

# ALONG THE TOWPATH

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

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

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Number 1

## DOUGLAS MEMORIAL WEEKEND

By Chris Cerniglia, on behalf of the Program Committee

Join us for a weekend of camaraderie, great food and canal hiking during April 29<sup>th</sup> through May 1<sup>st</sup> as we celebrate the 62<sup>nd</sup> anniversary of Justice William O. Douglas' memorable hike to save the C&O Canal. The 60<sup>th</sup> anniversary celebration that was held in 2014 was very popular, so we are doing it again this year.

This year's Douglas celebration will again feature two nights of camping at a private campground in Williamsport and two days of bus-supported towpath hiking. For non-campers there is a choice of convenient nearby lodging so you don't have to miss the fun. The traditional Douglas dinner and program will be held on Saturday at the Western Maryland Sportsmen's Club.

We will be camping at the Hagerstown/Antietam KOA campground, located about four miles from the center of Williamsport at the end of a scenic country road. This site features campsites along the Conococheague Creek. A pavilion is available for our gatherings and happy hours. The campground is far enough from the interstate so that quiet nights are guaranteed. There are clean bathrooms, showers, a laundry room, plenty of parking, as well as electricity and water at each campsite.

There are also accommodations at the campground for people who prefer to have a roof over their heads. They can reserve cabins located within yards of the tent sites. For those who desire more comfort, we have reserved rooms at the Red Roof Inn in Williamsport, about five miles from the campground. **See the article on page 2 for further discussion of the arrangements, costs and travel directions for the weekend.**

The weekend will feature two days of hiking on the towpath. Weekend participants can arrive at the campground Friday afternoon after 2 p.m. The evening will feature a happy hour, dinner and fellowship. Breakfast will be served at the campground on both Saturday and Sunday mornings. Packed lunches will be provided for the hikers on both days as part of the weekend package.

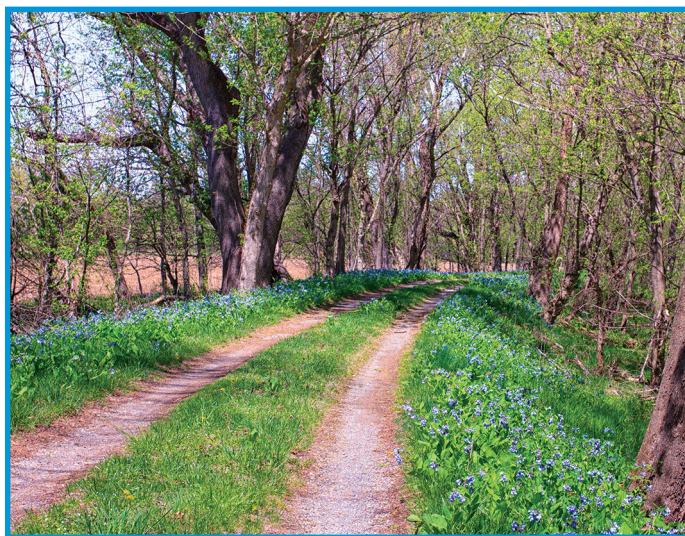
On Saturday hikers will meet at the Big Slackwater boat ramp and travel via bus to one of three upstream starting points. The bus

for long- and medium-distance hikers will depart at 10 a.m. The long hikers will start at Lock 38, for a 12.6-mile walk back to Big Slackwater. The medium hikers will start at Snyders Landing and hike 8.7 miles back to Big Slackwater. The short hikers' bus will depart at 11 a.m. They will walk 4.4 miles from Taylors Landing back to Big Slackwater.

All of the Saturday hikers will appreciate spectacular views of the river as they approach Dam 4. Medium and long hikers will enjoy the Snyders landing area and Lock 4. Long hikers will observe Locks 38 and 39, as well as the Killiansburg Cave.

On Sunday all hikers will meet at Cushwa Basin. At 10 a.m. a guided tour will be provided of the Cushwa Basin area. There will be two hike options, and both will depart by bus at 11 a.m. The longer hike will start at Dam 5, for a 7.2-mile return hike to Williamsport. The shorter hike participants will walk 3.5 miles from Gift Road back to Williamsport.

(Continued on p. 2)



*The Douglas Hike weekend is a fine time to view bluebells along the towpath.  
Photo by Steve Dean*

All Sunday hikers will enjoy spectacular views of cliffs along the berm and fine wooded ravines as they approach Williamsport. The Sunday hikes will be the conclusion of the weekend and hikers will not return to the campground.

The Douglas Dinner will take place on Saturday. We will gather at the Western Maryland Sportsmen's Club in the Dam 4 area at 4:30 p.m. for a cash bar happy hour, to be followed at 6:00 by a dinner buffet and an evening presentation.

Don't miss this opportunity to experience western Maryland, walk the towpath, and enjoy the fellowship of other Association members as we celebrate the Douglas Hike.



*The roar of Dam 4 will greet hikers as they approach it. Photos by Steve Dean*

## Douglas Memorial Weekend – Food, Lodging and Activity Details

By Chris Cerniglia, on behalf of the Program Committee

The Douglas Memorial Weekend offers options for participation in the full weekend, or participation only in the hikes or in the Annual Douglas Dinner. The events are outlined in the article on page 1. A registration form is included in this issue of *Along the Towpath*. The reservations must be received by April 20, 2016, after which no cancellations or additions will be honored. Note that there are no refunds for prepaid reservations and prepaid bus reservations. Be sure to check the Association website calendar at [www.candocanal.org](http://www.candocanal.org) for any updates regarding the Douglas Weekend. Please note that participation in the full weekend package is limited to C&O Canal Association members and their guests, but the hikes and dinner are open to the public. If you have questions, contact Chris Cerniglia at [programs@candocanal.org](mailto:programs@candocanal.org).

### Participation Options

**Full Package:** The full weekend package is available for a cost of \$95. This includes camping for Friday and Saturday nights, dinner for Friday night, breakfast for Saturday and Sunday, and packed lunches for the two hikes. Additionally, the package includes the Douglas Dinner on Saturday night and fees for the hiker buses.

**Douglas Dinner:** Those who do not want to participate in the full weekend can participate in the Douglas Dinner for \$20.

**Hiker-Bus Fees:** The hiker-bus fee is \$5 per day, when paid in advance, for those who do not participate in the full package. The fee is \$7 if paid on the day of the hike. Please bring exact change.



*The Saturday long hikers will start at Lock 38*

### Alternate Lodging

**Cabins at KOA Campground:** Ten cabins are on hold until April 10. Eight are one-room cabins and two are two-room cabins. All cabins have electricity and no bathrooms. Linens are not provided. The one-room cabins sleep up to four people. There is one full size bed and one set of bunk beds in the one room. The two-room cabins sleep up to six people. The cost of a cabin is separate from and in addition to the package, and is paid directly to KOA. To reserve a cabin call Sherri at 301-331-2583. Identify yourself with the group name "C&O Canal Association" to receive a discounted rate.

**Lodging at the Williamsport Red Roof Inn:** Ten rooms are on hold until April 10. To reserve a room, call the hotel directly at 301-582-3500. Identify yourself with the group name "C&O Canal Association" to receive a discounted rate.

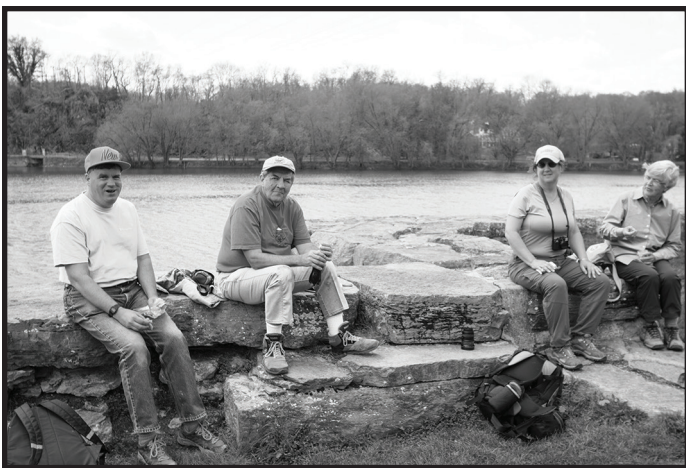
### Directions

**Hagerstown/Antietam KOA:** The campground is at 11759 Snug Harbor Lane, Williamsport, Md. 21795. A contact number is 301-223-9871 and further information is available at [www.hagerstownkoa.com](http://www.hagerstownkoa.com). From I-70, take exit 24 for MD Rt. 63 south. Turn left onto MD-63 south, go 0.4 miles, then turn right onto Everly Rd. Turn left in 500 feet onto Rock Hill Road, then turn right in 0.2 miles onto Kemps Mill Road. Proceed 1.4 miles on Kemps Mill Road and continue onto Snug Harbor Lane. You will see signs for the KOA.

**Red Roof Inn:** The Red Roof Inn is located at 310 East Potomac Street, Williamsport, Md. 21795. It is easily located after exiting I-81 Exit 2.

**Western Maryland Sportsmen's Club:** The Western Maryland Sportsmen's Club is at 6504 Dam Number 4 Rd, Sharpsburg, Md. 21782.

From the KOA, proceed 1.9 miles on Kemps Mill Road, turn left for 0.1 miles to continue on Kemps Mill Road, and then turn right onto MD Rt. 63 south and proceed 1.2 miles to Williamsport. Turn right onto East Potomac Street for 0.1 miles and then turn left on



Hikers take a break at Dam 5 during the 2014 Douglas Memorial Weekend.

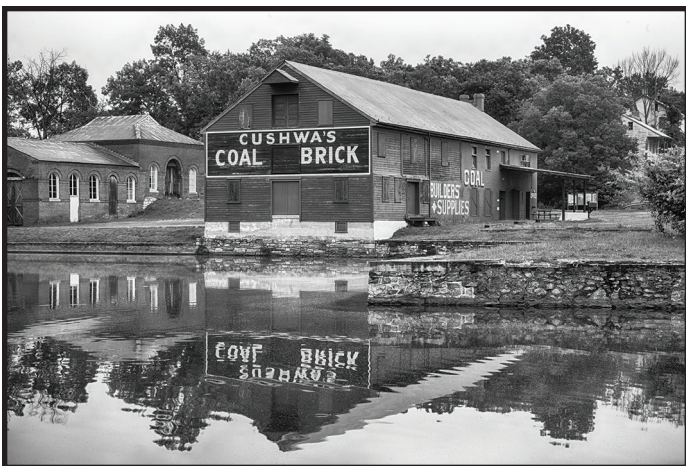
MD-63 south. Proceed 4.0 miles on MD-63 south to Dam Number 4 Road. Turn right on Dam Number 4 Road and proceed 1.8 miles; make a right and then a quick left to continue on Dam Number 4 Road. Proceed another 2.5 miles and the club will be on the right.

From I-70, take Exit 28, MD Rt. 632. Turn left at the stop at the end of the ramp. Proceed 5.1 miles on MD-632 south; road will become Dam Number 4 Road. Continue another 1.8 miles; make a right and then a quick left to continue on Dam Number 4 Road. Proceed another 2.5 miles and the club will be on the right.

**Cushwa Basin:** The C&O Canal NHP Williamsport Visitor Center is located at 205 West Potomac Street, Williamsport, Md. 21795. A contact number is 301-582-0813 and further information is available at [www.nps.gov/choh/planyourvisit/williamsportvisitorcenter.htm](http://www.nps.gov/choh/planyourvisit/williamsportvisitorcenter.htm).

From the KOA, proceed 2 miles on Kemps Mill Road. Turn right on to MD-63S and continue 1.2 miles. Turn right on to East Potomac Street (US-11) and proceed 0.4 miles to the Visitor Center.

From I-70, take Exit 26, I-81, towards Roanoke/Harrisburg. Go south towards Roanoke. On I-81, take Exit 2 US-11S and proceed 1.5 miles to the Visitor Center.



Sunday activities will feature a guided tour of the Cushwa Basin followed by two hikes of different lengths.

## WEEKEND SCHEDULE OF EVENTS

### Friday

- 2:00 p.m. Earliest arrival time at campground
- 4:00 p.m. Happy hour begins
- 6:00 p.m. Dinner at KOA restaurant

### Saturday

- 7:00 a.m. Coffee at campground
- 8:00 a.m. Breakfast at KOA restaurant/pack lunches
- 10:00 a.m. Long/medium-hiker bus departs Big Slackwater <sup>1</sup>
- 11:00 a.m. Short-hiker bus departs Big Slackwater <sup>1</sup>
- 4:30 p.m. Happy hour at the Western Maryland Sportsmen's Club <sup>2</sup>
- 6:00 p.m. Dinner and program

### Sunday

- 7:00 a.m. Coffee at campground
- 8:00 a.m. Breakfast at KOA restaurant/pack lunches
- 10:00 a.m. Guided tour of Cushwa Basin <sup>1</sup>
- 10:00 a.m. All hikers' bus departs Cushwa Basin <sup>1</sup>
- 12:00 p.m. Checkout time at the campground <sup>3</sup>

Note 1: Hike participants are responsible for their transportation to and from the Big Slackwater boat ramp on Saturday and the Cushwa Basin on Sunday. Plan to arrive 20 to 30 minutes before bus departure.

Note 2: Dinner attendees are responsible for their transportation to and from the Western Maryland Sportsmen's Club.

Note 3: Hikers will not return to the KOA after the hike and should remove their belongings from the campground when departing for the hike.



The pavilion provided welcome shelter when early arrivals for the 2014 weekend were greeted by a spring downpour.

# An Appeal to Restore a Historic Culvert

By Rod Mackler & Ned Preston

Walking upriver from Lock 6, towpath users soon reach a path leading down to the mouth of the former feeder canal that's now used as a kayak course. This popular spot is just below the modern Little Falls Intake and Pumping Station. Surprisingly, there's no marker to indicate that this area was the site of the groundbreaking ceremony on July 4, 1828, when President John Quincy Adams inaugurated construction of the C&O Canal.

A little farther upstream is another interesting feature that's easy to miss: Culvert No. 2. One of several culverts built under a contract awarded in 1828, the structure was designed to carry a stream under the canal and into the Potomac River. Today, a mass of sediment almost blocking the canal at mile 5.74 is a clue to the location of the culvert. Sadly, this obstruction also shows that the structure has long been unable to handle the silt-bearing runoff generated by heavy rains.

By scrambling through trees and brush to the river's edge, a visitor can see the culvert's outfall, where a modest flow still exits through a stone arch that is now submerged beneath the water line. To view the culvert's entrance on the berm side of the canal is more difficult, requiring the assent of the U.S. Army Corps of Engineers, the Pumping Station's operator. With this permission in hand, environmental committee chair Rod Mackler visited the site on January 16, accompanied by Ned Preston and civil engineer Matt McCarty. They found that the arch on this side of the canal is buried, and that only a small quantity of water enters the culvert through an inadequate and partially blocked concrete drain.

Matt, a member of the American Society of Civil Engineers, kindly volunteered to document the situation with photos and measurements, and later asked a colleague for a list of steps needed to correct the problem. Besides coordination with multiple government agencies, these actions would include technical investigations such as a survey of the area and a preliminary probe with a length of rebar. Drawings would define the project as part of documentation needed for the necessary permits. On the river side, the outfall

run would be cleared. The culvert's interior channel would be freed from debris using high-pressure water jetting or other techniques, and damming would possibly be needed to prevent water from entering during this process. After inspection to determine the extent of structural damage, repairs would proceed, debris and sediment would be removed, and the areas at both ends of the culvert would be stabilized. A very preliminary estimate places the cost of the project in the neighborhood of \$1 million.

A key aspect of the project is the source of the runoff. Water reaches Culvert No. 2 along a masonry sluice from a modern culvert under Clara Barton Parkway. That culvert in turn is fed by one that passes under MacArthur Boulevard, drawing water from a ravine on the eastern side of Wapakoneta Road. On high ground above the ravine is a large federal office complex, accessed from Sangamore Road, which earlier housed the Defense Mapping Agency and National Geospatial-Intelligence Agency. Local residents have reported an increase in runoff since the establishment of that facility, which included extensive paving. The complex is currently being repur-



*The partial blockage of the canal prism above Culvert No. 2. Photo by Matt McCarty*



*Matt McCarty inspects the Culvert No. 2 towpath arch. Photo by Rod Mackler*



*Matt McCarty inspects the culvert inlet area. Photo by Rod Mackler*



posed and greatly expanded to become the Intelligence Community Campus–Bethesda (ICC-B), which will include important elements of the Defense Intelligence Agency and the office of the Director of National Intelligence.

The ICC-B developers have indicated that their plans to make it a “green” installation include remediation of earlier environmental harms. On behalf of C&OCA, president Barbara Sheridan in early February sent a letter to the director of the zoning office of Montgomery County, Maryland, pointing out that the damage to the C&O Canal from runoff is an obvious case of such harm. Noting that the cost of renovating Culvert No. 2 is beyond the National Park Service’s resources, she requested that the repairs be included in the ICC-B project budget of at least \$300 million. Copies of the letter were sent to the chair of the Montgomery County Planning Board, Maryland’s two U.S. senators, the congressman in whose district the site is located, and the Director of National Intelligence. Also receiving copies were the superintendents of the C&O Canal National Historical Park and of the Clara Barton Parkway, which has been designated as the lead NPS unit for coordination with the ICC-B project. We hope that this appeal will result in restoration of the ability of historic Culvert No. 2 to fulfill its important role in maintaining the canal.



*Upper left - Berm-side view of the prism blockage.*

*Above – The masonry sluice from the modern culvert under the Clara Barton parkway.*

*Photos by Rod Mackler*

## Association Commissions C&O Canal Painting for National Park Service Centennial

The C&O Canal Association has recently commissioned Mark Stutzman to paint a work relating to the C&O Canal National Historical Park in honor of the centennial of the National Park Service. Mark Stutzman is an accomplished artist, well known for his rendition of the young Elvis Presley for the famed postage stamp in 1993. His work is often seen in Broadway entertainment, event posters, book covers and numerous other media. Readers interested in seeing examples of Mark’s work can visit [www.eloqui.com/](http://www.eloqui.com/).

The commissioned painting will try and capture, in Mark’s words, “the rich history associated with the canal” and will “provide a means to visually educate people on what the canal means to Marylanders now and how it was integral to daily life in the past.” Mark plans to feature key landmarks along the canal, as well as depicting people, flora, and fauna that would be expected in the habitats surrounding its route. Mark says his greatest challenge will be to edit the content in a way that is visually appealing while telling the full story of the canal. Mark is looking forward to the challenge this art project involves and says it will be a wonderful experience to bring the history and culture of the C&O Canal to life.

The unveiling of the painting is scheduled for June 11, 2016 in Cumberland as part of the Heritage Days Festival and will take place at 1 p.m. at Canal Place.

– Champ Zumbrun

## Outgoing President's Report

2015 has been a very good year in the park thanks in part to the C&O Canal Association. We have continued to bring attention to the park as we sponsor and lead hikes, nature walks, and paddle and bike trips. Our members have worked tirelessly manning and participating at multiple sites in support of the Potomac River Watershed Cleanup. We have continued with stewardship of the Swains Lock area, keeping the lockhouse grounds and the campground clean and picnic tables in good repair. Volunteers-in-Parks program volunteers have worked hard installing signs and benches, filling potholes, repairing picnic tables, painting anything in the park that needs it and much more. Level Walkers continue to monitor the towpath and all related facilities.

Heartfelt thanks to Steve Dean for his countless hours leading the effort to revise, update, expand and print C&O Canal NHP Handbook 142. Awesome job, Steve! They are selling like hotcakes.

Thanks also go to William Bauman for obtaining grant money and presiding over the repair and restoration of the Cumberland canal boat replica. I have seen firsthand the smiling faces of both children and adults as they tour the boat. Kudos, William!

Lastly, I would like to especially thank the 22 members of the Association who contributed so much time and effort in support of updating and revising Thomas F. Hahn's, Towpath Guide to the C&O Canal. So many people had waited so long for this book to be reprinted. Thank you!

2016 is not only the Centennial of the National Park Service but also the 45<sup>th</sup> birthday of our beloved park. There are many good things in store to celebrate these two events. So ... buckle your seatbelt, sit back and enjoy the ride.

I hope to see you along the towpath.

– Barbara Sheridan

## Incoming President's Report

As I assume the office of president, I am keenly aware of the legacy I inherit—capable people leading a volunteer organization doing invaluable work to preserve a national treasure.

Sixty-two years ago William O. Douglas and his companions used their hike to keep the canal from being buried under highway pavement. They knew continued vigilance was necessary. They created the C&O Canal Association. In the decades since, our efforts have notched many successes such as the restorations of Monocacy Aqueduct, Catoc-tin Aqueduct, and Big Slackwater.

Our volunteer work is as important as ever to the canal. Level walkers see things that the reduced park staff can't. Our Volunteers-in-Park make needed repairs and improvements. Our donations have funded important projects at key junctures. We will continue to protect the canal against all threats, ranging from gigantic boathouses to noxious little weeds like garlic mustard.

– Bill Holdsworth

## C&OCA Presidents' Day Breakfast and Tour

Our tradition of celebrating the Association presidents and enjoying general fellowship will take place again at Bill's Place in Little Orleans on June 4th. A reservation form is enclosed in this issue. Breakfast will be served at 9:00 a.m., with a tour afterwards of the historic St. Patrick's Catholic Church in Little Orleans. The cost is \$10 per person. Forms must be received by Wednesday, May 25. After this date no additions can be accepted.

St. Patrick's Church is on a hill just across Fifteen Mile Creek from Little Orleans. The cemetery predates the present church and the earliest burial is 1802. Many Irish canal construction workers and their families are buried there. The church is known for its window with a green shamrock. After the tour of the church some members may go on a short hike or visit another site in the area. The view from Lookout Point, above the church, is always a popular stop.

Some members enjoy camping the night before at Little Orleans Campground, which is near Bill's. You can make reservations by calling the campground at (301) 478-2325. The campground has a bathhouse and showers. Come and join us!

– Chris Cerniglia



*St. Patrick's Catholic Church - Photo courtesy of [www.cocanal.com](http://www.cocanal.com)*

## Across the Berm

The Association notes, with regret, the losses of Hilda Carpenter and Ronald Lichtinger, Sr. Hilda was a member for over 20 years and a generous supporter of the C&O Canal. Ronald joined the Association in 1989 and supported the canal park for over 25 years.

# C&OCA Annual Meeting

By Steve Dean

The 2015 C&O Canal Association annual meeting was held in Williamsport, Md., on March 5, 2016. President Barbara Sheridan opened the meeting. She reported on the Association's accomplishments over the past year, including completion of *The Cumberland* restoration, continued support at the Swains Lock area, completion of the *Chesapeake and Ohio Canal Official National Park Guide (Handbook 142)*, and support of the *Towpath Guide to the C&O Canal*. The Association's Volunteers-in-Parks, level walkers and canal stewards continue to provide significant and needed support to the canal park.

Richard Radhe provided a treasurer's report on the financial status of the Association's funds. Fund raising remains steady and adequate funds are available to allow continued support of the park. He noted that *Handbook 142* sales were healthy; 1,300 have been sold out of 3,000 printed since it went on sale in July 2015. Susan VanHaften reported on the archive committee. A question from the floor asked if the park had an archivist, and it was noted that they had not had one since the late 1980s. John Wheeler submitted a report that indicated that the 2015 audit of the Association's funds management was satisfactory. No proposed by-law changes were proposed, and members were reminded that they could propose changes by submitting them to the by-laws committee in time for publication in the December 2016 *Along the Towpath*. Steve Dean provided reports for the editorial committee, the *Handbook 142* project, and the level walker program. Rod Mackler discussed the environmental committee activity. The committee continues to track the Georgetown boathouse issue and has recently been involved with an effort to restore Culvert 2 (see p. 4). Other topics included the Swains Lock area tree control project, the Fletchers Cove traffic light installation, and the park's upcoming Biodiversity celebration. Planned festival activity for 2016 includes Williamsport Canal Days, and Tom Perry encouraged members to help support the event if they had time.

William Stewart reported that membership was down in 2015 from 2014. He urged members to promote membership via any means that they were comfortable with. Marion Robertson submitted a nature committee report. The scheduled 2016 nature walks are listed in the calendar on p. 22. Pat White summarized information officer activity for 2015 and Bill Holdsworth summarized the web site activity. Jim Heins submitted an update of Volunteer-In-Park activity performed in 2016 and planned for 2016. Steve Dean reported on the Garlic Mustard Challenge. William Bauman is the newly assigned Canal Towns representative, but no recent activity was reported from that program. Champ Zumbrun reported on Western Maryland activity, and also discussed the NPS Centennial commemorative art that the Association is funding (see p. 5).

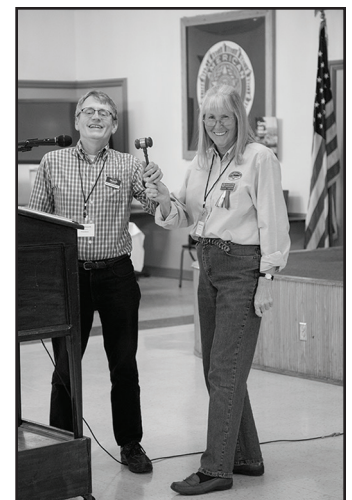
The Association intends to support a goal of hosting the 2021 World Canal Conference in the C&O Canal area, in honor of the park's 50th anniversary. This will require significant planning effort, and Kerry Gruber and Dick Ebersole have agreed to support the

committee for this effort. Members are urged to contact the Association board if they would like to participate.

Kevin Brandt, superintendent of the C&O Canal National Historical Park, warmly thanked the Association for the volunteer support provided in 2015. He stressed that with the constantly dwindling park budget, volunteers and financial support are increasingly significant to keep the park operating and maintain a quality experience for visitors. The park's budget is \$9,200,000 for fiscal year 2016, with more reductions ahead. Park full time equivalent staff level is at 74 employees, compared with 100 five years ago and 160 employees 20 years ago. The reduced levels severely limit staff's ability to manage the nearly 20,000 acre park. The C&O Canal Park Advisory Commission continues to proceed towards re-establishment. Commission members have been nominated and are currently under review.

Superintendent Brandt also reported on planned efforts in the park to improve the visitor experience. The state of Maryland has provided over \$8,000,000 for the Williamsport enhancements. The lift bridge will be raised in the spring, an aqueduct restoration contract could be awarded by late summer, and the water uptake capability is being restored. The goal is to have the first boat trip over the Conococheague Aqueduct in Spring 2018, which would be the first time a boat crossed a C&O Canal Aqueduct since 1923. The Georgetown Heritage organization is working with the NPS to reinvigorate the canal experience in that area. Reconstruction of Lock 3 and stabilization of Lock 4 is planned to start in the fall, or worst case spring of 2017.

The list of candidates for officers and directors that was published in December was presented to the assembled group of members for vote. The members unanimously elected the candidates. The 2016 officers, board and committee chairs are listed on p. 23.



Left - Superintendent Kevin Brandt speaks to the assembled Association members. Right - 2015 Association President Barbara Sheridan transfers the gavel to 2016 President Bill Holdsworth. Photos by Steve Dean

## C&O Canal National Historical Park 45<sup>th</sup> Birthday Celebration

On December 15, 1970, Congressman Gilbert Gude, Senator J. Glenn Beall, Cub Scout Mark Stover and Eagle Scout Jon Wolz testified before the Subcommittee on Parks and Recreation of the Committee on Interior and Insular Affairs, United States Senate, to support the proposal that the C&O Canal should become a National Historical Park. On January 8, 1971, President Richard Nixon signed the act making the canal into a National Historical Park. On January 8, 2016, both Mark and Jon met again at the 45th anniversary celebration of that legislation that was held at Cumberland's Western Maryland Railway Station. Mark and Jon are level walkers for the C&O Canal Association. President Barbara Sheridan also spoke to the assembled group.

– Jon Wolz



Mark Stover (left) and Jon Wolz (right) at the C&O Canal NHP 45th birthday celebration. Photo courtesy of the National Park Service, C&O Canal NHP

## C&O Canal Association 2016 Nature Walks

Join our nature walkers this year for informative and fun walks on the towpath to observe nature at it's peak times. Refer to the calendar on page 22 for further details and contact the event organizer or visit [www.candocanal.org/calendar.html](http://www.candocanal.org/calendar.html) for the most up-to-date information about the walks. Other events may be added as the year progresses, so check back frequently.

On April 9<sup>th</sup> we will host a wildflower walk at Widewater. The area is a prime viewing site for wildflowers and promises a delightful spring outing.

Join Carol Ivory for her 2016 series of tree walks to observe trees at different seasons. This year the walks are at Noland's Ferry, site of many majestic trees. The first walk was in March, and you can plan now to join Carol for the walks on June 18<sup>th</sup> and September 29<sup>th</sup>.

Noted bird expert Kurt Schwarz of the Maryland Ornithological Society will lead two bird walks in 2016. The first is on April 23<sup>rd</sup> at Rileys Lock and the second on September 24<sup>th</sup> at the Monocacy Aqueduct.

Dragonfly fans can again join Steve Dean for a dragonfly expedition at the Dickerson Conservation Park on August 13<sup>th</sup>. We will proceed downstream towards Lock 27 along the watered section of the canal.

The walks will mostly be on the level towpath with some slight slopes encountered for side trips off the towpath. Wear proper footwear, bring water and a snack, and consider insect repellent during the summer months. Nature guides are handy and photography is encouraged.

– Steve Dean

## Hancock Visitor Center Will be Open in 2016

The popular Hancock Visitor Center will be open during the 2016 season. The visitor center is in the Bowles House, which played a significant role in the history of the canal in Hancock. It provides a unique western Maryland interpretive experience.

The visitor center will open on May 21, in conjunction with the Hancock Canal Apple Days. Canal Apple Days will be held at Widmeyer Park on May 21<sup>st</sup> and 22<sup>nd</sup>.

The Hancock Visitors Center will be open Fridays, Saturdays & Sundays through September, 2016. If you haven't visited it yet, add it to your list of things to do this summer.

– Steve Dean



The Hancock Visitor Center, as seen from the towpath. Photo by Steve Dean

## C&O Canal National Historical Park Staff Changes

The National Park Service (NPS) recently announced the selection of two park rangers to fill division chief positions within the C&O Canal National Historical Park (NHP) organization. Both rangers are well known to the Association and park volunteers.

Catherine Bragaw was selected as the park's chief of interpretation, education & partnerships, a position vacated by John Noel in 2015 when he assumed the deputy superintendent position. In this role, Catherine is responsible for the day-to-day interpretive, education and volunteer/partnership operations of the canal park. Before she was assigned to the C&O Canal, Catherine was at the Harpers Ferry NHP, where she took a special interest in educational, interpretive and living history programs. Her passion for serving the local community led to the creation of long-lasting partnerships with local schools, health care providers, and more. In 2013, Catherine began working as the east district interpretive supervisory ranger at the C&O Canal in Potomac. Catherine looks forward to collaborating with park colleagues, volunteers, partners and communities to make the C&O Canal the best it can be. She is from the District of Columbia area and currently lives in West Virginia.

The NPS selected Dr. Daniel Filer for park's chief of business management position. The position is responsible for the management of all administrative functions of the park, including administering the park's \$9.2 million annual appropriation, and management of park personnel and property. Dr. Filer rose through the ranks of the division of interpretation, education, and partnerships. He was selected as the park-wide volunteer coordinator in 2007. In that role, he led the growth of the park's volunteer program, making it one of the largest in the NPS system, engaging nearly 4,000 volunteers in over two dozen programs.

In 2013, he assumed the role of partnerships coordinator at the C&O Canal and became directly involved with the park's numerous formal and informal partners. He was the NPS team lead for the Association project to revise the official national park handbook in 2014-2015. Dr. Filer is a native and resident of Frostburg. In addition to working at the C&O Canal, he serves as an adjunct professor for the departments of management, philosophy, and history at Frostburg State University, and is the president of the Foundation for Frostburg.

The Association congratulates Catherine Bragaw and Daniel Filer, and looks forward to continued working relationships with them to support the C&O Canal.

– From NPS Press Releases



Daniel Filer

Photos courtesy of National Park Service, C&O Canal NHP



Catherine Bragaw

## 2016 C&O Canal Biodiversity Celebration

The National Park Service is preparing unique celebration – one that celebrates 100 years of service and conservation by looking at biodiversity across our nation. Biodiversity refers to the variety of life on our planet, including all living creatures, their habitats, natural processes, and the connections between these things. Biodiversity-related events will be held at parks in and around Washington, D.C.

The C&O Canal National Historical Park will participate in this event. Events at the C&O Canal NHP will include bird and plant walks and talks on May 20<sup>th</sup> at Great Falls and May 21<sup>st</sup> at Williamsport. There will also be a "Stop the Snakehead" fishing derby at the Pennyfield Lock area on May 21<sup>st</sup>. The C&O Canal NHP welcomes support from Association members to participate in the events and possibly lead a small group during one of the Biodiversity Celebration. Person's interested can contact Steve Dean at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org).

Specific times for activities at the C&O Canal NHP have not been established yet, but for up-to-date schedule information visit the Association calendar at [www.candocanal.org/calendar.html](http://www.candocanal.org/calendar.html). Information about the Snakehead derby is available at [dnr2.maryland.gov/fisheries/Pages/snakehead-derby.aspx](http://dnr2.maryland.gov/fisheries/Pages/snakehead-derby.aspx).

– Steve Dean from NPS content

### *A word of thanks –*

*Barbara Sheridan has served the Association extensively over the past 15 years, including roles as the membership chair, paddle trip leader, 1st vice president, and finally as president. Now she is going to "only" be a director, but we are confident she will remain a strong voice for the Association. We thank Barbara for her support of the C&O Canal and leadership of the Association.*

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

*Catherine & Bill Browning, Vienna, Va.*  
*Kenneth Cartrette, Arlington, Va.*  
*John & Kristy Compher, Sharpsburg, Md.*  
*Laura Engler & Ron Miller, Poolesville, Md.*  
*Jim & Lisa Goheen, Rockville, Md.*  
*Jonathan, Amy, Grace & Eve Hutcherson, Cumberland, Md.*  
*Neal Jacoby, Frederick, Md.*  
*Mr. & Mrs. B. Janowski, Rockville, Md.*  
*Dorea & Kevin McMahon, Rockville, Md.*  
*Eric Laing & Robin Miller, Washington, D.C.*  
*Kathy & Mio Miljanic, Bethesda, Md.*  
*Lucy & Dan Neher, Bethesda, Md.*  
*Jennifer Newton, Washington, D.C.*  
*Todd & Karen Nicely, Johnstown, Pa.*  
*Terri & Greg Pitts, Poolesville, Md.*  
*Lori Quade, Mechanicsville, Md.*  
*Matthew Radhe, Timonium, Md.*  
*Diane Seery, Altoona, Pa.*  
*Jim & Kathie Sneed, Knoxville, Md.*  
*Ned & Kathy Tillman, Columbia, Md.*  
*Ron & Evelyn Williams, Hagerstown, Md.*

## 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 1850–1889

The era when only parts of the canal had been opened to navigation (1832–1850) was a time when river boats—those built for navigation on the Upper Potomac River (i.e. above tidewater)—dominated canal traffic. With the opening of the canal to Cumberland in 1850, a new era began, dominated by the increasing numbers of large freight boats designed specifically for the canal but also capable of being towed by tugboats on the tidal waters of the Federal District rivers and the federal coal wharf farther down the Potomac at Indian Head (a location unserved by any railroad).

Details of this 1850–1889 era are being revealed as never before by the compilation of newspaper articles being developed by William Bauman in files for specific years. Two recent columns drawing heavily on Bauman's work have already focused on important aspects of these years, such as the use of steamboats in the 1870s. In this column I am selecting a variety of reports that help us understand the canal better than we did before and show the value of these additional resources—provided gratis by one of the Association's most dedicated and hard-working members.<sup>1</sup>

#### Mercerville in 1852

On March 20, 1852, a *Baltimore Sun* article with a Sharpsburg byline reveals the importance at the beginning of this era of Mercerville. That town was located 2 ½ miles from Sharpsburg, for which the primary canal wharf was one mile distant at Snyders Landing (Mile 76.65). Mercerville never grew into the village expected to develop at this site when it was named for Charles Fenton Mercer, the primary force behind the creation of the C&O Canal and the company's first president. Eventually the area became known as Taylors Landing, with the name "Mercerville" found only in historic records and on old maps.

Located at Mile 81 on the canal, the Mercerville area included a boatyard owned by Otho Baker that is described as building "the largest, strongest and prettiest boats that float upon the waters of the canal." While boatyards were developing and building rapidly at Cumberland in the 1850s, Baker's yard was no slouch. Having just launched a boat at the time of the article, it was reported to have three more in the final stages of construction that were expected to be ready for sale within a month.

The article further states of Mercerville that Mr. Piper, who owns property there, has ...

Some 15,000 barrels of flour in and around his capacious warehouses, 5,000 of which he shipped off in the short space of three days. He does a heavy business.

It is not obvious which mill is producing this flour, but it is very possible that Piper had a mill somewhere nearby or that he served to warehouse and ship flour for several mills in the region.

It is further said of the Sharpsburg area that:

A number of our enterprising citizens are engaged in the coal transportation business, which must be lucrative, since a fleet of some twenty boats is owned by persons in the town and neighborhood.

Of course, this part of the canal had been open since 1835 (although the towpath along Big Slackwater would not be available until 1839). We know nothing of the design of Baker's boats, but likely they were built specifically for the canal and not for operation on the often-shallow and challenging waters of the upper Potomac and its tributaries. Boats built for the C&O specifically would have been, for efficiency's sake, of the maximum size that could pass through the smallest of its locks—that is, shorter than 90 feet in length, and narrower than 15 feet in width.

Early boatyards along the canal were reported at Williamsport and Hancock. However, there is no indication that either of them had the capability to build more than one boat at the same time, as had the Baker boatyard at Mercerville.

Of the 20 boats said to be owned by local people in 1852, it is unlikely that all were built after 1850, and those that were older were likely designed for operation in both the Upper Potomac and the canal, and therefore would have been very shallow and both more narrow, and shorter.

#### Canal Operations and Changes in 1871 and 1872

Some twenty years later, Bauman's 1872 Canal Trade file provides a picture of the canal as it enters its busiest and most financially successful period. A long article in the January 3 *Cumberland Alleganian* notes:

In twenty-two years, extending from August, 1848, to May 30, 1870, the company had paid accrued debt and interest and dividends, \$234,807.04, while in the past eighteen months the amount paid to the same creditors, was \$441,333.33.

The previous year (1871) had seen the canal clear nearly \$420,875 in profit and, compared with 1870, had handled almost double the general cargo carried on the canal while increasing the coal tonnage by 238,530 tons. This is especially impressive given that:

From March 10th to December 1st there was a total of fifty-two days suspension of navigation, embracing eighteen days by breaks and leaks, thirteen days by strikes, fifteen days by raising sunken boats, and six days by repairing lock gates.

It should be noted that the damage to lock gates, when done by a boat being improperly locked through, merited a substantial fine. In 1871, over \$315 was collected in fines, according to a February 9 report in the *Cumberland Alleganian*, and these monies were given to the Boatman's Benevolent Association by the Canal Company.

The picture we get from the newspaper articles at this time is of a busy canal that is nevertheless subject to certain kinds of disruptions. In addition to those in the quote above, mention is made of the effect on shipping caused by a drought as well as "a scarcity of sailing vessels" at Georgetown that resulted in the coal wharves

being “stocked to capacity” with no space for additional shipments. Interestingly, it was expected that this type of disruption will be alleviated by anticipated connections with the Western Maryland Railroad at Williamsport and the Cumberland Valley Railroad at Powells Bend wharf at mile 97.44.

The experience of the canal at this time begs comparison with the state of the railroads and their operating experiences ca. 1870–72. They also experienced disruptions from strikes, damage to infrastructure, weather, accidents, etc. When the data can be found, it is surprising how often the railroad experience and that of the canal in the nineteenth century are parallel. This is not to deny the superiority that railroads developed in terms of speed and efficiency as they underwent continual improvement (especially in the last quarter of the 19<sup>th</sup> century). Among the differences are that: the railroads commercially operated the equipment using them, whereas the canals collected tolls on boats owned and operated by others; the railroads were increasingly efficient due to changes in their technology and industry, while the C&O Canal was ultimately frozen into its form at completion; and the canal ceased to operate for three to four months in the winter, while the railroads operated year-round—although subject to the vicissitudes of winter weather.

The diversity of cargo shipped on the canal in both directions is shown from the following report for 1871 appearing on January 17 in the *Alexandria Gazette and Virginia Advertiser*:<sup>2</sup>

During the year 1871, there were 2,276 arrivals of boats at the port of Alexandria, bringing 280 bushels oats, 3 tons furniture, 32 perches wrought stone, 6 tons sundries, 408,500 hoop-poles, 2,696 perches rough stone, 2,562 barrels (bbls.) cement, 1,460 railroad ties, 227,947 tons coal, 1,840 perches limestone, 254 tons sand, and 32 cords wood.

During the same time there were 2,257 departures of boats, carrying 8 bbls. cider, 1,052 bbls. fish, 2,800 bushels oats, 2 hogsheads bacon, 1 ton furniture, 3 tons general merchandise, 300 melons, 2,700 sacks salt, 18,000 feet lumber, 7,523,375 bricks, 330 tons plaster, 7 tons sash and doors, 20 tons sand.

The total tonnage of this general cargo is 233,982 descending and 15,871 ascending. That reflects the imbalance between downstream and upstream cargo that was readily understandable in the days of river transportation but that continued to be significant in the use of the canal.

The rapidity with which boats were being built is indicated by this quote from the *Cumberland News* that appeared on February 27, 1872 in the *Alexandria Gazette and Virginia Advertiser*:

Considerable activity prevails at the various boatyards in Cumberland, Md. From each a number of fine new boats have been launched during the winter, and more are on the stocks being rapidly hurried to completion. The addition of new boats to the coal trade the coming season will be upwards of fifty from the Cumberland yards alone, besides a large number built at various points along the line of canal.

One greatly wishes that details of the other boat builders had been given. It is one of those areas where the dearth of information

severely limits our ability to fully understand the practice of this craft and full extent of this industry in these years.

The critical dates of important events are often established by newspaper reports, and such is the case in a *National Register* article on April 13, 1872 that Bauman included in his 1872 Canal Trade file. It contained the full text of a letter from C&O Canal Co. president James C. Clarke to the Governor of the District of Columbia, H.F. Cooke, in which Clarke makes the case for the company’s selling of the 1.3 mile branch canal from the Rock Creek basin to the Washington City Canal at 17<sup>th</sup> Street. As Clarke notes:

In prosecuting the great and comprehensive improvements now being done in Washington, in order to make the seat of the national capital worthy of the nation, the time must soon arrive when all that portion of the city south and east of the President’s house will be improved to the river front.

This is, of course, a clear recognition that it was time to abandon the old idea of Washington City as one of three eastern termini of the C&O Canal. That concept had been part of a September 1828 compromise intended to resolve the competition between the three Federal District cities (Georgetown, Washington, and Alexandria) for the canal’s eastern end. The compromise envisioned the Rock Creek basin as Georgetown’s terminus, a C&O Canal Company branch from the Rock Creek basin to the Washington City Canal, giving Washington a terminus; and C&O support for Alexandria in its bid to get substantial federal assistance to build an independent canal between the C&O and Alexandria, satisfying that city’s interests. The C&O Canal Company also agreed to build, for an Alexandria canal, the abutment and connection to the C&O on the District side of the Potomac River.

### The Canal in 1888

On January 7, 1888 *The Cumberland Daily Times* included an article about the Government’s desire to acquire that Georgetown abutment for the now-defunct Alexandria Canal and the C&O Canal Company’s willingness to transfer ownership to the government. The article notes that the abutment had been built between 1836 and 1846 (the year the Alexandria canal opened) for a cost of \$40,060 and it was currently valued at \$40,000 with the land it occupied being worth \$5,000.

At the same time, on February 9, the *Daily Times* provided news on the effort by the holders of the 1844 construction bonds to get a bill through the state legislature that would result in the sale of the canal under the mortgages held by Maryland. This is especially interesting given the importance of these bonds in the final decisions concerning the canal after the company’s bankruptcy in late 1889.<sup>3</sup>

On May 6, *The Civilian*, Cumberland’s Sunday paper, reported that a rock slide below the tunnel had been cleaned up the previous Monday when a second, more extensive slide occurred at the same place and was expected to take a week to be removed. A review of newspaper reports over the years reveals that the slide problem below the tunnel was a periodic one—which is perhaps a comforting historical context for the C&O Canal National Historical Park’s experience of the same.

Continued on p. 14

## Notes and News from the Park Library

Two new works have been added to our shelves:

A gift from Lowell Markey of a copy of Jack Sanders' work: *Guarding the River, the Canal, and the Railroad: Papers of Captain Benjamin Burbridge Shaw, Commanding Officer Company D, 2<sup>nd</sup> Regiment, Potomac Home Brigade, Maryland Volunteers* (McClain Printing Co., 1998). The work contains copies of letters, lists, and a wide variety of personal and official documents. In addition to compiling this material, the author has provided contextual information and, at the back, a list of the men in Company D with detailed information concerning each.

A gift from Karen Gray of Elizabeth Kytel's 1976 booklet published by the Cabin John Citizens' Association and titled *Time Was: A Cabin John Memory Book*. This 85 page document contains 18 interviews with Cabin John "old-timers" and was endorsed by The Maryland Bicentennial Commission. Of particular interest from a canal point of view is that of Isabelle Redden, who remembered in her youth spending the summer at the Great Falls Tavern, operated by her aunt initially, and then later by her mother. These memories from early in the 20<sup>th</sup> century provide a rare glimpse of the operation of the tavern as a hotel and restaurant. Another interview of interest is that of former canaller Otho Swain. It contains some of the same information he provided in the interview in Kytel's *Home on the Canal* (Seven Locks Press, 1983) but, as is true of C&O Canal oral histories made many years after the canal had closed, it contains many factual errors and misunderstandings and needs to be cited with care.

– Karen Gray

## Ida's Farewell

*In lavender air on a pale autumn day, I aimlessly wandered until I found my way to the high pasture where three mules remained. Ida and Molly and Nell were their names.*

*Mules who sleep under a blanket of stars know how to read the passing of time. Old Ida was nearly thirty years young and knew her working days were all but done.*

*So Ida spent most of her days high in the pasture with two of her friends eating green grass and Timothy hay while hawks soared in circles to specks in the sky. That's where they were on that pale lavender day.*

*After finding a brush in the barn, I climbed the hill and went under the fence where three waiting mules barely threw me a glance, but we all knew we would have a good time.*

*To mules, being brushed is like spending a day at the spa, being pampered and spoiled in an untroubled world and feeling as beautiful as the night's brightest star.*

*I brushed Ida where she grazed and moved when she moved to find greener grass and wondered if she knew what time had in store, that before all the leaves fly away from their trees, she would leave the Canal never to return, to find a new home across the Potomac at an old family farm. Ida was the only mule I brushed that day.*

*After returning the brush to the barn, I started down the path I had traveled for years. Suddenly I stopped and turned to the left. High on the hill, Ida was standing perfectly still. Just watching me breathe. Just watching me breathe.*

*To her left and behind, Molly, with legs neatly tucked under, was lying on the ground. To her right, at some distance, Nell, was feasting on hay. But Ida was standing perfectly still. Watching me, watching her. Watching me, watching her.*

*Mules speak in silence, not the language of sound. I listened and heard what she wanted to say. Then slowly I turned and I walked away.*

– Ann Lochstampfor

Accompanied by the Past (Continued from p. 13)

Among the most valuable benefits that we get from the Bauman transcriptions is a source for realistic, fact-based data on the canal's capabilities and limitations, successes and failures. These are a substantive corrective to the distortions and inaccuracies in sweeping statements about the canal, such as the oft-heard-or-read statement that it was obsolete by the time it reached Cumberland because the B&O had reached the city eight years earlier (which reflects a deep misunderstanding of the primitive state of railroads at that time and of the customers that the canal would serve throughout its history while the railroads did not).

In this year, 1888, the papers carried lists day after day of coal boats departing and arriving, and of a city concerned for the negative economic impact on it should the canal close. A February 13 interview with an unnamed canal official or employee, who was familiar with the canal's financial records, sought to explain the ways that the canal contributed to Cumberland's economic life. After reviewing the money it brought to the town's economy, the speaker concluded: "Cumberland can't afford to lose the canal."

Within a little more than 15 months, the city would face the possibility of the canal's permanent closure in the aftermath of the "Great Flood" of June, 1889, concerning which I will write in future columns.

### Notes:

1. The information below draws on William Bauman's Canal Trade files of 1852, 1872, and 1888. Many of these Canal Trade files can be found as pdf documents on the C&O Canal Association website or are available on request from Karen Gray, volunteer in the C&O Canal NHP headquarters library most Tuesdays and Thursdays at 301-714-2220 or by email at karen\_gray@partner.nps.gov.

2. In the quoted material below, the specific values for barrels and hogsheads vary, but a common value for a barrel was around 40+ gallons and that of a hogshead was about 60+ gallons. Hoop poles were straight slender lengths of green sapling wood, usually of hickory or white oak, that were used as stock for barrel hoops.

3. Although it will be seen in later columns that I intend to write on the rulings of the courts ruling on the C&O bankruptcy that Maryland's claims to those mortgages are legally questioned by 1889.

## On The Level By Level Walker Chair Steve Dean

*Level Walkers wrapped up a successful 2015. We are looking forward to 2016 on the towpath. 2015 was a successful year, with full coverage of all 69 levels, over 320 level walks, and just under 2000 volunteer hours. Our level walkers are a group of over 140 dedicated volunteers. I am delighted and honored to lead this great group for the sixth year in 2016. Over the next year you will see revised reporting forms and an increased emphasis on collecting the data that most helps the park.*

*Once again, many of our level walkers were able to level walk in each of the four seasons. We thank them for their dedication to the park and their volunteer duties. The 2015 Four Seasons level walkers are listed below.*

Tom Aitken	Catherine F. Cotter	Pat Hopson	Paul Marth	Jennifer Stoker
Karen Appleton	Steve Dean	Carol Ivory	Rita Marth	Jim Tomlin
Steve Appleton	Dick Ebersole	Bill James	Don Peterson	Lynn Walker
John Barnett	Jack Ebersole	Karlen Keto	Paul Petkus	Bill Warren
Nancy Benco	Jack Forster	Dennis Kubicki	Dave Plume	Frank Wodarczyk
Jim Biasco	Karen Forster	Jim Lyons	Earl Porter	Kristin Zimet
Phillip Michael Clemans	Larry Heflin	Rod Mackler	Carol Purcell	

*With this Level Walker report I am going to add a new feature – a profile of a selected level walker. Level walkers tend to be an individual or family group, and unlike other programs we don't all work together in a group and meet each other. I would like to introduce some of the people who support the park and the Association via these profiles.*

*For this issue I am going to profile a level walker who can safely make the claim he travels further than any other level walker, or perhaps any other park volunteer - 343 miles! Read below to find out more about this very dedicated volunteer. I have others in mind for future profiles, and if you would like to be interviewed for a profile please contact me.*

### Level Walker Profile –

#### Phillip Michael Clemans, Level 48

Phillip Michael Clemans is a long-time level walker who hails from Milford Center, Ohio. He walks in the Hancock area on part of Level 47 and all of Level 48. To save readers the trip to Google Map, it is 343 miles via I-70 from Milford Center to Hancock!

Phillip does a great job as a level walker. He is a frequent Four Seasons walker, and provides an interesting perspective on the conditions of the canal in the Hancock area, with a special interest in flora and fauna.

His walks are typically thorough and well documented. In the true fashion of a level walker, Phillip knows the level very well, and visits each site and feature on every walk. He is able to compare current conditions with past conditions. He knows where the towpath has problems, which culverts leak and the where the best wildlife watching locations are. He delights in identifying birds and carries his nature guides with him. One can imagine what a welcome respite the towpath and nature must be from the rigors of the highway.

Phillip plans these walks by aligning his scheduled breaks on trips to this area so he can stop in Hancock. He parks at Little San-

dy's Truck Stop, starts at the Bowles House and walks upstream to the Round Top Cement Mill. His reports are mailed from a variety of locations all over the United States.

Phillip discovered the C&O Canal because of his interest in the Civil War. In 2006 he took a vacation to follow the path of the McCausland-Johnson Chambersburg raid. During this trip he ended up in Cumberland, at the visitor center, which led to a short walk on the C&O Canal. From there he went to Oldtown, and again encountered the canal. He realized then that the canal was a 184.5 mile museum, and well worth studying.

A year after this trip, he had some time off and took the opportunity to study the C&O Canal further. He spent a month and walked about 700 miles, including an attempt to walk the same route in the same time span as Justice Douglas. He found this was quite difficult for a person to do on their own, and gained a new appreciation for the Douglas Hike. After he returned to work, his interest in the C&O Canal, combined with his frequent travel, led to exploration of many other canals in our country.

Phillip uses level walking as a meaningful way to give back to the C&O Canal. We are fortunate to have him as a C&O Canal Association member and volunteer, and thank him for his service to the park.

– Steve Dean



*Phillip Michael Clemans with his truck at Little Sandy's in Hancock. Photo courtesy of Phillip Michael Clemans*

*Level 1 Tidelock to Incline Plane:* **John Barnett, occasionally with Mary Budarz, reports November 24 and January 2:** Trash was light as expected for the season. At least some folks use the trashcans in front of the boathouse at Tidelock instead of scattered on the adjacent properties. Someone was apparently living under the steps to the boathouse.

*Level 3 Lock 5 to Cabin John Creek:* **Hugh Robinson and Marilyn Stone report December 27:** Towpath between Locks 5 and 7 that has been resurfaced in great shape. Not one puddle! Beyond Lock 5 puddles existed in depressions. Nearly all could easily be avoided. The concrete waste weir near Milepost 7 had collected a considerable amount of debris, mostly branches and trash, at the canal inflow end. Another large quantity of branches was at the out flow end of the weir. Water flow was not impeded from the canal, which was full at this location. Animal life consisted of a few mallards on the canal and a six-point buck.

*Level 4 Cabin John Creek to Lock 14:* **Larry Heflin reports November through February:** The towpath was monitored over numerous walks, through all conditions. Conditions and usage were normal for the time of year. Larry reported an interesting encounter: "The highlight of the reporting period was coming upon a suspicious looking bicyclist walking around the Lock 8 River Center. With my dog on leash we approached to find John Noel, the deputy superintendent of the park, who was touring on his bicycle, clearly after hours on his own time. He told me he could see so much more from the bicycle than by merely driving by in a truck and explained that several repairs were underway resulting in the variable water supply to our area.

*Level 5 Lock 14 to Bridge at Cropley:* **John N Maclean reports December 6:** The towpath was in excellent condition, well graveled. The canal was in a sorry state right at Carderock: more mud than mud puddles. There were lots of couples and families, plenty of dogs, three bicycle volunteers, all of whom had at least a smile and friendly nod (I was wearing my volunteer cap and badge and was carrying a plastic bag of garbage, for which I was regularly thanked). One bike volunteer stopped and we had a friendly chat: shared volunteerism is good for the spirit. The best part of the hike, other than chatting with people, was when I saw a band of four or five deer break onto the towpath just west of the Cropley Bridge and discover, to their consternation, they were surrounded by about a dozen bemused and watchful hikers. The deer had come up the steep incline from the direction of the river and hadn't seen what was above them. They milled around, starting toward the canal water, realized that was a bad idea, and seeing the towpath cut off to east and west they had the good sense to turn around and scamper back the way they had come. Alas, the scene lasted too short a time for me to unholster my camera. The humans all seemed happy with the encounter—basically, no one moved until after the deer departed. A victory for deer brains and human sensitivity.

*Level 6 Bridge at Cropley to Lock 20:* **John N Maclean reports December 10:** The towpath appeared to be in good to excellent condition throughout Level 6. The canal is well watered from Widewater on down to the Cropley Bridge, but it's thin in the stretches above Widewater until you get to the Great Falls Tavern and Visitor Center—it's well watered west of that location. I can see why there is low water in the section with the canal boat, which is up on blocks in dry dock. But I don't understand why there isn't a stronger water flow and deeper water in the locks between there and Widewater.

**Jan Kuhl and Linda Campbell report December 27:** Quite a few walkers and runners thanked us for picking up trash. One couple even had a few plastic bottles they had collected earlier on Olmstead Island and added to our trash bags; they made it clear they were annoyed at walkers that were so careless with their trash. As for the "thank you" greetings we received, I have mixed feelings. It is nice to be acknowledged, but I am not sure I want the general public to know there are clean-up volunteers that periodically walk the towpath. We saw quite a few ducks in the canal, and met a beautiful fox on the levee bridge. We were rather startled by the fox, but the fox appeared nonplussed by humans and continued on its way.

*Level 7 Lock 20 to Lock 21:* **Jim Goheen reports February 12:** Towpath was in good condition; there was no debris or trash on path. Swains Lock was also in good shape, with a beer bottle and some paper trash. The camp area and parking lot were clear. Considering the snow and very cold weather the park seems to have weathered very well!

*Level 8 Lock 21 to Lock 22:* **Jack and Karen Forster report February 5:** Pennyfield lock house was closed but looked great. The level was fairly clean.

*Level 9 Lock 22 to Seneca Aqueduct:* **Paul and Rita Marth report November 27:** There were many family groups out for a day after Thanksgiving walk and lots of bikers. We saw about two dozen turtles in the boat basin at Milepost 23 and evidence of beaver activity near Milepost 22.

*Level 10 Seneca Aqueduct to Milepost 25:* **Paul Graunke reports November 20:** There was light traffic on a sunny day. The towpath was wet in numerous places from recent rains. One warning sign near the dip at Milepost 24 was missing and the other was damaged. Most trash was at or near Rileys Lock.

*Level 14 Harrison Island to Whites Ferry:* **Bill Holdsworth reports December 3:** It was a nice day for a hike on the towpath, cool but sunny. Despite the nice weather, I had the level all to myself on this weekday afternoon. I disturbed a great blue heron twice as I walked past Culvert 47. I inspected and photographed all of the culverts.

*Level 15 Whites Ferry to Lock 26:* **Jon Wolz reports January 14:** The condition of the towpath was for the most part in very good condition. There are spots with towpath wall erosion near Milepost 39. Ice was present in the canal prism in some places and it could be heard cracking. I saw several robins as I neared Whites Ferry. I also saw a gray fox and a pileated woodpecker.

*Level 16 Lock 26 to the Monocacy Aqueduct:* **Mike Ciancoisi reports December 29:** I inspected the four culverts on the level. The towpath arch of culvert 66 by the Dickerson Kayak area has a fence around it, but a section of the fence has been opened up, and needs to be repaired. That culvert arch showed signs of vandalism, as it looked as if someone had jammed a branch behind a stone and tried to pry the stone out. (This was reported to the NPS) Also, culvert 69 near Milepost 42 has developed a leak in the barrel, and there is a new sink hole in the prism above where it's leaking. **Jon Wolz reports January 14 and 31:** Because of heavy snow, I was unable to complete the full walk for this level on either date. Several arches of the Monocacy Aqueduct are once again blocked.

*Level 17 Monocacy Aqueduct to Noland's Ferry:* **Marion Robertson and Laura Gilliam report December 9:** It was the fewest users we have ever seen since starting as level walkers. We were glad to



### **Level Walker Observations:**

*Clockwise from upper left: 1. Paul Petkus attempts a level walk near Hancock on January 30. 2. Round Top Cement Mill chimney. 3. Jim Tomlin and Cindy Walczyk demonstrate their level walker gear at Williamsport. 4. Cindy Walczyk shows a clever level walker cart at Lock 44. 5. Benjamin Plume retrieves trash from the river, with an attentive canine observer. 6. Widewater in winter. 7. Debris build-up at the Monocacy Aqueduct after winter high water. 8. Great blue heron near Little Falls.*

*Credits: 1 & 2 – Paul Petkus; 3 – Steve Dean; 4 – Jim Tomlin; 5 – David Plume; 6 – John N Maclean; 7 – Jon Wolz; 8 – Rod Mackler*



be back on the level since we were unable to do summer walk. Conditions were good. **Earl Porter reports December 16 and January 15:** The blockages behind the Monocacy aqueduct vary from month to month depending on the water flow. On both of these walks about three arches were blocked. Trash is mostly concentrated at the Indian Flats Hiker-Biker camp and Noland's Ferry. There were moderate numbers of users during both walks.

**Level 18 Noland's Ferry to Point of Rocks: John and Susan Anderson report November 27:** The towpath was dry. It was a very uneventful day and the level was in good condition as winter approached.

**Level 19 Point of Rocks to Catocin Aqueduct: Lynn Walker reports December 10 and 11, and January 14 and 15:** The towpath and structures were in good condition on both dates. All three arches of the Catocin Aqueduct were blocked or partially blocked on both dates. On the December walks I inspected the four culverts on this level. The culverts were in good condition and tree growth over Culvert 79 was recently cleared.

**Levels 19 through 21 Point of Rocks to Lock 31: Don Peterson reports November through February:** Towpath was monitored over numerous walks. Conditions are generally good on all three levels, and no significant issues were reported. The area is very popular with dog walkers.

**Level 20 Catocin Aqueduct to Lock 30: Michael and Judi Bucci, with Izzy Kovach and John Leary, report December 8:** There was quite a bit of trash on this level. Trash service for treatment plant stopped and took our trash. The culverts on this level are mostly in poor condition.

**Level 23 Lock 33 to Dam 3: Karlen Keto, with Don Peterson and Lee Bailly report January 8:** We were scouting for a viable route from the area of Fort Duncan, near Pleasantville, to the Potomac River for recreational purposes. It was very challenging! There was no trash on the level.

**Level 25 Dargan Bend to Lock 37: Dave and Barb Collins report November 20:** There was some trash by the river but very little on

the towpath. The fence around the Culvert 97 washout was broken but we were unable to reattach it. We met a local resident who was looking for a bald eagle regularly seen in the area. There were numerous woodpeckers out.

*Level 26 Lock 37 to Antietam Aqueduct: Lynn and John DiCarlo report November 27:* With the trees now having lost their leaves, we enjoyed an exceptional view of the river and the other side. It was a beautiful day for the time of year. There are many trash items in the canal prism that were dumped from the berm road.

*Level 27 Antietam Aqueduct to Lock 38: Steve Dean reports January 16:* The towpath was in good condition. I inspected the three culverts on the level and they were in good condition. I was a bit surprised to see a garter snake by Culvert 103 on a below 40 degree January day.

*Level 28 Lock 38 to Lock 39: Bill Warren reports December 21:* The towpath in very good shape. There were numerous wet places along the towpath following the morning showers, but the resurfacing project over the summer eliminated the large mud holes that used to appear up near Lock 39. The few wet spots were easy to avoid. There was more wildlife than humans! Numerous squirrels were enjoying the warm winter and digging in the leaves. Also several crows similarly engaged.

*Level 30 Snyders Landing to Lock 40: Margie Knott reports January 3:* It was a gorgeous afternoon for a walk on towpath; unbelievable temperature for January, with bright sunny blue skies, but a little windy. I found a very small amount of trash on the towpath, but it was the first time I had found trash for a while.

*Level 31 Lock 40 to Marsh Run Culvert: Bill Warren reports December 21:* It was an enjoyable walk and I pretty much had the towpath to myself. Another walker was wearing a t-shirt and shorts, despite the cool and cloudy weather. Ah, youth! There was a bit of trash and some large items, which is normal for this level.

*Level 32 Marsh Run Culvert to Dam 4: David, Benjamin and Laurel Plume reports November 27:* It was a pleasant day after Thanksgiving walk. The towpath was in excellent condition. There was evidence of recent repair in a couple of spots. There is a new sign at the Dam 4 Cave asking for people to report if water was flowing from the cave.

*Level 35 Opequon Junction Hiker Biker to Lock 43: Stephen Williams reports January 3:* There were no other humans seen on the level or river; not a first but unusual. There were several small sticks on the towpath. The early morning light made Lock 43 quite scenic. I sighted a red-tailed hawk.

*Level 36 Lock 43 to Falling Waters: Dick, Jack and Deb Ebersole report December 16:* The towpath is in good condition, and Lock 43 and the lock house seem to be stable. There were lots of small branches in the towpath. The only users we saw were two bikers.

*Level 37 Falling Waters to Lock 44: Jim Tomlin and Cindy Walczyk report December 16 and 27:* There was a lot of trash on the first walk. Fortunately park maintenance person passed through in a truck and hauled the trash away. We took a good look at many of the culverts on the level and conditions were consistent with earlier visits. During the second walk the towpath was "goopy" from recent rains, but the gravel patches held up well. We cleared numerous sticks and on both dates we left the towpath clear and suitable for hiking and biking.

*Level 43 McCoys Ferry to Fort Frederick: Karen Gray and Blythe McManus report December 13:* It was a beautiful and unseasonably warm day. The prism holds water along most of its length except for short stretches above McCoys Ferry and below Big Pool that are dry. This has been the case for several years now and continues to be different from most of my history on this level (since 1977) when much of the prism was dry with pools near McCoys Ferry and up at Fort Frederick. The stop gate at Fort Frederick had been cleaned of brush and it was wonderful to be able to see the entire structure once again. Humans were the fauna of the day. Squirrels and a few birds were the only other significant animal life seen.

*Level 49 Round Top Cement Mill to Lock 53: Paul Petkus reports January 30 and February 6:* On January 30 I attempted to get to the level. I started in Hancock, where it was clear of snow. It didn't take me long to determine that it was unfeasible to do a level walk on that day. On February 6 it was mostly sunny with the temperature in the 40's. Snow covered the ground in most places, so no garbage was evident. It was very likely that I was the only person on the level during the day. The snow was melted to the point that the towpath is exposed in a couple sections on the level. As usual for this time of the year, most of the activity on the level was from birds. Cardinals and white throated sparrows were among those seen foraging in areas where the snow melted to expose the ground. Crows were seen and heard throughout the day. Woodpeckers were active, as always. Pileated woodpeckers were observed darting between the trees. A hairy woodpecker was seen on another occasion. A bald eagle was also sighted. This is my 49<sup>th</sup> level walker report, appropriately on Level 49.

*Levels 56 and 57 Culvert 208 to Lock 63 1/3: Barbara Sheridan, Pat White, and Liz Keily report November 27:* We could not drive down to Campsite #66 as the road was closed at the top of the hill on Outdoor Club Road. There were construction vehicles parked at site 66 and it appeared a pedestrian bridge was being constructed across the dry creek bed. Upon our return, there was a worker there who confirmed that parking was being enlarged and a pedestrian bridge built to facilitate better access to the river and the towpath. There was an unusual amount of twigs and branches littering the towpath, probably from the recent rain. The towpath itself was in very good condition with only a few low spots containing water. Structures were in good shape but Culvert 208 has lost more bricks.

*Levels 61 and 62 Town Creek Aqueduct to Oldtown: Jim Lyons reports December 8:* The towpath was in good condition. It was a little muddy after some rain and thaws. I did not see any hikers or bikers, but I did meet a canal steward and had a nice conversation. I saw plenty of fox squirrels and four wild turkeys.

*Level 64 Kellys Road Culvert to Spring Gap: Jim Lyons reports November 23:* I did not see any people on the towpath, with the exception of a maintenance crew trimming trees at the "dragon's teeth" spillway above Milepost 171. The towpath around the Spring Gap campground was somewhat heavily rutted, due to truck and bicycle traffic. There was a large amount of trash, plus a discarded tire.

*Level 69 Wiley Ford Bridge to Cumberland Terminus: Jim and Alison Lyons report December 25:* We enjoyed a Christmas Day walk on the towpath. It was not quite as warm as we had been expecting—about 45 to 48 degrees and cloudy. Surprisingly, we saw no people out on the towpath. We thought we would see someone, as it was a holiday. The towpath in good shape, although it was very muddy. We were happy there was no trash on the level.

## Volunteers in Parks

Your Volunteers in Parks (VIP) were busy last year by being involved in 21 different days of projects, some small and some large. Our plate looks fairly full for this year as we are starting to get organized. Some of the projects we are planning include:

- Help with the 28<sup>th</sup> annual Potomac River Watershed Cleanup on April 16.
- Finish painting the last 100 feet of metal railings on the Olmstead Island walkway at Great Falls.
- Repaint parking lot markings at various locations throughout the park.
- Organize the sign storage at the park maintenance shop at Great Falls.

- Possibly help with replanting trees and shrubs at Swains and/or Rileys Locks.
- Install four more donated park benches.
- Help repair or replace grills and picnic table damage at the Swains Lock area.
- Work on repairing or replacing milepost signs where needed.
- Consider a project to clear some of the culvert outlets. Keeping culverts clear plays an important role in maintaining the integrity of the canal towpath and prism.
- Be open to other projects that may come up as we work our way through the summer and fall.



*Jim Heins and Jim Biasco install a sign.*



*VIPs install a mule fence. Photos by Steve Dean*

Skip Magee and I want to personally thank all of you who have been a part of this past year's VIP program. You are the ones that make this program so successful, and we look forward to seeing you out there with us again this year.

Two things to remember:

1. We've never met a person who couldn't help us in some capacity with the VIPs.
2. Our motto is – "If it isn't fun, it won't get done." So, if we seek help, come on out and give us a hand. We DO have fun.

– Jim Heins

## The 2016 Garlic Mustard Season is Right Around the Corner

Removing garlic mustard from our beautiful park is a major issue and requires more help than we presently have. We have a number of devoted Garlic Mustard Challenge (GMC) "weed pullers" but they cannot do the job by themselves.



*Garlic Mustard collection at Carderock in 2015.  
Photo by Steve Dean*

We can use more volunteers. If you cannot adopt a site, but are willing to come out and help, we will provide a list of adopted sites where those who are working those sites are willing to have additional help. If you want to help, the park staff requests that you get the necessary training which is about a 30 minute session.

If you are willing to adopt a site, you can suggest an area you would like to work. The park staff then needs to check that area to be sure it is an area that meets their standards for safe weeding. Then, with training under your belt, you are ready to go, and – we hope – one more section of the park will become garlic-mustard-free.

If you are interested in helping control garlic mustard please contact Steve Dean or Jim Heins at [gmc@candocanal.org](mailto:gmc@candocanal.org).

– Jim Heins & Steve Dean

### Trees Without Leaves

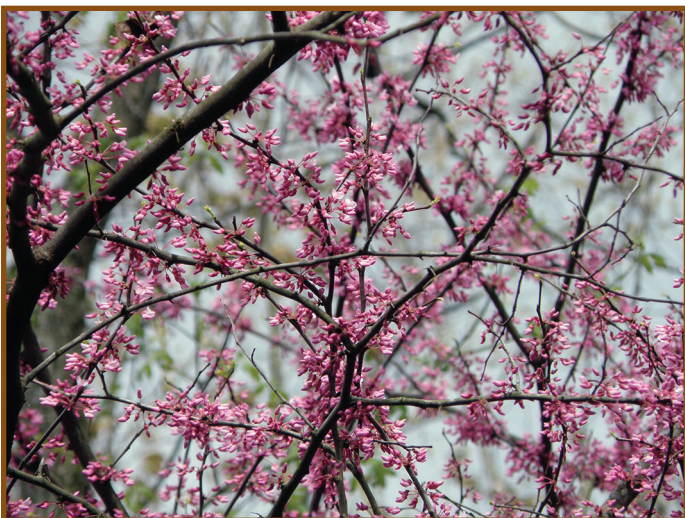
In the natural world, competition for survival is fierce. Each member of a species must find its own niche, a space for itself among a host of competitors. In the spring, once trees leaf out, almost overnight there are many contenders for sunlight and nutrients.

In order to beat the competition, some trees and shrubs have adopted a very simple strategy: bloom early, attract pollinators before others arrive on the scene, and get a head start on reproduction. As the weather warms and days get longer, the first flowers we see are those of early, or prevernal, bloomers. Early bloomers produce flowers on bare branches; their leaves appear later.

Prevernal blooming is a survival strategy that serves plants with certain characteristics. For example, the seeds of some plants have a longer period of maturation before they are ready to be dispersed. Fruit trees, such as apple, pear and cherry, produce fleshy sweet fruit that takes time to mature to the point where it is attractive to birds, the major seed dispersal agent. The fruit has to be ready to be eaten while the birds are still active in the area. Furthermore, since the buffet is limited in the early spring, pollinators have only a few species to choose from and are more likely to cross-pollinate among trees of the same species.

Access to light and nutrients is also an advantage of early blooming for small trees and shrubs that populate the understory. Flowering early gives such plants a short but critical window of opportunity.

*Below - Redbud detail*  
*Photos by Marjorie Richman*



Along the towpath we know winter is over when two trees in particular produce flowers before their leaves appear: redbud (pea family) and shadbush (rose family). Redbud can be found in various places along the towpath; shadbush typically grows along the banks of the Potomac. Both are understory trees.

The flowers of the redbud tree are a dark rose-to-purple in color. Without leaves on the branches, these early bloomers are often the first noticeable flowers in the spring. Shadbush flowers cover the bare branches in drooping clusters of white blossoms. The name of the tree has an interesting etymology. It refers to the fact that it blooms around the time of the shad runs in local streams.

Depending on weather conditions, the flowers of both redbud and shadbush may be seen as early as late March, but April is more predictable.



*Above - Redbud; Below - Shadbush*



## Two Through-Bike Rides This Year

Our Association is now sponsoring a spring through-ride of the Great Allegheny Passage, 150 miles from Pittsburgh, Pa., to Cumberland, Md., on May 21–25. That ride is already filled, but if you're interested in being on the wait list, contact Pat Hopson.

Our traditional fall bike ride of the C&O towpath is scheduled for October 5-10. We start riding in Cumberland and finish five days later in Georgetown, traversing the 184.5 miles of the towpath. Our group has traditionally included a few hardy campers, but we are now almost all motel "muffins," aided by trained patrol sweeps and guided by a front leader. We eat most meals in restaurants, with a few carryout sack lunches. Occasionally campers choose to prepare their own meals. Each of us is responsible for getting him/herself to the start of the ride. At the end of the ride a shuttle back to Cumberland is provided, for an additional fee. Or, if not going back to Cumberland, those who leave at Georgetown need to arrange their transportation home.

Since we ride only 25 to 41 miles a day, our pace is fairly leisurely, with time for stops at points of interest. However, it is important that each rider is prepared for the ride and able to carry his or her gear along on the bike. There is no sag wagon on this trip. Upon signing up for the ride, each rider will receive suggestions for proper preparation.

The ride is limited to 20 riders, and there are currently several vacancies. There is a non-refundable registration fee of \$25, which should be sent to: Patricia Hopson, 5133 Woodmire Lane, Alexandria, VA 22311. When you send your check to Pat, please indicate whether you plan to camp or stay in motels, and include your home address, home and cell phone numbers, and e-mail address.

For additional information about either of these rides contact Pat Hopson at [phopson727@verizon.net](mailto:phopson727@verizon.net), or 703-379-1795 between 9 a.m. and 10 p.m.

– Patricia Hopson



*Frank Wodarczyk leads riders at Big Slackwater.  
Photo by Patricia Hopson*

## Continuing Hike Series

These are our informal fun hikes, where we investigate the canal and learn from one another. Distances are usually five to eight miles depending on weather and the participants. For all hikes dress for the weather and bring water, lunch or a snack. Meeting place and directions are in the calendar on the next page.

Our first 2016 hike, at Fletchers Cove, was canceled due to the January blizzard. Early spring flowers should be out in March as we head downstream from Hancock toward Little Pool.



*Little Pool. Photo by Steve Dean*

Bring your insect repellent for the May hike at Sycamore Landing. The canal is adjacent to the McKee Beshler Wildlife Management Area, which is home to many birds and animals. This is where the Maryland Department of Natural Resources supposedly released the bear found prowling the National Institute of Health grounds. I haven't seen it yet; perhaps it will make an appearance during our hike.

No hike is scheduled for September. The canceled Fletchers Cove hike is rescheduled for Saturday, October 1. We'll tackle the notorious Billy Goat A loop in November.

Cancellations will be posted on the Association website, or you can check the status by contacting me at 301-977-5628 or at [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org).

– Pat White

# Calendar of Events - 2016

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 are on pages 1 - 3. 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 21-22 Sat-Sun, Hancock Canal Apple Days at Widmeyer Park. The C&O Canal Visitors Center will open on Saturday. The center is located in the Bowles House on the towpath.

May 21-25, Sat-Wed, Through bike ride, Great Allegheny Passage, Pittsburgh to Cumberland. No sag wagon provided. Limited to 16 riders and currently full, but contact us if you want to be added to wait list.. Contact: Pat Hopson, 703-379-1795 or phopson727@verizon.net.

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. Details are on page 6. 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, Cumberland's Heritage Days at Canal Place Festival Grounds. The Association will have a booth. The unveiling of the C&O Canal NPS Centennial artwork will take place at 1:00 p.m. on Saturday. For more information about events and times visit [www.heritagedaysfestival.com/](http://www.heritagedaysfestival.com/)

Jun 12, Sun, One-day paddle trip on the Monocacy River. 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., Noland's Ferry. Second 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).

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 [www.heritagemontgomery.org/content/heritage-days-0](http://www.heritagemontgomery.org/content/heritage-days-0).

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](http://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., Noland's 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: Capital Crescent Trail, 10:30 a.m. Rendezvous point TBD. Contact Bill Holdsworth (301-762-9376 or [website@candocanal.org](mailto:website@candocanal.org)).

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

## Stay Connected!

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

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

# 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	Joshua Cunningham (Acting)
Chief of Business Management	301-714-2218	Dan Filer
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	301-714-2218	Dan Filer (Acting)
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 Interpreter	240-520-3135	Geoff Suiter (Acting)
District Ranger Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor Use Assistant	301-767-3703	Shaun Lehmann

**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 Law Enforcement	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

District Interpreter	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

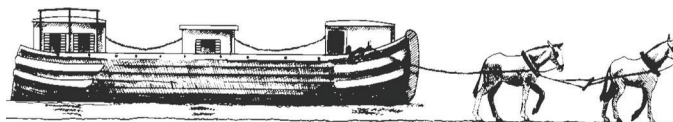
**24-HOUR EMERGENCY**  
(TOLL FREE): 1-866-677-6677  
HAZARDS CHOH\_Hazards@nps.gov



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**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](http://www.candocanal.org). The webmaster is [webmaster@candocanal.org](mailto:webmaster@candocanal.org). C&OCA also maintains a telephone number for recorded information and inquiries: 301-983-0825.

### 2015 Association Officers

**President:** Bill Holdsworth, 10 Radburn Ct., Rockville MD, 20850, 301-762-9376, [president@candocanal.org](mailto:president@candocanal.org).

**First Vice President:** Rod Mackler, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, [firstvp@candocanal.org](mailto:firstvp@candocanal.org).

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

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

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

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

**Board of Directors:** (terms expire in 2019): Tom Aitken, Nancy Benco, Barbara Sheridan, William R. Stewart, Jim Tomlin. (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.

**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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Culvert 116, aka the Marsh Run Culvert, is located at Mile 81.62 in the upper end of the Mercersville area (see p. 12). The beautiful towpath arch is shown here. The culvert has a constant flow of water and the inflow, as Marsh Run races over a rocky stream bed, is quite spectacular. The culvert is easily accessed from Taylors Landing Road, but the approach to view the culvert is fairly steep. Photo by Steve Dean.



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