we met at 9:00 a.m. on the second Friday of the month from March through November. The schedule for 2016 is not set. The calendar has a tentative March 11 date for the first work day. I'd like to poll the volunteers to determine the best weekday and time to meet, so if you are interested contact me at 301-977-5628 and hikemaster@candocanal.org so I can include you in the polling.

– Pat White

Across the Berm

Abba Lichtenstein

Abba Lichtenstein, P.E., died last March in Washington D.C. He was a director of the American Canal Society.

Mr. Lichtenstein was the former president of A.G. Lichtenstein & Associates, which he founded in 1963. The firm specialized in the design and evaluation of bridges, aqueducts, and canal locks. He was a Civil Engineering graduate of Ohio State University and helped develop national standards for the inspection and rating of bridges and waterfront structures. In 1988, he was accorded the Presidential Award of the American Society of Civil Engineers for his work in the restoration of the Roebling Delaware Aqueduct. He was a registered Professional Engineer in several states.

Mr. Lichtenstein was an expert consultant on the project to rehabilitate the Monocacy Aqueduct. He provided critical support both to the assessment of the degraded condition of the aqueduct and the development of a restoration plan. The present condition of the aqueduct demonstrates that this was a highly successful project.

– Dave Barber; Monocacy Aqueduct content by Steve Dean

Continuing Hike Series

These are small, intimate hikes where participants walk at their own pace, investigate the park, and learn from one another. Length is usually five to eight miles, three to four hours, depending on the weather and the group. Five hikes are scheduled. Four hikes are out and back on the towpath; the fifth, Billy Goat Trail A in November, is a strenuous circuit. For all hikes, dress for the weather, bring water and lunch or a snack.

In January we'll meet at Fletchers, direction to be determined by the participants and the weather. Lunches in January usually occur indoors after the hike.

February will find us downstream from Shepherdstown at the Antietam Campground. We'll walk downstream and investigate the Antietam Aqueduct. Unfortunately we will not see Washington Crossing the Potomac as we did last time. (See the completed film at Mount Vernon.)

Early spring flowers will be out in March when we head downstream from Hancock toward Little Pool. We saw a bear the last time we had a Continuing Hike on this section.

May finds us in Montgomery County at Sycamore Landing, and November will be Billy Goat Trail A.

We meet at 10:30 for all hikes, rain or shine. Cancellations for really foul winter weather will be posted on the Association website and my voice mail. Contact me at 301-977-5628 and hikemaster@candocanal.org with questions or for specific directions.

– Pat White

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***

C&O Canal Boats and Boating 1870–1889: Part II

The June issue of *Along the Towpath* carried Part I of this focus on boating during the 1870–1889 era. That column (and the ones concerning earlier eras of C&O navigation) emphasized that our interpretation of boating on the canal is misleading if it is based (as it almost always is) on practices and patterns characteristic of the canal's last three decades (1891–1923). That is especially apparent when one studies William Bauman's transcriptions of newspaper boating reports and articles about the canal in the peak years of boat use, the 1870s.¹

In the December 2013 issue of this newsletter, Bill Holdsworth, working with William's transcription of 1875 records for boats passing Lock 75 and other sources, demonstrated just how important such sources can be in providing a data-based understanding of canal use at the time. The following draws on William's *Canal Trade* files for the mid-1870s, Bill's work, and my own analysis from these sources.

In the years of 1874 and 1875, some 539 boats can be documented. However, for no year can a definitive determination of the number of boats using the canal be made due to such complications in the data as: names being changed when a boat was sold; the failure to record boats that were not coal-carrying freighters and that operated in lower sections of the canal or used the canal only rarely; and likely errors in the original sources.

The diversity of boats and "floats" is striking. For example, there are boats described as "scows" being used to haul coal and sand, such as the *Hammon*, that show up on a Tidelock register but not on the Lock 75 register. Also there are boats that are sometimes carrying stone and at other times coal, such as the Gilbert scows 2, 4, and 6. A "farmer boat" shows up a couple of times and a boat is simply shown as "Jenkin's flat". These latter demonstrate the informal use of the canal by local people and occasional use by people owning boats primarily for their own products.

A good example of the latter situation is seen in the case of Knott's quarry, located near Bakerton, West Virginia, and across from today's Dargan Bend Recreation Area. The quarry company owned boats that it used to transport limestone on the canal from its wharfs on the West Virginia shore of the Potomac. Those boats would have entered the canal from the river at the Dam 3 Inlet Lock. We find, for example, in the May 1875 register of boats passing the Tidelock, the *Irene Knott* carrying limestone; and, in the last years of the canal's operation, a steam boat named the *George M. Knott* and a mule boat (unnamed) — all owned by the quarry.

Other unusual craft and cargo are indicated by entries such as the "Flat Boat Steel Works" and possibly the craft of the "H. Miltenberger Lumber Company." Although there is evidence that standard coal freighters sometimes hauled wood, boats carrying diverse cargo were typically not owned by coal companies or dealers, but by individual boatmen or business men hoping to make a profit with one or more boats.

Steamboats on the Canal

The 1870s was a time of much interest in and growing use of steam to propel canal boats. But that there were failures is apparent in a couple of newspaper references to the *Pride of Erin*. In September 1874 its launching was enthusiastically reported, although its machinery was yet to be installed. Nothing more appears concerning it until a March 6, 1876, *Alleganian* article on another, highly successful steamboat, the *Ludlow Patton*. Almost in passing, the article states:

Recollections of the late lamented Captain Edward Lynch's extraordinary anticipations for the steamer *Pride of Erin*, in which a number of our prominent and shrewd citizens invested many thousands of dollars, and the subsequent non-career of that boat, are too fresh in the public mind for repetition.

Contrariwise, the *Ludlow Patton*—described as being unique in that it has a propeller that could be raised or lowered—was reported to have made the fastest round trip "ever recorded" of four days and nineteen hours. The article also notes that it only burned 4½ tons of coal on that trip and delivered 102 tons. It appears that 105 tons was the maximum load of coal for any steamer (compared to the up-to-130 ton capacity of the largest mule boats).

Another March 6 article is a general survey on the use of steam on the canal in 1876. It mentions that 10 steamboats were currently operating on the canal and it states: "The experiments hitherto made in the building and running of steamboats on our canal have been eminently satisfactory as a whole, and give bright promise of what in the future can be done in this line of operations."

Reference is made to two steamers used only in the lower section of the canal and owned by the Washington City Ice Company. Likely they delivered ice to customers along the canal from the ice houses in the federal district that were supplied at that time by ships from Maine's Kennebec River ice industry. A mention is also made of the *Skedaddler*, a steam boat that had generally been used as an excursion boat on the river at Cumberland but had made a few trips down the canal with coal.

Also discussed is the *New Era*, built to carry coal while also towing mule boats. The *New Era* was owned by John Cowden and Sons, and was launched from the yard of William Young & Bros., on September 29, 1875. It had two engines and two propellers on separate shafts and could carry 105 tons. Its propellers revolved "in the same direction towards each other to neutralize the agitation of the water". That first fall it averaged a little over five days for each round trip.

The *Alleganian* stated that it believed the *Thomas Moore* was the first two-wheel steamer on the canal. It had been reconstructed in the fall of 1874 by Messrs. Stewart & Co., of Rochester, Pennsylvania, out of an old boat. Rochester is on the Ohio River west of Pittsburgh, and it is likely that the boat reached the C&O canal by way of the Ohio, Mississippi, Gulf of Mexico, Atlantic coast, Chesapeake Bay, and tidal Potomac route. At the time the town's boat builders also built boats for Ohio and Pennsylvania canals, as well as the region's rivers.

The *H. T. Weld* was designed by Cumberland resident, Captain Alexander McDonald, and built at the yards of Messrs. Weld & Sheridan in 1874. Its distinctive feature was the revolution in opposite directions of two propellers on one shaft. However the paper

notes that during the previous winter of 1875–76, it was converted to a one-propeller boat, suggesting that its special design proved to be undesirable in the end.

The *Alleganian* article concludes with a report that five other steamers were being built. The engine for one of them also was coming from Rochester, just as had the rebuilt *Thomas Moore*. The Rochester engine is described as “an immense one, and the propeller will be five feet in diameter”. It is unclear how such a large propeller would work when the boat was empty with little of the hull in the water. One would expect that the propeller could be lowered for efficient propulsion when the ship was light, but there is no indication of such a capability.

The *New Era* and Captain Peter Cowden

A review of the trips on the canal by the steamer *New Era* provides examples of a boat being under a different captain on different trips, something that occurs frequently in the newspapers’ boating data. Also, it seems certain that the *New Era* did tow boats as it was designed to do, for the reports show another boat or two are often on the canal at the same time under the control of Captain Peter G. Cowden (although sometimes only “Captain Cowden” without a first-name, and there are other Cowden captains on the canal at this time). Recall that the boat was owned by John Cowden and Sons, making it quite possible that Peter was one of those sons.

The *New Era* made all its trips for the Borden Coal Company, while other boats often carried for several companies. Also, the *New Era*’s destination was always Georgetown and never Alexandria or a Washington city wharf. Other boats sometimes served various locations on their trips to tidewater, and Alexandria was a frequent destination since some coal companies had their coal depots in that city, which was the only commercial port in the federal district deep enough for the deep-draft trans-Atlantic vessels.

The 1876 list of *New Era* trips illustrates the difficulties of tracking a boat; a captain may be making a trip with boats under tow or traveling in convoy (as was most likely with multiple mule-boats under one captain). A round trip, even for a steamer like the *New Era*, would take five to six days.

Many departure dates for a boat or boats under Captain Cowden appear impossible without making assumptions about the newspapers’ boating records. I found I could make sense of them only if I assumed (1) that the date listed for a boat’s “departure” in the newspaper was in fact only the date the boat was loaded rather than when it started down the canal; and (2) that the steamer *New Era* and mule boats *Henry Kraus* and *F.L. Tilghman* were usually under Captain Peter Cowden. The issue of whether mule boats towed one or more other mules boats is a complex one and I tend to assume such boats convoyed when under one captain. In the supplemental data for this article I have included a list that reflects these assumptions and that covers the entire 1876 boating season.

But regardless of the validity of my hypotheses, it is clear that during these busiest years of the canal, the actual boating practices were often much more complex than at other times — and that fact may be the single **most significant characteristic of this 1870–1889 era**.

Note:

1. See William Bauman’s transcriptions at: www.candocanal.org/histdocs/newspaper.html.

Supplemental Table of Boat Departures

See discussion on p. 14

Date	Boat
4/5	<i>New Era</i> and <i>Henry Kraus</i> .
4/10	<i>F.L. Tilghman</i> . However, it seems possible that the <i>New Era</i> and <i>Kraus</i> were held until the <i>Tilghman</i> was ready or that the <i>Tilghman</i> was held for the 4/15 trip. Otherwise Cowden made a remarkably quick trip between 4/5 and 4/15 with only this mule boat.
4/15	<i>New Era</i> and <i>Henry Kraus</i>
4/24	<i>New Era</i> and <i>Henry Kraus</i> , but delayed until 4/27 when the <i>F.L. Tilghman</i> was ready?
5/6	<i>New Era</i> and <i>Henry Kraus</i> , but there is also a departure date for them of 5/8. Likely the latter date was the real departure date.
5/13	<i>F.L. Tilghman</i> , but delayed until 5/17 when the <i>New Era</i> and <i>Henry Kraus</i> were ready?
5/30	<i>Henry Kraus</i> , but delayed to 5/31 when the <i>F.L. Tilghman</i> was ready? If this trip did not include the <i>New Era</i> (and it appears it did not), then likely Captain Cowden had these mule boats in convoy.
6/9	<i>New Era</i>
6/17	<i>Henry Kraus</i> , but delayed first until 6/20 when the <i>New Era</i> was ready and then to 6/21 when the <i>F.L. Tilghman</i> was ready?
6/27	<i>New Era</i> and then the <i>Henry Kraus</i> ready on 6/29?
7/13	<i>New Era</i>
7/19	<i>F.L. Tilghman</i> , delayed until 7/21 when the <i>New Era</i> is ready?
7/27	<i>New Era</i> , delayed until 7/29 for the <i>Henry Kraus</i> ?
8/3	<i>F.L. Tilghman</i> , delayed until 8/7 when the <i>New Era</i> is ready?
8/14	<i>New Era</i> , delayed to 8/16 when the <i>F.L. Tilghman</i> is ready?
8/18	The <i>Henry Kraus</i> is ready but was it held until the <i>New Era</i> has returned and is ready to depart on 8/22?
8/28	<i>F.L. Tilghman</i> , delayed until 8/29 for the <i>New Era</i> and then to 8/31 for the <i>Henry Kraus</i> ?
9/5	<i>New Era</i>
9/9	<i>F.L. Tilghman</i> , but delayed until 9/12 for the <i>New Era</i> to be ready?
9/28	<i>New Era</i> and <i>Henry Kraus</i>
10/2	<i>F.L. Tilghman</i> , delayed until 10/6 when the <i>New Era</i> is ready again?
10/12	<i>New Era</i> , delayed until 10/13 when the <i>F.L. Tilghman</i> is ready?
10/20	<i>New Era</i>
10/24	<i>Henry Kraus</i> , delayed until 10/26 when the <i>F.L. Tilghman</i> is ready and then to 10/27 when the <i>New Era</i> is back from its 10/20 trip and ready?
11/9	<i>F.L. Tilghman</i> without the <i>New Era</i> —although this would have Cowden making a trip with only a mule boat. (But see the paragraph below of Captain Donnelly’s trips with the <i>New Era</i> during this period.)
11/20	<i>Henry Kraus</i> , delayed to 11/22 when the <i>F.L. Tilghman</i> is ready? The two mule boats would likely be in convoy again under Captain Cowden.
11/25	<i>New Era</i>
11/30	<i>Henry Kraus</i> —thus a trip with a single mule boat.

Per my assumptions, the first date for each entry identifies the loading date for the boat or boats then named which were reported as under Captain Cowden. The subsequent text is my effort to reconcile any other proximate dates of boats also under Cowden. If the *New Era* was involved, I presume any mule boat that he had at the same time was under tow.

But Cowden was not always the captain of the *New Era*. Back on July 6 the *New Era* is shown departing with a Captain Bower in charge. This would have been immediately after Cowden made the run departing 6/29 and before the 7/13 run if my assumptions are correct. Then there are four runs with Capt. J. Donnelly in charge of the *New Era* on November 3, 11, 18, and December 2. Cowden's 11/9 trip on the mule boat *Tilghman* and 11/30 trip on the *Henry Kraus* occurred during this period when the *New Era* was in the hands of Capt. Donnelly.

Very possibly what really happened differed from my efforts above at reconciling the data. It is also very possible that there are errors in the original sources or the transcriptions of the data. Also there may be confusion of the various Cowden captains. Nevertheless, it is not credible that such errors account for the otherwise *consistently impossible* record of trips by Cowden captains and their boats if the newspaper data is taken literally.

There are other possible assumptions that might reconcile some of the data but none of them seem to do so as well as the simple hypotheses that actual departures are determined by when those in charge decide to send one or more boats down the canal in tow or convoy, and not the day reported in the paper that most likely represents only their loading.

The C&O Canal in Confederate Military History (Continued from p. 3)

pursuit. A day later, while in possession of Hancock, the Confederates burned boats, and then moved west toward Cumberland. In order to distract and allow opportunity for McCausland to escape, Early on August 5 sent additional units across the river at Williamsport and Shepherdstown. The Confederates burned more boats and committed minor damage to the Conococheague Aqueduct during these screening raids. As a result of these raids and invasions during the summer of 1864, about eighty canal boats were burned. This was one third of the pre-war total of boats that navigated on the canal and was the highest number of boats destroyed during any single campaign of the war.

In September and October 1864, the Confederates conducted a number of relatively minor raids across the Potomac, consisting of the usual boat burning and mule stealing. The raids, however, had the intended effect of slowing boating. On Oct. 15, 1864, the *Washington Evening Star* described the effect of the incursions: "the stealing of a team or two, or the destruction of a boat, is sufficient to alarm the boatmen, who before lost heavily by the raids of Mosby and the invasion of Early, and induce them to refuse freight and stay at home."⁷

Damage the Confederates inflicted and attempted to inflict to the waterway during the war, as well as proposed operations that were not authorized, illustrates the importance of the canal to the Union

News and Notes from the Park Library

Archiving: Physical and Digital

The park library has a growing number of boxes neatly stacked in it as Blyth McManus, our cultural resources intern, makes progress in the enormous job of sorting out what can be stored in a distant location or what can be moved to a new storage area here at headquarters. Blythe (who says she thinks of her title as "fish wrangler, bat counter, and Jill of all trades") has been proving that it is possible to make headway with our semi-chaos when I had begun to doubt that it was. Once the boxes are all filled and begin to go off to their destinations, we'll begin to use our much needed shelf space for new books, documents, and other materials that didn't stop coming in just because we ran out of space.

Increasingly, however, it is new material available in digital form that is improving our ability to answer questions from the public and staff, provide information for some park activity or project, or simply allow us to add information to some subject being researched. William Bauman's work on the histories of some canal families and transcriptions of official documents and canal-related information in historic newspapers, are the primary examples of this. The Association is putting William's work on its website and thereby making it available free. The invaluable nature of this service provided by the C&O Canal Association, in partnership with the park, is demonstrated by the increasing frequency with which I use those sources myself and refer researchers to them.

— Karen Gray

in the minds of the Confederates. Only disrupting the B&O Railroad was not enough to prevent movement of coal and other goods to Washington, or to prevent the canal from being used to supply commands in the field. In fact, the canal was the only supply line leading directly to Washington, D.C. from western Maryland's coal fields, and was the primary route by which coal entered the city. The Washington Branch of the B&O Railroad had no waterfront connection with the Washington docks and largely carried passengers and light freight. That officials at all levels of the Confederate government and military debated and/or conducted numerous raids against the canal during the entire four years of the conflict highlights the significance of the C&O Canal to the Union during the Civil War.

Notes:

1. *War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, [hereinafter, "*Official Records*"; all references to series 1] (Washington: GPO, 1880–1901) 5: 858–859.
2. *Official Records*, 5: 946.
3. *Official Records*, 5: 1007.
4. John G. Walker, "Jackson's Capture of Harpers Ferry," in *Battles and Leaders of the Civil War* (Secaucus, NJ: Castle, 1982), 2: 606.
5. *Official Records*, 27, pt. 2: 297.
6. Greene to Ringgold, Sept 2, 1863, Letters Received, C&O Canal Papers, Record Group 79, Records of the National Park Service, National Archives and Records Administration, College Park, Md.
7. *Washington Evening Star*, Oct. 15, 1864

Hazardous Tree Removal on the C&O Canal

By Rod Mackler

What should have been a rather routine safety measure in the park this fall became a big issue with patrons and neighbors of the C&O Canal National Historical Park (NHP).

The story began on Friday, October 16, at Swain's Lock. Neighbors noticed contractors with chain saws and chippers removing trees in the Swain's Lock campground. There were at least 60 trees marked with red ribbons and metal disks. The neighbors sent out an alarm via email and social media, saying crews were "clear cutting" the campground.

Park staff halted the cutting, after about ten trees were felled, and on the same day gave a tour of the site to interested people. Not all of the marked trees were slated for removal; in fact, 28 trees were marked for removal and 32 for pruning. But there was no way to tell which were which without a listing of the marked trees.

Confusion continued and the concern escalated. Articles appeared in the local press. Montgomery County Council member Roger Berliner issued a press release on October 23 and arranged with C&O Canal NHP Superintendent to hold another walk-through. On October 30, the park issued a "resource brief" on hazardous tree management. A tour was scheduled for Saturday, November 7, at three sites – the Swain's Lock hiker-biker campground, the Marsden Tract campground, and Riley's Lock day-use area. Over 100 people attended the November 7 "Community Conversation," including a dozen members of the Association, the C&O Canal Trust, the Canal Cruisers Association, the West Montgomery County Citizens Association, and representatives from the offices of Members of Congress Van Hollen and Delaney. The group included four certified arborists and a hydrologist.

The superintendent and other members of the C&O Canal NHP staff walked the group through most of the 60 marked trees at Swain's, justifying the decision to remove or prune each. The crowd passed through six tent sites with campers who had spent the night. A smaller group continued on to Riley's Lock and examined marked trees on the river side of the towpath opposite the lockhouse and

above the aqueduct. By this time the rain was falling steadily and the pattern had been established, so by common consent, the tour of the Marsden Tract was dropped.

What is a hazardous tree? According to the park's resource brief, a dead or dying tree is considered to have a "defect." The trunk may be damaged by insects, animals, or fungus. The trunk flare (the base of the trunk) may be damaged by animals, humans, or machines. The root system may be damaged by compaction or water. But a defect alone is not a hazard. A tree becomes hazardous when there is a "target," that is, a person or property that can be damaged by a falling tree or limb.

Thus, the priorities for hazardous tree management are those areas where there is a concentration of people, such as parking lots, campgrounds, and picnic areas. Property priorities include lockhouses and other historic buildings. The towpath is considered a medium risk zone, because it has only intermittent human use. Natural areas are considered low risk zones: a defective tree falling in the woods is generally not a hazard.

Follow-up and lessons learned. Kevin Brandt summarized follow-up actions required:

1. A hydrologist will be consulted to determine specific concerns in bottom-lands such as at Swain's and Riley's, areas which frequently flood, and the implications for the trees. The NPS district office has a hydrologist.
2. New trees will be planted, of a more diverse variety, to replace those removed.
3. If the situation is not resolved soon, and hazardous trees continue to pose a risk to campers at the Swain's hiker-biker, the park will be forced to close the campground on an emergency basis.

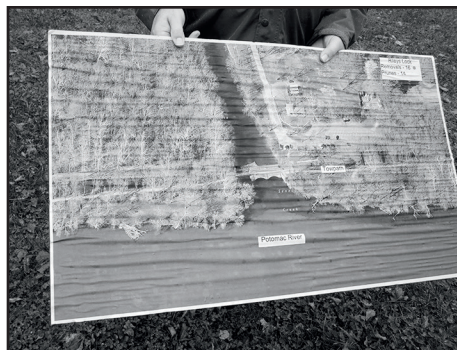
Finally, the lesson learned is the need for better communication with the community of people who care about the park. The park can make better use of existing resources – the park's web site and Facebook page.



Tree tag: What's the future of tree number 361?



C&O Canal NHP Superintendent Kevin Brandt and Montgomery County Council member Roger Berliner.



Visual aid at Riley's, where 16 trees are to be removed and 14 pruned.



Contractors with chainsaws and chippers. Photos by Rod Mackler.

On The Level By Level Walker Chair Steve Dean

Level Walkers are C&O Canal Association volunteers who are assigned a section, or "level" of the canal, and periodically walk it and perform light trail maintenance, assessments, and cleanup. The program is popular because the walks can be performed by and individual or family, and on their own schedule. Please contact me if you are interested in joining us.

The walks in this report are from the late summer through mid-fall. Our level walkers had a busy fall, and conducted nearly 100 level walks covering 59 of the 69 levels. October and November are often some of the more popular months to level walk. Many level walkers prefer to walk in the colder months, when the receding foliage and reduced towpath travel allows a better chance to find trash, observe structures and watch birds. Try a winter walk on the canal some time - you won't regret it.

Level 1 Tidelock to Incline Plane: John Barnett, occasionally with Mary Budarz, reports September 6 & 23; October 11 & 23; and November 4: There was the usual amount of trash in the high concentration areas around the aqueduct and the freeway overpass. The brush has been cut along the towpath, and improvements along the cobblestone path in Georgetown have been done on either side of it. Sod was planted next to the path near Lock 4, and the building along the towpath on Thomas Jefferson Street has been completely overhauled and repainted dark blue. The area looks great.

Level 2 Incline Plane to Lock 5: Rod Mackler reports October 7: The canal was fully watered, murky, flowing slowly downstream. Dead trees partially block the canal, but kayakers and most crews could get around them. The culverts along this stretch are in good condition.

Level 3 Lock 5 to Cabin John Creek: Hugh Robinson reports September 27: There was minimal trash and most was generated by runners passing through aid station at Lockhouse 6. Aid station personnel swept the area after runners went through. The towpath was clear of branches and vines and in good condition. There was virtually no water in canal between Locks 5 and 6.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports August through November: The towpath was monitored over numerous walks, through all conditions. Conditions and usage were normal for the time of year.

Level 6 Bridge at Cropley to Lock 20: Jan Kuhl reports October 22: This was my first level walk for this area, so I can't really compare it to past conditions. I thought generally this section of the towpath was in good condition and, considering the volume of traffic, remarkably free of trash. I noted unleashed dogs in the less heavily walked areas.

Level 7 Lock 20 to Lock 21: Nancy Benco reports November 15: The towpath appeared to be in good condition with heavy leaf accumulation along edges. The beautiful weekend weather brought hundreds of visitors to the park. **Bridget Sisson and Oren Swain report September 22 and November 16:** Most trash is found around the Swains Lock area. In November the Swains lock house was free of graffiti after the recent clean up. A bike patrol member was helping a rider fix a flat tire. **Bill James reports October 19:** The towpath was maintained. I removed many tree fragments from the towpath. The two discarded inflatable boats I previously reported near Swains Lock were gone.

Level 8 Lock 21 to Lock 22: Joe D'Amico and Amy Profit report October 20: The river-side erosion site just above Swain's near Milepost 17 seemed to be in the same condition as five months earlier. The towpath was clean. The lockhouse at Pennyfield had been decorated with a few carved pumpkins near the front door. **Karen and Steve Appleton report November 7:** With the exception of some trash, everything looked good on the level.

Level 9 Lock 22 to Seneca Aqueduct: John McGraw reports September 25: Trash was minimal. I noted a Calvea bus with kayakers. I watched a walker with a dog in a baby carriage. I especially enjoy the wildlife on the level and at one point watched a red-tail hawk eat a snake. **Sylvia Diss reports November 3:** The towpath was dry with a moderate amount of trash. Mesh along the steep slope beside the Pennyfield lock house is a possible trip hazard. **Jennifer Stoker reports November 14:** I picked a day when there were hundreds of runners doing a 50-mile run on canal. My face was tired from smiling and saying hello to all the runners by the time I was heading back to my car. **Paul and Rita Marth report September 14 and November 15:** The towpath was in good condition on moth dates. The river was low in September and in November it was warm and a group of kayakers was in the canal, along with many bikers and some hikers.

Level 10 Seneca Aqueduct to Milepost 25: Carol Purcell reports September 5 and November 5: The aqueduct has a debris field affecting two of the arches. Boat access is only possible on the side nearest the lock house.

Levels 11 Milepost 25 to Sycamore Landing: John Kochowicz and Wendee Garcia report October 6: It was an unusually warm fall day. Many people were out enjoying the weather. Many fisher-people were out in boats and canoes. The towpath was clear and the level was surprisingly clean.

Level 12 Sycamore Landing to Edwards Ferry: Carol Ivory reports October 18: I did a light clean up at Edwards Ferry. Kayakers were in the area. **Ray Abercrombie, Pat Hopson, Carol Ivory, and Frank Wodarczyk report November 1:** The towpath on Level 12 is still in excellent condition after last year's resurfacing. Because of the considerable leaf cover on the towpath, the previously reported depressions were not noticeable. The Edwards Ferry area looked fairly good, but we still picked up a fair amount of trash there. The NPS has replaced the wayside that we had previously reported as having been vandalized; thank you, NPS.

Level 13 Lock 25 to Harrison Island: Liz Wagner reports October 12: The towpath is still in good condition. The side of the path is well kept, as is the waste weir and culvert, the picnic area, and the store. The only usage on the towpath was bikers.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports October 12: The condition of the towpath was for the most part in very good condition, with one exception. Above Milepost 39, near the waste weir, the towpath wall has eroded on the canal prism side. The erosion is right up to the crushed stones on the towpath.

Level 16 Lock 26 to Monocacy Aqueduct: Jon Wolz reports October 29: The log dam behind the Monocacy Aqueduct appears to have been greatly reduced. There is erosion occurring underneath the east side of the aqueduct and flowing into the river. The water appears to flow from the field that slopes towards the aqueduct.

Level 17 Monocacy Aqueduct to Nolands Ferry Earl Porter, occasionally with Jio Porter, reports September 16, October 16, and November 17: In September I encountered a large group of canal users from Shepherds Spring Club. The blockages behind the Monocacy aqueduct vary from month to month depending on the water flow. A moderate to large amount of trash is typically found on this level.

Level 19 Point of Rocks to Catoctin Aqueduct: Lynn Walker reports November 4 and 5: The towpath was in good condition, covered with leaves mostly, and somewhat soft in spots from the recent rain. The logjam at the Catoctin Aqueduct was partly under water. It has formed an island that blocks the third arch and partially blocks the other two arches.

Levels 19 through 21 Point of Rocks to Lock 31: Don Peterson reports August through November: Towpath was monitored over numerous walks. Conditions are generally good on all three levels, and no significant issues were reported.

Level 20 Catoctin Aqueduct to Lock 30: Doug Zveare reports August 30 and October 18: Culvert 85 is completely clogged and is causing the towpath to breach as far down as Culvert 84. Culvert 82 has major debris blockage at the berm arch.

Level 22 Lock 31 to Lock 33: Karlen Keto reports October 26: It was a perfect autumn day. Trash was light for this level. My dog Chessie and I had ice cream at Harpers Ferry; she prefers vanilla.

Level 23 Lock 33 to Dam 3: Cathy and Todd Baldau report November 16: Despite the chilly forecast, the bridge from Harpers Ferry and the towpath were crowded with walkers. There were just a few bikers and just one runner. Most leaves have fallen giving us clear, beautiful views of the river.

Level 24 Dam 3 to Dargan Bend: John Ferguson reports October 23: The towpath was in great shape. I was surprised that there was so little trash on the towpath. There were a lot of people on the towpath for a weekday. **Cathy and Todd Baldau report November 16:** We removed a great deal of sticks/branches from the towpath. This level had a thick blanket of leaves that was ankle to calf deep in some stretches.

Levels 24 to 27 Dam 3 to Lock 38: Steve Dean reports October 10: I walked the levels to check on the culverts along this stretch. The towpath portal of Culvert 100 has continued to degrade and the arch

has started to fail. Runners in a marathon left a significant number of discarded energy gel packs and sports drink cups, which were all ant-covered.

Level 25 Dargan Bend to Lock 37: John DiCarlo reports October 5, 8 & 9: Trash was very light. I noted trees growing in Lock 37. **Karlen Keto reports November 4:** There was very little trash. The most interesting encounter was a mom and dad with a four year old in tow. They live in Pittsburgh and are doing several family jaunts over time until they cover the distance to DC.

Level 26 Lock 37 to Antietam Aqueduct: John DiCarlo reports September 28, October 7 & 8: On the October 8 walk I ran into a family with a broken bike trailer axle. They were on a Pittsburgh to D.C. trip. I helped get them to a parking lot and they were able to call someone to come help them. **Karen and Jack Forster report October 22:** Trash was light and mostly paper. We encountered several bikers, including a church group of ten riders.

Level 27 Antietam Aqueduct to Lock 38: John Lefebure reports September 6: The towpath was very clean. In the Antietam campground and in the nearby prism at the campground dead and dying trees have been cut down, the limbs removed and hauled away.

Level 28 Lock 38 to Lock 39: Bill Warren reports October 26: The towpath is in very good shape since the improvement project last summer. The level was, as usual, very clean.

Level 29 Lock 39 to Snyders Landing: Elliot and Helen Krafzur report November 4: A sinkhole about a half mile above Milepost 76 could soon begin to erode the towpath. The fascia of Culvert 109 is in good condition good, but there are four collapses in the tunnel. Like Culvert 108, the stream for which it was built dried years ago.

Level 30 Snyders Landing to Lock 40: Charles Connolly reports August 30: The towpath was in excellent condition and the prism was normal. There were numerous canal users out for the day.

Level 31 Lock 40 to Marsh Run Culvert: Bill Warren reports October 24: It was a beautiful day for a walk, but I pretty much had the towpath to myself. The towpath was dry and in good shape, in some places nearly covered by fallen leaves. There was very little trash.

Level 32 Marsh Run Culvert to Dam 4: Catherine Fenselau Cotter reports September 13 and November 8: In September work that the NPS performed to clear a downed tree near Bear Cave was noted. By November most of the trees had dropped their leaves and many of these leaves were piled up on the towpath. A line of birdhouses with snake guards was set up on poles in the middle of the canal near the Big Woods Hiker Biker Camp.

Level 34 McMahons Mill to Opequon Junction Hiker Biker: Tom Perry reports September 19: An enormous bolder, many feet in diameter is now adjacent to towpath and apparently fell off the rocky cliffs. Most of the trash found was at the fishing area and hiker biker camp.

Level 36 Lock 43 to Falling Waters: Dick Ebersole reports September 15: The towpath is in good condition but muddy from all the rain, Lock 43 and the lock house seem to be stable. The old bridge abutment at Falling Waters needs to be trimmed.

Level 37 Falling Waters to Lock 44: **Jim Tomlin and Andy Harbert report August 22:** The NPS had recently removed two blow-downs from this level; we cleaned up the residue of small sticks and bark left behind. The level was clean and passable. Perhaps it was our C&OCA name badges, but an unusually large number of canal users thanked us this time. They normally look askance at us, possibly considering that we may be working off the social debt for robbing a convenience store.

Level 38 Lock 44 to High Rock Quarry: **Mary Wheeler-Kennett & George Kennett report October 4:** The towpath was muddy in spots from recent Nor'easter. A new wayside sign was installed near the Cushwa Basin entitled "Explore a Trail Network" and looks very nice.

Level 39 High Rock Quarry to Nessle RR Bridge Piers: **David and Barbara Miller, with Julie Howell, report September 26:** The towpath was in good condition. We found one tire in the prism that was too large for us to move. **Stefanie Boss reports November 3:** Nothing of substance to report since leaves obscured trash or problems on the towpath. There were lots of people out and about enjoying the towpath.

Level 41 Dam 5 to Four Locks: **Vallie Compher reports September 12:** Nice warm day, with lots of folks out enjoying the river. Swimmers and boaters were making the most of the last days of warm weather. There was very little trash, just a beautiful day.

Levels 42 to 46 Four Locks to Little Pool: **Curt Gaul reports September 20:** Noticed at some places that the new gravel seemed to be larger than in the past, w/o a mix of clay. This was such going up the rises at the locks at Four Locks in particular. The trees growing out of the Licking Creek Aqueduct are getting larger! They should be removed before significant damage is done.

Level 42 Four Locks to McCoy's Ferry: **Jack and Deb Ebersole reports October 23:** Most of the trash was located at both ends of the level in the parking areas and down over the bank along the river, a large number of beer and soda bottles. We met four overnight bikers who did the Allegany Passage.

Level 44 Fort Frederick to Ernstville: **James Biasco reports August 27 and November 16:** In August, during an unusually cool morning, NPS was mowing the level. The towpath was dry and solid in November with one major pothole below Milepost 114 needing repair. There were a couple of fisher-persons on Big Pool.

Level 45 Ernstville to Licking Creek: **Dennis Kubicki reports October 11:** Generally, the towpath was in good condition with no significant rutting or obstructions. While we received a good deal of rain the previous week, there were only a few locations where puddles of water were observed. There was almost no deadfall other than that well off the path.

Level 47 Little Pool to Hancock: **Lisa Hendrick reports September 27:** The towpath looked beautiful with plenty of green and the beginning look of autumn. The drizzly rain did not discourage me from walking my level and it did not keep away the ten people I saw riding bikes mid-morning. They had camping gear on their bikes and I assume had camped the night before. As usual, the fishing area at Little Pool had some trash. The most unique piece of trash was an umbrella.

Level 48 Hancock to Round Top Cement Mill: **Michael Bucci and John Leary report August 25:** There are lots of dead trees above Milepost 125, and some may become a hazard. The U.S. 522 bridge over the canal was freshly painted, and the graffiti was covered up. **Phillip Michael Clemans reports August 31 and October 30:** I park my truck at the truck stop and start the walk at Bowles House, so I cover part of Level 47 as well. In August there were several users out, including three girls taking graduation pictures at Lock 52. Even though it was raining a bit it was a great day for hiking. In October I encountered a father and daughter hiking from Delaware to San Francisco. I took a close look at the culverts on this trip, and a plastic oil bottle marred the view of Culvert 186. It was stuck in a place that was hazardous to climb down to, but I was determined to remove it. Efforts to snag it or hit it with a stick were of no avail. I finally carefully crawled down and retrieved it. Many woodpeckers are always seen on this level.

Level 49 Round Top Cement Mill to Lock 53: **Kristin Zimet reports August 29:** Eight people were using Cohill Station for access to the river. There were two kayakers and two families with children going tubing. A child cried out happily, "Look--the water is so clear!" Microstegium (Korean stilt grass) has taken over the edges of the towpath, blocking out diversity. Native plants cannot compete. Japanese knotweed is also a serious concern. It is profusely blooming above the canal prism in two places, as well as across the river; so it is in position to spread fast. **Paul Petkus reports October 10:** The towpath is in good condition overall. No changes were detected in Lock 53, Culvert 188, the waste weir, and the cement mill structures. Some potentially dangerous trees that were at the Leopard Mill hiker biker camp were removed.

Level 50 Lock 53 to Dam 6: **Steve Dean reports November 9:** The level was clean and the towpath has held up well since the resurfacing in 2010. All culverts are clear and in good condition.

Level 51 Dam 6 to Sideling Hill Aqueduct: **Steve Dean and Liz Keily report November 13:** The towpath was in good condition. Culverts are clear and in good condition, but the sinkhole at Culvert 201 is increasing in size. Milepost 136 is still knocked over.

Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct: **Tom Aitken and Rick Dunbar report October 14:** Warmer than usual weather is never a bad thing, but the lingering greens of summer were a bit of a disappointment. There was some color variation on the West Virginia side of Sideling Hill, but virtually none on the towpath. For the most part, the walk was smooth sailing, with moderate trash and no major troubles.

Level 53 Fifteen Mile Creek Aqueduct to Lock 59: **Tom and Marsha Dulz report September 23:** The towpath was clear and well trimmed, with only light trash. Numerous bird sightings were recorded.

Level 54 Lock 59 to Lock 60: **Dennis Kubicki reports August 5:** The towpath showed the effects of recent rains. It was generally muddy and every few yards there was a puddle of water that varied in size. In many places crushed stone was not visible and only mud could be seen. Some portions of the level would warrant resurfacing.

Level 55 Lock 60 to Culvert 208: **Paul Petkus reports October 17:** The level is well maintained. Not many branches had to be moved off the towpath, but the ones that were on the towpath were thicker

than usual. I observed a group of three river otters, which was a rare treat. I encountered several groups of hikers and bikers. Inspection of Culvert 208 showed that it had not degraded since my last visit.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct: Bill Burton reports September 16: There was previously a sapling that must have been 12 to 15 feet high growing in the bottom of Lock 67. It was recently sawn off even with the top of the lock. The grass around the lock had been recently mowed and looks good.

Level 61 Town Creek Aqueduct to Lock 68: Steve Johnson reports October 12: The towpath was clean, well graded and the brush recently cut. I stopped to talk to two bikers from Pittsburgh. They were riding through to Hancock. They asked if they could make Hancock by 4:00 p.m. Since it was already 1:00 I advised them to camp at 15 Mile Creek; from their weary look it appeared they appreciated my advice.

Level 62 Lock 68 to Oldtown: Steve Dean reports November 12: I visited the levels to inspect and photograph the culverts. The berm arch of Culvert 215, near the breach, is in very poor condition.

Level 63 Oldtown to Kellys Road Culvert: Steve Dean and Liz Keily report November 12: The towpath and prism were in good condition on the level, with no erosion noted. The Pigmans Ferry hiker biker camp was clean, and the nearby Pigmans Run Culvert 221 was clear and in good condition.

Levels 64 and 65 Kellys Road Culvert to Lock 74: Steve Dean reports November 11: I visited the levels to inspect and photograph the culverts. No adverse conditions were noted.

Levels 66 through 69 Lock 74 to the Cumberland Terminus: Catherine Bragaw, Vallie Compher, Steve Dean, Dick Ebersole, and Jack Ebersole report October 24: Heritage hikers noted increasing amounts trash of while approaching Cumberland and collected it all. Towpath conditions were excellent. The drain installed to control run-off from the railroad yard above Evitts Creek is working very well. Prior to installation of the drain, erosion potentially impacted the towpath. **Steve Dean reports November 11:** I inspected and photographed the culverts on this section of towpath. No significant issues were noted.

Western Maryland Rail Trail Update

The Western Maryland Rail Trail (WMRT) is on the abandoned line of the Western Maryland Railway. It runs west from Fort Frederick, through Hancock, and ends at Lock 56 on the C&O Canal towpath in Pearre. It is a beautiful paved trail for hikers and bikers, and parallels the canal towpath. The Maryland Department of Natural Resources (DNR) is working on the final details of extending that trail five miles from Pearre to Little Orleans. The construction is expected to break ground in March 2016 and will take about a year.

The rail trail traces back to 1980, when the State of Maryland purchased the section of the idle rail line from Ft. Frederick to Pearre, near the Washington-Allegany county line at Sideling Hill Creek. The C&O Canal National Historical Park purchased the rest of the rail line from Pearre to North Branch on the outskirts of Cumberland. The rail trail was completed to Hancock in 1998 and to Pearre in 2005. The National Park Service will deed the property from Pearre to Little Orleans to the State of Maryland when the Maryland DNR finishes the extension. There are no current plans to extend the trail beyond Little Orleans.

A half-mile beyond Little Orleans, via the rail line, is the first of six high trestle bridges over the Potomac, with five additional bridges in the next ten miles going through the Paw Paw Bends of the Potomac. On the Maryland side of the river, for the entire length, is the Green Ridge State Forest, and on the West Virginia side are mountains and trees. The views from these high bridges are awe-inspiring as one looks down on the glistening river, over at the mountains, and up to the blue sky. This view cannot be seen from the towpath or the existing rail trail, where hikers and bikers are surrounded by trees with an occasional view of the Potomac. In addition to the six bridges, there are three well-preserved tunnels, but their use has to be postponed because of White Nose Syndrome, a disease that is killing bat colonies.

A group called Western Maryland Rail Trail Supporters (WMRTS) was formed in the late 1990s. The group had the ambitious goal of extending the rail trail all the way to Paw Paw, West Virginia. At one point, this goal was supported by involved entities, but fiscal and technical challenges have affected the ability to realize it. The WMRTS is a small group, with few active members but a lot of donors. We feel we must not let the rail trail stop at Little Orleans, but continue the push to take it westward through the Paw Paw Bends. If we could use all of the bridges, it would be one of the most exciting trails on the eastern seaboard. It would increase visitation and tourism in both Maryland and West Virginia, and also increase interest in the C&O Canal, the Potomac River Valley and the history of railroading and transportation going westward.

Unfortunately, the WMRTS has had to fall back on more modest dreams. One suggestion is that the first bridge should be opened only to its far end, and provided with an observation deck. Another suggestion is to open Bridge 1, extend the trail 3.5 miles through West Virginia to Bridge 2, and return the trail to the towpath at Milepost 147, very near the Stickpile Tunnel.

The WMRTS needs someone, preferably a member of the C&O Canal Association and/or a voter in West Virginia, to keep up the momentum for this rail trail through the Paw Paw Bends. The potential is unbelievable! Six high trestle bridges in great condition, and three tunnels, in ten miles, through the unspoiled Paw Paw Bends of the Potomac. If you are interested, or know someone who might be, please let me know. My age and distance from my home to that area makes it no longer possible for me to lead this effort. I would be pleased to send you a copy of our brochure, which includes wonderful photos of the bridges and the mountains. My e-mail address is actthree@earthlink.net. Please put "rail trail" on the subject line.

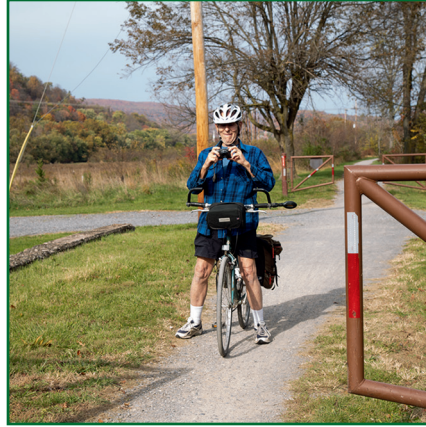
— Emmie Woodward

The writer is a member of the Western Maryland Rail Trail Supporters steering committee and is a key advocate for the rail trail. Visit the WMRTS web site at www.westernmarylandrailtrailsupporters.org/ for further information.

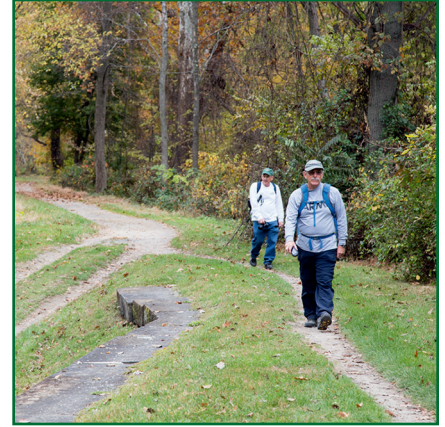
2015 Heritage Hike



Hikers prepare to depart Spring Gap. (l to r) Bill Burton, Nancy Hafkin, Barbara Sheridan, Lisa Hendrick.



As always, Jim Heins does the hikers a great service by acting as the sweeper.



Jack (front) and Dick Ebersole cross the Evitts Creek Aqueduct.



Cathy Baldau discusses the production of the revised Towpath Guide to the C&O Canal.



The hikers enjoyed the approach to Cumberland on a fall day, complete with a departing Western Maryland Scenic Railway train. Photos by Steve Dean.

Swains Lock Damage Clean-Up

Unknown vandals spray-painted graffiti on all four sides of Swains Lockhouse during the last week of October, then returned five days later and smashed windows. The C&O Canal Trust acted quickly to put plywood over the broken windows and to organize, with the help of Jim Heins and the C&O Canal Association Volunteers in Parks (VIPs), a cover-up operation on November 6. Becky Curtis of the Trust organized and led the project to paint over the graffiti and the plywood, aided by seven Association VIPs. We hope that this action will deter further graffiti. Time will tell.

— Pat Hopson



Rod Mackler, Bill Holdsworth, and Becky Curtis work on the east side of the Swains Lock house. Photos courtesy of Pat Hopson.



VIPs at Swains Lock. L to R, Owen Swain, Becky Curtis, Rod Mackler, Bridget Sisson, Ned Preston, Bill Holdsworth, Pat Hopson, and Drew McLane.

2015 Fall Bird Walk

The Nature Committee's Fall Bird Walk took place on September 25 at the Monocacy Aqueduct. As is usual, the leader, Kurt Schwarz, arrived an hour early, and was treated to seeing three bald eagles flying up the Monocacy, hearing a calling raven from the Frederick County side, and spotting two golden-crowned kinglets (early arrivals) and one worm-eating warbler (late departure). Two Tennessee warblers were also seen. When the participants arrived, we ran into a mixed flock of birds, with black-throated green warbler featuring prominently. A bald eagle also put in a showing for the group. We proceeded across the aqueduct into Frederick County, but, alas, the raven had shut up. Fairly early we spotted a veery, two common yellowthroats, some indigo buntings and an immature rose-breasted grosbeak. A bit further on Tom Lightfoot spotted a red-headed woodpecker, but nobody else was able to spot it. Derek and Laura Byerlee later pointed out three wild turkeys running down the towpath, and we all got eyes on them. Activity was spotty among the birds, but we did find a sizable flock of cedar waxwings, and on the trip back to the parking area, encountered at least three more rose-breasted grosbeaks. Regrettably, many birds stayed high and often were obscured by leaves. Nevertheless, a total of 31 species were recorded between 7:00 and 11:00 on a walk of roughly 1.1 miles one way.

Join us for our spring bird walk on April 23 at Rileys Lock.

– Kurt Schwarz



Above: Bird walk participants, (l to r) Derek Byerlee, Linda Lightfoot, Laura Byerlee, Tom Lightfoot, Marion Robertson.

Right: Wild turkeys on the towpath.

Photos by Kurt Schwarz.



2015 Fall Tree Walk

The Nature Committee's Fall Tree walk took place on Halloween, October 31. The 18 walkers who came out for the event were rewarded with beautiful weather. As noted on the previous walks, the champion sycamore, the largest tree in Maryland is still an amazing sight. An interesting non-tree find was a beautiful flowering shrub on the edge of the Dickerson parking lot. We later found out it was an eastern wahoo. This is a native euonymus.



Left: Lock 26 Sugar Maple Tree. Photo courtesy of Marion Robertson.

Above: Eastern Wahoo. Photo courtesy of Carol Ivory.

Next year the tree hikes will start at Nolands Ferry, accessed from New Design Road off Rt 28 about four miles east of Point of Rocks. Nolands Ferry is a particularly pretty stretch of the tow path and presents some new tree varieties and native flora. We will walk approximately three miles on the towpath and talk about trees, native flowers and the history of Nolands Ferry. Plan on joining us on the first walk on March 19, and the later walks on June 18 and October 29.

– Carol Ivory

Calendar of Events - 2016

Jan 24, Sun, Continuing Hike Series, 10:30 a.m., from Fletchers Cove (mile 3.14). Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

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

Feb 25, Thu, Reservation deadline for March 5 Annual Meeting banquet.

Feb 27, Sat, Continuing Hike Series: 10:30 a.m., from Antietam Campground (mile 69.7). Contact Pat White (301-977-5628 or hikemaster@candocanal.org)

Mar 5, Sat, Annual Meeting at 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.

Mar 11, Fri, Work party at Swains Lock, 9 a.m. The group will check on conditions and tend to the picnic tables, fire rings, and vegetation in the area. The Association is responsible for the Swains Lock Recreation Area under the Canal Steward program.

Mar 19, Sat, Nature Walk focusing on tree identification, 10 a.m., Nolands Ferry. First in a series of three walks in the same location to observe seasonal differences. Bring water, a snack and a walking stick if needed, and wear sturdy shoes. Optional equipment: binoculars and your favorite tree ID book. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Mar 26, Sat, Continuing Hike Series, 10:30 a.m., from Hancock Maintenance Yard and Visitors Center (Mile 122). Contact Pat White (hikemaster@candocanal.org or 301-977-5628)

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

Apr 9, 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 wildflower books of your choice. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Apr 16, 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).

Apr 23, 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. For more information, contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Apr 29–May 1, Fri–Sun, two days of hiking and camping near Williamsport, with annual Douglas Hike and Dinner on Saturday. Details will be published in March *Along the Towpath*. For more information, contact Christine Cerniglia at programs@candocanal.org.

May 21, Sat, Paddle trip in the canal from Violettes Lock to Great Falls (7.6 miles) with portage around two locks. Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information and to make reservations contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

May 28, Sat, Continuing Hike Series, 10:30 a.m., from Sycamore Landing (mile 27.2). Contact Pat White (hikemaster@candocanal.org or 301-977-5628)

Jun 4, Sat, Presidents' Day Breakfast at 9 a.m. at Bill's Place in Little Orleans, MD, celebrating Association presidents and enjoying general fellowship. Contact: Chris Cerniglia (programs@candocanal.org or 301-752-5436). Some members enjoy camping the night before at Little Orleans Campground (301-478-2325).

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

Jun 11–12, Sat–Sun, Two one-day paddle trips on the Monocacy River. Saturday is from Pine Cliff Park to Lily Pons Water Gardens (9.8 miles), not recommended for beginners. Sunday is from Lily Pons to Monocacy Aqueduct (6.5 miles). Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information and to make reservations, contact Barbara Sheridan (canoemaster@candocanal.org or 301-752-5436).

Jun 18, Sat, Nature Walk focusing on tree identification, 10 a.m., Nolands Ferry. Second in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Jun 25-26, Sat-Sun, Montgomery County Heritage Days, various sites. C&O Canal Association will have a presence at Seneca. For more information, go to the website.

Jul 16, Sat, Paddle trip, Brunswick to Monocacy Aqueduct (~13 miles). Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information and to make reservations, contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

Aug 6, Sat, Paddle trip from Rileys Lock through the old Patowmack Canal on the Virginia side of the Potomac to Pennyfield Lock (~4.5 miles). This trip is challenging with numerous rocks and ledges in the old canal. Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information and to make reservations, contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

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

Aug 13, Sat, Nature Walk along the towpath to view dragonflies. Meet at 10 a.m. at the Dickerson Conservation area. The group will head downstream. Contact Steve Dean for details at levelwalker@candocanal.org or 301-904-9068.

Aug 26-28, Fri-Sun, Paddle trip in the Paw Paw Bends area of the Potomac River from Paw Paw, W.Va. to Little Orleans, Md. (22 miles). This 3-day paddle trip includes 2 nights camping out. Reservations are required and paddlers must provide their own canoe/kayak and associated paddling/camping gear. Paddlers are expected to contribute to community-type meals and help out in camp. For more information and to make reservations, contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

Aug 27-28, Sat-Sun, Williamsport C&O Canal Days. Events will be taking place in various areas of the town. Contact: Tom Perry, 301-223-7010.

Sep 19-22, Mon-Thu, World Canals Conference, Inverness, Scotland. For more information, see wccscotland.com.

Sep 24, Sat, Nature Walk focusing on birds, 8 a.m. to about 11 a.m., heading upstream from Monocacy Aqueduct. Kurt Schwarz of the Maryland Ornithological Society will lead the group. For more information, contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

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

Oct 5-10, Wed-Mon, Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required, no later than September 1. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or phopson727@verizon.net.

Oct 29, Sat, Annual Heritage Hike and Dinner. Details will be published in the September *Along the Towpath*. For more information, contact Christine Cerniglia at programs@candocanal.org.

Oct 29, Sat, Nature Walk focusing on tree identification, 10 a.m., Nolands Ferry. Last in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Nov 20, Sun, Continuing Hike Series: 10:30 a.m. The group will depart from Great Falls Tavern Visitor Center to hike Billy Goat Trail A. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

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

Dec 10, Sat, Frostbite Hike to five scenic overlooks at Great Falls. Meet at 10:30 a.m. at the tavern visitor center. 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.

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
Assistant to the Superintendent	301-714-2201	Keirston Rineheart
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Management	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	Catherine Bragaw
Partnerships Coordinator	301-491-2465	Dan Filer
Volunteer Coordinator	301-491-7309	Emily Hewitt
Historian	301-714-2224	Justin Ebersole (Acting)
Librarian	301-714-2220	Karen Gray
Safety Office	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	240-520-3135	Geoff Suiter (Acting)
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
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Hancock Visitor Center 301-745-5877

439 East Main St., Hancock MD 21750

Supervisory Park Ranger	Rita Knox
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Cumberland Visitor Center 301-722-8226

Western Maryland Station, Cumberland MD 21502

Supervisory Park Ranger	Rita Knox
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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

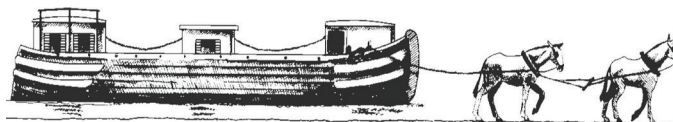
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Along the Towpath is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Material for consideration may be submitted to the Editor at that address, for receipt by the 15th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

Editor: Steve Dean

Associate Editors: Tom Aitken, Dave Johnson, Don Juran, Nancy Long, and Ned Preston.



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.

2015 Association Officers

President: Barbara Sheridan, 11550 Farm Dr., La Plata, MD 20646-4402, 301-752-5436, president@candocanal.org.

First Vice President: Rod Mackler, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, 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 2018): Bill Burton, Dick Ebersole, Kerry Gruber, Christine Holdsworth, Anthony Laing. (terms expire in 2017): Chris Cerniglia, Jill Craig, George Kennett, Jonnie Lefebure, Doug Zveare. (terms expire in 2016): David M. Johnson, Tom Lightfoot, William R. Stewart, Craig Roberts, Marion Robertson.

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, William R. Stewart; Nature, Marion Robertson; Nominating, Steve Dean; 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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The recently published **C&O Canal Official National Park Handbook** is a terrific update to the 24-year-old original. The price is just \$8.00.

Speaking of updates, 2015 saw publication of a new version of Thomas Hahn's **Towpath Guide to the C&O Canal**. With new photos and research, updated maps, and a 21st century makeover, the book remains the most comprehensive mile-by-mile guide to the canal. The member price is \$14.15.

Many other books and canal-related items are available. For a broader selection of items, visit our mail-order store at www.candocanal.org/store.html.



Culvert 240 is located at Mile 181.20, about a half mile above the Evitts Creek Aqueduct. It is the westernmost existing culvert on the canal, since Culvert 241 was eliminated with the construction of the Wiley Ford Bridge. The towpath arch is shown in this image; the berm arch adjoins another culvert under the CSX Cumberland rail yard. Photo by Steve Dean.

C&O Canal Association



Founded in 1954

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