

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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FALL HERITAGE HIKE

By Bill Holdsworth, on behalf of the Program Committee

This year's Heritage Hike on Oct. 29 will visit terrain that is both familiar and popular in lower Montgomery County. Hikes of three lengths will be taken between Carderock and Rileys Lock. Dinner afterward will be at Upper Montgomery County Volunteer Fire Department in Beallsville, Md. – always a very popular venue with Association members.

Noted historian Garrett Peck will headline the after-dinner program. Garrett will discuss the history of the Seneca Quarry, the source of red sandstone for many C&O Canal structures and some landmark buildings in Washington, D.C. He is the author of *The Smithsonian Castle and The Seneca Quarry*, an acclaimed book published in 2013.



All hikers will pass picturesque Pennyfield Lock. Photo by Steve Dean

Two bus runs will be provided for transportation of the hikers. Both bus runs will depart from the parking lot at Rileys Lock at Mile 22.8, and the hikes will end at the same location. The first bus is for the long hikers and will depart at 10 a.m. This bus will take the hikers to the Carderock Recreational Area for the start of a 12.0-mile trek.

Medium and short hikes will depart on the second bus at 11:15 a.m. The medium hikers will disembark along River Road at Swains Lock Road, because the parking lot at Swains Lock is too small for the bus to turn around. The medium hikers will add the quarter-mile walk on Swains Lock Road to their 6.4-mile trip along the towpath back to Rileys Lock. Short hikers will disembark at Pennyfield Lock, 3.2 miles from Rileys Lock.

The long hiker group will pass some of the canal's most popular locations:

Mile 11.10 – The high masonry wall that protects the towpath embankment. See the article on page 5 of the June 2016 issue of this newsletter for a story about the present condition of this wall.

Mile 12.62 – Widewater.

Mile 14.05 – Olmsted Island, bridge to the falls.

Mile 14.30 – Great Falls Tavern.

(Continued on p. 2)

Georgetown Boathouse Zone Environmental Assessment

The Association has long advocated adoption of a responsible development plan for the Georgetown canal area. The National Park Service released the *Georgetown Nonmotorized Boathouse Zone Development Plan and Environmental Assessment* on July 28th that responds to a demand for greater boating access to the Potomac River while protecting the canal park from development. Refer to page 4 of this issue for a summary of this important assessment.

President's Report

As a Washington Nationals fan, I know the danger of celebrating victory in the eighth inning. But still, I want to cheer the news from Georgetown. The park service recently issued a draft environmental assessment concerning the Georgetown waterfront. The recommendation of the study made no mention of the very large boathouse proposed by Georgetown University.

Our fight against this appropriation of park land for a private purpose may be nearing its end. The boathouse proposal dates back to 2006. We joined with other organizations in the fight, as part of the Defenders of Potomac River Parklands coalition.

We'll have to remain vigilant in the ninth inning. The EA is only a draft. It could change. But we have a deep bullpen with two excellent closers in Rod Mackler and Ned Preston. Get ready to celebrate!

– Bill Holdsworth

Online Membership Renewal

Our Association plans to offer online membership renewal for 2017. Many members have requested this capability in recent years. The Association has been testing new screens this summer. Members will be able to pay for their renewal with a credit card or a PayPal account. Watch the December newsletter for more information.

– Bill Holdsworth

C&OCA Welcomes New Members

Darese Arch, Maugansville, Md.

*Cushwa Brewing Company – Scott Coleman,
Garrett Chambers, & Marcus Thomas,
Williamsport, Md.*

Jane Godfrey, Takoma Park, Md.

Justin & Alex Pistore, Washington, D.C.

Alexander Ratinofsky, Darnestown, Md.

Walter & Eileen Schauermaun, Finksburg, Md.

(Heritage Hike – continued from p. 2)

Other landmarks along the towpath will be passed after the medium hikers join:

Mile 17.36 – The Washington Suburban Sanitary Commission filtration plant, which will be the site of construction activity in the next few years. See article on page 6 of this issue.

Mile 17.74 – Culvert 25, Watts Branch, 20' span

Once the short hike participants join, the following landmarks will be passed:

Mile 20.01 – Culvert 30, Muddy Branch, 16' span, built of Seneca red sandstone

Mile 22.12 – Violette's Lock and Inlet Lock 2

After completing their journeys, hikers can examine Seneca Creek Aqueduct and the nearby ruins of Seneca Stone Cutting Mill.

To reach Rileys Lock, take Md. Route 28 to Darnestown. Then take Md. Route 112 (Seneca Road) south. Follow that road for 3½ miles and then turn left onto Rileys Lock Road. Hikers will sign a waiver before boarding the bus. The bus fee is \$5 if paid in advance, and \$7 if paid on boarding. Please bring exact change. Food is not provided, so bring a bag lunch and drink.

Diners can meet at the Beallsville Fire Department at 4:30 p.m. for happy hour. Dinner is 5:30 p.m. and an evening program will follow. The Fire Department is located at 19801 Beallsville Road (Md. Route 109), just north of the junction with Route 28. Dinner is \$22 and includes happy hour.

A registration form is included in this issue of *Along the Towpath*. Reservations are due by Oct. 7. Plan now to enjoy a fine autumn day on the canal!



The Great Falls Tavern is a busy site on a fall Saturday afternoon. Photo by Steve Dean

Georgetown-Rosslyn Aerial Gondola

By Rod Mackler

The architectural firm of ZFG held a public meeting July 7 in the Rosslyn Spectrum to unveil preliminary plans for a feasibility study for an aerial gondola across the Potomac near Key Bridge. Such a gondola could be built much more quickly and cheaply than alternatives such as a new Metro station or streetcar. It would require a station on each side of the river, up to four towers, and the cables. The bureaucracies of environmental assessments and approvals would take longer.

The contractor showed examples of gondolas in Portland, Oregon, New York's Roosevelt Island tramway, ski resorts, London, and Barcelona, among others. On the Rosslyn side, the station would be located within a block of the North Moore Street Metro, at one of three possible sites. No decision or recommendation been made for a location on the Georgetown end. The formal presentation pictured it at the top of the "Exorcist Steps," above the Exxon station, and on the doorstep of Georgetown University. This would eliminate the need for the frequent shuttle buses the university operates across Key Bridge.

But during the public comment segment, an alternative Georgetown terminus presented itself. A station closer to the "center" of Georgetown – Wisconsin and M Streets – several blocks further east, would be more convenient for merchants and tourists. It will be interesting to see how this plays out.

An aerial gondola would impact the "viewsheds" of three National Parks: The C&O Canal NHP, the George Washington Memorial Parkway (which includes the Virginia shoreline, the Marine Corps Memorial, and Roosevelt Island), and

Rock Creek Park, which manages the Georgetown Waterfront Park. No one from these parks or the regional headquarters spoke at the meeting.

The \$200,000 feasibility study is being funded by the Georgetown Business Improvement District (BID) (\$75,000), the District government (\$35,000), Arlington County (\$35,000), Georgetown University (\$25,000), the Rosslyn BID (\$20,000), and two private developers, JBG and Gould Properties/Vornado (\$5,000 each). The feasibility study is due in September or October, followed by another public meeting. It is impossible to predict at this point when or if a gondola could become operational.

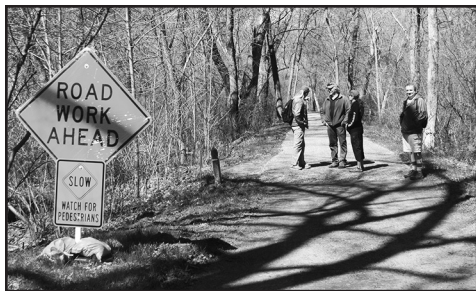
More information is available at the project website www.georgetownrosslyngondola.com.



Artist rendering of proposed Georgetown-Rosslyn gondola. www-georgetownrosslyngondola.com

Continuing Hike Series

The March 26 hike between the Hancock Visitor Center and Milepost 120 was a good day for early spring flowers. Spring beauties, Dutchman's-breeches, cutleaf toothwort, and bloodroot were all in bloom, and Virginia bluebells were in bud. The park service had been resurfacing the towpath and we appreciated the job.



Barbara Sheridan, Wayne Anderson, Barbara Elliott and Chris Colgate near Hancock admiring the towpath repaving. Photo by Pat White

The outing on May 28 at Sycamore Landing was full summer but a pleasant walk nevertheless.

The last two hikes of the year will be Saturday, October 1 and Sunday, November 20. The remains of the Dalecarlia hydroelectric plant about Mile 4.5 will be investigated in October. November's hike will be the strenuous Billy Goat Trail A. For both hikes dress for the weather and bring water and lunch. Billy Goat A is rocky with some rock scrambles; appropriate footwear with gripping soles should be worn. Starting times and locations are in the calendar on page 22 or on the Association website, www.candocanal.org.

– Patricia White, hikemaster@candocanal.org

C&O Canal Association President's Day



Above - The signature shamrock window.

Lower left - The front of the church over the entry.

Lower right - Banner commemorating the canal heritage of the church.

A lively group of Association members enjoyed the traditional President's Day breakfast at Bill's Place in Little Orleans on June 4th. After breakfast the group toured nearby St. Patrick's Church. Many Irish canal construction workers and their families are buried there. The church is known for its green shamrock window.



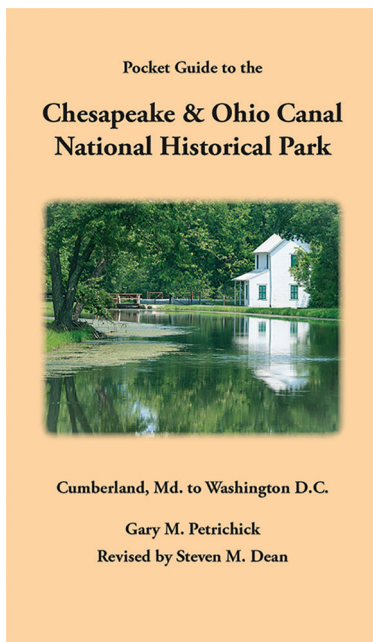
Above - Hillside view of the church.

Lower left - The crucifix over the altar was donated by Bill Schoenadel.

Lower right - One of the stained glass windows from inside the church.

Views of St. Patrick's Church

Photos by Steve Dean



The popular *Pocket Guide to the Chesapeake & Ohio Canal National Historical Park* has been revised and reprinted, and is now available for sale.

This handy book is a great way to track progress during a walk or ride on the towpath or determine the location of a canal feature or access point. It lists 580 sites and features, includes canal maps, and provides space for user notes. A laminated cover provides improved durability over the earlier editions.

The original edition by Gary Petrichick dates back to the 1994 thru-hike. This revised edition is updated to reflect the improvements to the towpath, including the restoration of Big Slackwater and the Catoctin Aqueduct. It also features the Canal Quarters sites and Canal Towns. It makes an excellent field reference companion to the *Towpath Guide to the C&O Canal* (Harpers Ferry Historical Association) or other guides.

The guide is \$3.00, including tax. Shipping and handling is 90 cents for the first book and 50 cents for each subsequent book in the order. It can be ordered on-line at www.candocanal.org/store.html; via email to sales@candocanal.org; or via U.S. mail to C&O Canal Association; P.O. Box 366; Glen Echo, MD 20812-0366.

Environmental Assessment Will Shape the Future of the Canal Park's Georgetown Section

By Ned Preston

For more than a decade, the C&O Canal Association has worked with other canal supporters to protect the Georgetown section of canal park from inappropriate development. A turning point in this controversy occurred in 2006 with the defeat of a proposal to locate a very large Georgetown University boathouse upriver from the historic Washington Canoe Club. Another important watershed was reached on July 28 of this year, when the National Park Service published the Georgetown Nonmotorized Boathouse Zone Development Plan and Environmental Assessment (EA).

The EA responds to a demand for greater boating access to the Potomac River by proposing changes at five sites along the waterfront, designated A through E. For Association members, a prime concern is naturally the three sites within the canal park.

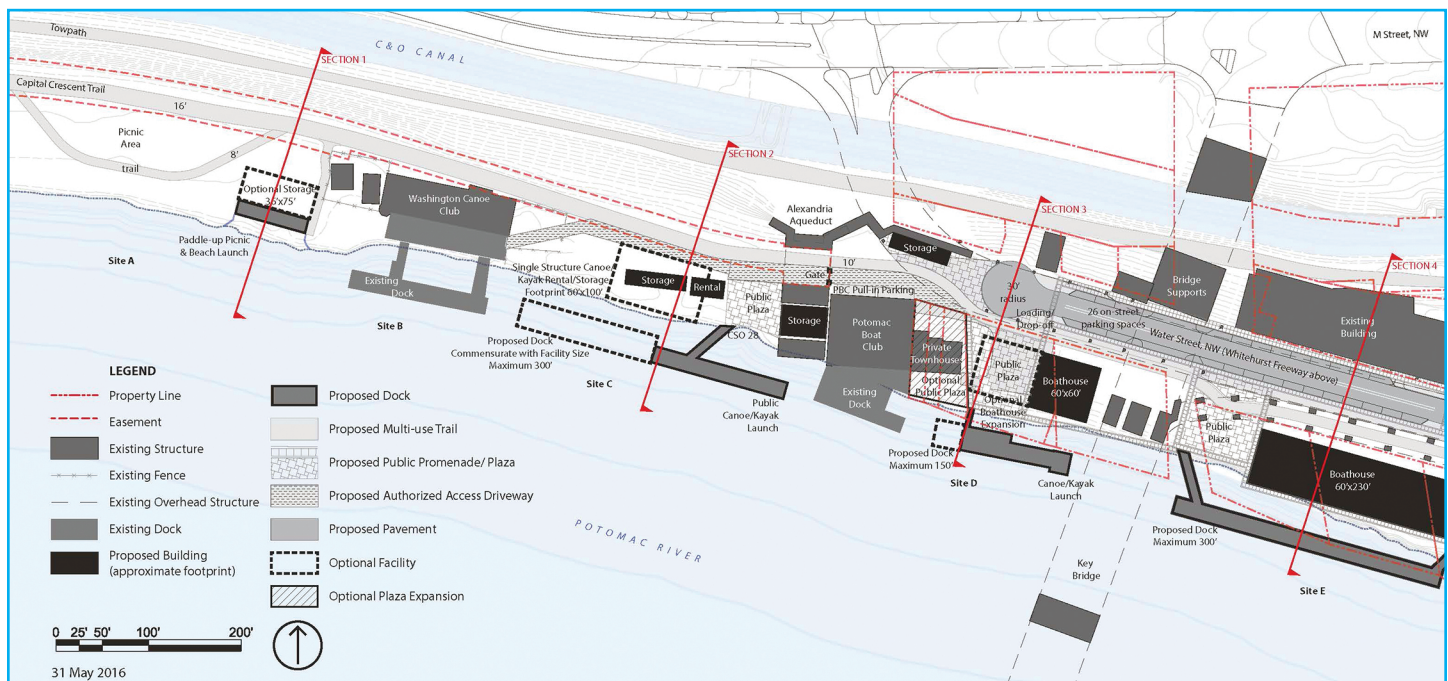
Site A, upriver from the Washington Canoe Club, would receive improvements such as a shoreline slope for launching paddle craft, a boarded walkway, and picnic tables. Depending on future demand, a small single-story boat storage area for canoes and kayaks might be added. If properly planned, these features seem generally desirable, as is the restoration of

the WCC at Site B. More problematic is the boat rental and storage facility proposed for Site C; however, this may be acceptable if thoughtfully designed and limited to considerably below the maximum footprint of 6,000 square feet and 35 feet in height.

After consultation with the board, C&OCA president Bill Holdsworth submitted the following comment to NPS on behalf of the Association:

"The C&O Canal Association applauds the Georgetown Nonmotorized Boathouse Zone Development Plan and Environmental Assessment (EA) for its agreement with many of our longstanding positions. These principles include: no private development within the C&O Canal National Historical Park; no alienation of the canal park's land in an exchange; and no inappropriate large scale development within its borders. Turning away from an earlier focus on expanding rowing facilities only, the National Park Service is seeking a balanced approach to the issue of boating access in Georgetown."

The Association welcomes the EA's recognition of the distinction between the urban setting east of the Alexandria Aque-



This image, from p. 14 of the Environmental Assessment, shows the proposed/possible new structures within the boathouse zone. Sites A, B, and C are within the C&O Canal NHP. The dotted lines indicate approximate maximum dimensions. Image courtesy of the National Park Service

duct and the rural atmosphere to the west. We hope that NPS will carefully ensure that any new structures in the upriver section of the boathouse zone do not compromise the area's historic and scenic values, or its character as part of a National Historical Park. The EA's provision that schools or universities may become dedicated tenants of NPS-owned facilities within the boathouse zone should not apply within the canal park.

If a boat storage and rental facility is established at Site C, its dimensions should respect the public nature of the location. Park visitors using the Capital Crescent Trail should be able to enjoy views of the river and not be crowded closely between the structure and the canal berm. The structure's height should not obstruct the scenic view shed; it should not even approach the maximum permitted under the EA, which would allow the building a higher elevation than the canal towpath. In its operation, the facility should be a concession that truly serves the general public. To devote half its storage area to rowing team support, which might be allowed under the EA, would be excessive. Within carefully planned limits, however, a boat storage/rental facility at Site C could be an asset consistent with the canal park's mission.

We appreciate the opportunity to submit this comment, and hope that the EA will lead to outcomes that safeguard the C&O Canal National Historical Park and help to create a positive future for the Georgetown waterfront."

The additional boating capacity that is the goal of the EA would be provided primarily by two new boathouses outside of the C&O Canal NHP at Sites D and E. A large building of up to three stories in height would occupy up to approximately 13,800 square feet at Site E, downriver from Key Bridge. A more modest facility at Site D, currently the locus of the Key Bridge Boathouse, would have a height of up to three stories and a footprint of about 3,600 square feet; however, the footprint could increase up to 6,000 square feet if the adjacent space occupied by three townhouses became available.

The EA foresees a gradual development process, and it leaves many design decisions for the future. NPS has indicated that the public will have input into those decisions, and the Association hopes to work with NPS on those that affect the canal park. Besides the proposals for Sites A-C, the EA briefly mentions a viewing terrace to be installed atop the Alexandria Aqueduct. It will be important to ensure that such a terrace would be designed to respect the special scenic and historic qualities of its location — and the same is true for designs of any structures throughout the entire canal park area.

NPS is accepting public comments on the EA until September 30 through the website parkplanning.nps.gov/nmbzea_comments. Association members are urged to submit their personal views on this important issue.

Polynesian Voyaging Society Visits Georgetown

The Hawaiian voyaging canoe Hōkūle'a arrived in Alexandria and Georgetown in May. On May 18, she landed at the Washington Canoe Club on the Georgetown waterfront, within the C&O Canal National Historical Park. Interior Secretary Sally Jewell, State Department and White House officials, and members of the Hawaii congressional delegation greeted her arrival. The canoe stayed at the Washington Canoe Club five days, giving tours and rides. Images from the visit are available at www.hokulea.com/hokulea-update-20160518_washington_dc_arrival/.

The society was founded in 1973, and the Hōkūle'a launched in 1975. Her home port is Honolulu. Her current voyage began in Honolulu in 2013, and her around-the-world cruise has taken her to Polynesia, Australia, southeast Asia, South Africa, Brazil and the Caribbean. She is visiting ports along the east coast of the U.S. from April through December of this year. In January, she will head for the Panama Canal and visit ports in the south Pacific — the Galapagos, Rapa Nui (Easter Island), and Tahiti — on her way back to Hawaii, arriving home by June 2017. The purpose of the voyage is to raise awareness and funds to help preserve the oceans and the environment more generally.

The Washington location — the Washington Canoe Club — was likely chosen by the visitors as a reference to their own sea-going canoe. But the fact that the reception was held in an unheated tent on a cold, wet day underlined the need to restore the historic Washington Canoe Club. The building, under historic protection, has been condemned. The club's members store their boats in the yard but are not allowed inside. The structural and legal questions, which have been in limbo for years, need to be resolved. This treasure, within the C&O Canal National Historical Park, should be fully and carefully restored.

— Rod Mackler

National Capital Region Paved Trail Plan

The National Park Service released its final Paved Trail Study, setting a vision that will guide future planning and coordination for trails in the National Capital Region paved trail network. While this study does not directly address the C&O Canal, it does discuss some of the canal park's deferred maintenance issues. It is available at: parkplanning.nps.gov/document.cfm?parkID=463&projectID=64643&documentID=74623

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Notes and News from the Park Library

Discovery of a nine-day error in the date for the collapse of the Conococheague Aqueduct's berm parapet: In mid-July, Dward Moore provided a file with articles concerning the C&O Canal from regional newspapers in 1920. The file contained an April 29 article from the Hagerstown *Morning Herald* that stated:

Fate placed her massive shoulder against the big stone aqueduct on the Chesapeake and Ohio Canal, spanning the Conococheague creek at Williamsport, heaved, and two spans of the east or berm side of the structure, collapsed at 5 o'clock this morning.

Recognizing that the 29th differed from the commonly found date of April 20, Dward was asked to confirm the date in his sources and Jill Craig was asked to check the date in the newspapers at the Washington County Free Library. Both confirmed the date of Thursday, April 29, 1920 for the collapse of Conococheague Aqueduct wall as Captain Frank Myers' boat entered the aqueduct. The collapse resulted in the boat being washed out of the aqueduct with the escaping water, and left lying across the creek just upstream of the aqueduct.

The correction of the date for this important event is a superb example of the kind of changes occurring regularly in specifics and broader understandings of all aspects of the canal's history due to new and better sources of information than were available to researchers in the past.

– Karen Gray

Great Allegheny Passage Through-Ride

By Pat Hopson

The first C&OCA-sponsored through-ride of the Great Allegheny Passage (GAP), 150 miles from Pittsburgh, Pa. to Cumberland, Md., took place May 21 through 25. It was a great ride, despite the rain-caused challenges, which were at least three. First, the rainy spring meant that nearly all of us hadn't trained as much as usual, so we found it a bit more tiring than usual. Then, we were rained on all of Day 1 and much of Day 2 of the ride. And then the trail was still soft from the accumulated rain, which made us slower than before. Or is it that we're just getting older?!

The GAP begins in Cumberland, where the C&O Canal towpath ends, and follows the former rights-of-way of the Western Maryland Railway and the Pittsburgh and Lake Erie Railroad. (For a concise history of the GAP, see the *TrailGuide*, a bicyclist-oriented guide to both the GAP and the C&O Canal, which is available on the website, www.gaptrail.org, and at other locations.) The surface is more bike-friendly than the towpath, so it's a somewhat easier ride. From Pittsburgh, the trail ascends gradually and steadily for 126 miles to the Eastern Continental Divide, elevation 2392 feet, at Mile 23.5; from there the trail descends to Cumberland, and most of that stretch is a fast, exhilarating downhill.

Our group of 16 riders assembled in Cumberland Saturday morning, May 21, and we were shuttled up to Pittsburgh in an unrelenting rain. When we arrived at the trailhead, at Point State Park, the rain had briefly stopped. That decided it for 10 of us who elected to ride the 35 miles to West Newton. The remaining six were shuttled to our first night's bed and breakfast (B&B) in West Newton; they spent the afternoon relaxing, snacking, and just enjoying the little village. No sooner had the shuttle departed than the rain

resumed, but we were undaunted and set off from downtown Pittsburgh. We stopped after 3 miles at the Hot Metal Bridge, one of our traditional photo-ops. Even in the rain I thought the view was spectacular, looking up the Monongahela River to downtown Pittsburgh.

Opinions vary about the first 22 miles of the ride, which go through urban Pittsburgh and then the so-called Steel Valley, along the Monongahela River. Some people consider it too industrial and dreary; but many of us consider it a fascinating reminder of the history of this area. There are many waysides describing various features and events, and there are physical reminders of the era of steel production,



The 14 finishers at the Eastern Continental Divide. Kneeling: Pam Lantz and Dennis Sloppy. Standing, L to R: Donna Sloppy, Norman Liebow, Katrina Craddock, Larry Ritzmann, Pat Hopson, John Betting, Phil Travers, Wayne Anderson, Barbara Elliott, Jane Weiler, Art Wise, and Frank Wodarczyk. Absent: Mike Holland and Paul Leatherman. Photos courtesy of Pat Hopson.



Newbie Jane Weiler passes a field of dame's rocket



Bikers on the 1908-foot-long Salisbury Viaduct

including one imposing furnace ruin across the river. At the town of McKeesport, we left the Monongahela and headed upstream alongside the Youghiogheny River, which we would follow all the way to Confluence, at the end of Day 3. The hamlet of Boston is 5 miles farther, and beyond it the trail becomes much more rural. For the rest of the ride you pass occasional small towns, but you now feel that you're in the countryside. When we reached our B&B, hot showers were the first priority, and then we all gradually moseyed over to the Trailside Inn for dinner.

Day 2 began with a mild drizzle, but the weather improved to just overcast during the day. We enjoyed the wildflowers and sights along the trail. At our picnic lunch at a campground we were met by Linda Boxx, former president and perennial guru of the Allegheny Trail Alliance (ATA), the coalition of groups that worked for many years to create the GAP. As we do each year, we made a contribution to the ATA, and we presented our check for \$400 in person to Linda. We ended the day in Connellsville, where we split up into at least three separate lodgings, because the B&Bs near the trail don't accommodate a group of our size. My group of six stayed in a B&B that now has a wine shop attached to it, and we had a delightful time unwinding over a glass of wine before cleaning up for supper.

Many of us consider the Day 3 ride to be the most beautiful of the trip. As soon as we left Connellsville, we entered Ohiopyle State Park, where the trail predates the creation of the GAP. There are several points where we stop each year - at a lovely overhanging waterfall just 3 miles along; at a side trail that follows a side stream up to a gorgeous cascade and pool; at the Ohiopyle High Bridge; where we were fortunate to be able to watch two separate groups of rafters descending the river; and then over the Ohiopyle Low Bridge into the town of Ohiopyle, our lunch stop. A visitors center for the state park was built two years ago, and its displays are filling in and getting better year by year. The downstairs gallery offers a spectacular view of the "High Falls" of the Youghiogheny River - all of about 30 foot high. The falls were as full as I've ever seen them. There are also at least two good ice cream shops in town. So we lingered here for an hour and a half or more. The post-lunch ride took us 10 more miles up the river to Confluence, where the Casselman River and the Youghiogheny join, along with a minor stream called Laurel Hill Creek.

The little town of Confluence is my favorite trail town - a lovely small gem. It seems so relaxed and peaceful, and it's small enough that you can easily explore the entire town. We walked the next morning to our usual breakfast stop, Sister's Café, which overlooks the town square and bandstand.

The morning of Day 4 took us to the Pinkerton Bridges over the Casselman River. The look of this section has changed

dramatically in the last five years, as the CSX Railroad replaced the former B&O railroad tunnel with a clear-cut that opened up the CSX route to allow double-stacked rail cars. Meanwhile, the ATA raised funds to rehabilitate the former Western Maryland tunnel for use as the GAP route, and the rehabilitated tunnel re-opened in September 2015. Prior to then the route of the GAP followed a 1.25-mile detour around the Pinkerton peninsula. Our group had contributed to this fund at least twice in recent years. It was delightful to experience the tunnel route for the first time; but I also missed the detour route, which goes through a lovely forest.

We continued to Rockwood, Mile 43.5, where we took a short detour into town for lunch. Beyond Rockwood, one definitely feels that they are out of the mountains and into open views and farmland. The highlight of the afternoon was crossing the Salisbury Viaduct at Mile 33.5. The 1908 foot long structure is 101 feet high and carries the GAP trail over the Casselman River, a highway, and the CSX railroad track. There are wide-open views here, including the sight of several wind farms on the far hillsides. Then it was about 2 miles more to Meyersdale, Pa., where we again split up among several lodgings. We all gathered for dinner at a favorite restaurant.

Day 5 brought the excitement of pedaling up to the Eastern Continental Divide, 8 miles east of Meyersdale, where the ATA has created several murals and displays. We got our traditional group photo at the Divide, taken by the leader of another group that had arrived there shortly before we did. Then about 1.5 miles further we entered the Big Savage Tunnel, 3294 feet long (176 feet longer than the Paw Paw Tunnel), dimly lit and refreshingly cool on a hot day. Just beyond the tunnel is a wonderful overlook of the ridges and valleys to the east; one can easily distinguish the gap just outside the town of Cumberland. And another highlight appeared in less than 2 miles - a little park marking the Mason-Dixon Line, where we left Pennsylvania and entered Maryland. And then came the fastest, most sustained downhill of the trip, about 5 miles to a trail kiosk below the town of Frostburg, with a second tunnel along the way. We were pleased to see that since last year a small pavilion and a water fountain have been added, bringing welcome shade and the chance to refill water bottles. We enjoyed our picnic lunches here. The grade lessened after we left the kiosk, but it still provided a fairly fast downhill ride.

We soon came alongside the track of the Western Maryland Scenic Railroad and followed it the rest of the way. The final miles included a short third tunnel, which is shared with the railroad track. A sign warns bikers not to enter the tunnel if a train is approaching. Then it was on to Cumberland, where we assembled for another traditional group photo by the mule statue. Then came packing up, saying goodbyes, and hitting the road for the drive home. Another great ride had come to an end.

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**

1902–1904:

The Canal Towage Company Formation and Railroad Interests in the Canal¹

As covered in my last column, in 1890 the court handling the C&O Canal Company bankruptcy had suspended its order for the canal to be sold and allowed the trustees of the 1844 bonds (who had also acquired the rights and priorities of the 1878 bonds) to restore the canal and control its operation for five years. In 1896 they extended this arrangement another five years to 1901, and allowed the trustee-controlled C&O Canal Company to contract with the Chesapeake and Ohio Transportation Company of Washington County (C&OTC) to handle the operation and modernization of the canal under an imaginative program of improvements that would never materialize.

In 1901 the court once again extended the trustees' control of the canal company (and thus of the canal) for six years—a decision that was appealed by parties wanting it sold, but that was confirmed by the higher court on Jan. 16, 1902. The contract with the C&OTC continued.

There were about 150 boats operating on the canal in 1901 and in the spring the boatmen struck, claiming that, given the high price of mule feed and the cost of hiring crew, they could not make a living at the current rate of 70 cents a ton from Cumberland to Georgetown. Interestingly, a significant number of boats were being “hired” from their owner by the captains. The owners, however, agreed to reduce the amount charged for the boat from \$15 to \$10 (that appears to be a per-trip cost).

The strike ended with the captains being paid 80 cents per ton for coal shipped to Georgetown (an increase of 10 cents) and 40 cents for coal shipped to Williamsport (an increase of 5 cents). In the fall, after weeks of low water levels in the canal that required a significant reduction in cargo size, the boatmen would again threaten to strike if their payment per trip were not increased—doubtless necessary as trips with boats less than full would have earned significantly less.

It comes as something of a surprise that apparently at this time a significant number of captains had to rent a boat. Although references to rental arrangements have been

encountered in other sources, there is no indication that it was common during most of the operating years of the canal. Finding the boat rental situation in the 1902 newspaper reports does serve as a reminder that we do not know that boats serving as both home and workplace for nuclear families were at all common until the very last years of C&O navigation.

Of course, the Consolidation Coal Company (CCC) had a large fleet of boats at this time and it seems most likely that those captains were paid as CCC employees but likely were expected to hire their crew from those payments. While various records suggest that throughout the canal's operating years members of a crew were frequently related, there is no indication that any significant number of boats were both home and workplace to nuclear families (i.e., including wives and small children) as seemed to be the case by 1923.

The Formation of the Canal Towage Company

On Jan. 20, 1903, a meeting was held at the offices of Steffey and Findlay in Williamsport between representatives of shipping firms and canal boatmen and George L. Nicholson, general manager of the C&O Canal. Nicholson that a syndicate was to be formed that would take over boating on the canal and hire the boatmen at a salary of \$100 a month.

This was apparently the first public announcement of what would eventually be named the Canal Towage Company (CTC). Nicholson explained that the new company had purchased all the boats owned by the CCC (some 66 boats at the end of 1902) and by H. C. Winship. Later reports indicated that it had also purchased the F. Merton's and Sons boats. The company (still referred to as a “syndicate” at that point) was said to involve a partnership between the Pennsylvania Railroad Company and the CCC.

The new company was to provide mules and other boat essentials such as ropes, etc. The \$100 a month salary was expected to cover the costs of one helper and two towboys and allow the captain more earnings than they could make by hiring and operating a boat independently. The boatmen, however, responded that a steersman would cost \$20 a month and each towboy \$15 (thus a total of \$50 for a basic crew). Adding the cost of board for the crew, captains said they would clear only \$15 a month themselves. Nicholson countered that steersmen should be available at \$18 and towboys at \$12 and that captains should clear about \$30 after all their expenses were paid. It was emphasized that the boatmen would earn their monthly salary even when there were down times on the canal or at the wharves.

While the boatmen were unhappy with the new proposition, the shippers approved of it. It was said boats would be

operated day and night and navigation be made as rapid as possible. The new company would have its own stores for boat supplies such as snubbing and tow lines, and for mule feed.

In subsequent meetings up and down the canal the boatmen were offered the choice of earning \$100 a month or being paid by tonnage at the rate of 22 cents per ton to Williamsport and 40 cents to Georgetown. While the boatmen preferred the tonnage arrangement, they ultimately demanded 40 cents to Williamsport and \$1 to Georgetown. However on Feb. 7, Nicholson gave the boatmen a deadline of March 1 to accept the 22/40 cents per ton pay rates while also announcing that applications for the CTC boats would begin to be accepted on Feb. 20. Clearly anyone wishing to operate a coal boat on the canal would have to accept the 22/40 cent tonnage rate. While a few non-coal boats were still operating on the canal (and were neither acquired by nor operated by the CTC), jobs on them would have been rare and perhaps even less remunerative.

It must be emphasized that throughout the trusteeship years the newspaper reports appear to constantly confuse or misstate the legal status, titles and responsibilities of: (1) the 1844 bond trustees; (2) the C&O Canal Company with its annually elected officers and directors; (3) the elusive C&O Transportation Company (C&OTC); and now, (4) the Canal Towage Company (CTC). It is especially impossible to document the C&OTC. Until and unless actual corporate documents and contracts between these various entities are found, the details of their role in the canal operation and maintenance can't be finally determined.

In any case, in the 1903 newspaper articles one finds references to a "transportation company" and whether that documents the continued functioning of the C&OTC or is simply a misnomer for the C&O Canal Company, is unclear. Significantly, however, on Feb. 16, 1903, it was reported that the Trustees who have court-authorized control of the canal company insist that they can't help the boatmen in their efforts to increase the tonnage rate, as coal transportation on the waterway is not controlled by them but is now under the Canal Towage Company (which appears for the first time on this date under that name).

This would be correct. The C&O Canal Company charter (still in effect) did not allow the canal company to operate boats commercially. It was chartered only to create, maintain, and operate the canal as a toll waterway—although also with the ability to lease property and water rights from which it continued to make money after it closed to navigation in the spring of 1924.

If the corporate relationships are confusing at this time, the status of G. L. Nicholson was equally so. He first appeared in upper level management of the canal company under the trustees in 1891 and was usually referred to as general manager in subsequent trusteeship years. However, during this confusing time when the CTC was being organized (and likely its precise purpose and relationship to the canal company in flux), he appeared in diverse articles as: "representing the new "syndicate:" general manager "by appointment" of the "Transportation Company" (taken to be the C&OTC or the not-yet-fully incorporated CTC); manager of the (now fully named) Canal Towage Company; "formerly general manager of the C&O Canal Company, now president of the Canal Towage Company;" general manager of the CTC; superintendent of the canal; manager of the canal company; and last but not least, "manager of the Canal Towage Company" said to control traffic over the waterway "in this year." Mr. Nicholson continued to be employed by the canal company in a position with similar titles until the canal passed to the U.S. Government in 1938.

The Western Maryland Railway, Fuller Syndicate and "Wabash Railroad"

In February 1904, with the support of the Maryland legislature, the Western Maryland Railroad Company had 10 to 15 miles of unused C&O Canal land condemned for their new extension of 65 miles from Cherry Run (at the upper end of Big Pool at Mile 114 on the canal) to Cumberland. The railroad also obtained permission to cross the canal at seven locations as well as to acquire canal land on the river side for the waste material from the rail line construction (on the berm).

A lengthy article in the Feb. 16, 1904 *Frederick News* reviewed the canal's history and current court-supervised trusteeship status. It then emphasized that, with the construction of the Western Maryland RR to Cumberland, "the old waterway [is] off the market, so far as steam railroads are concerned."

This was a critical moment in the canal's history given that the court in 1890 had suspended its order for the canal to be sold and allowed the trustees to repair and operate it on the principle that the repaired and operating canal would either earn enough to pay debtors or ultimately sell for more than if it were derelict. In either case the court saw its decisions as protecting the canal's value for those with claims on it. Now, with the Western Maryland scheduled to reach Cumberland in a short while, the canal's marketability to any other railroad appeared to have all but vanished and its sale value dependent on other possible uses.

Be that as it may, the article reminds us of the explosion of electric rail lines that was occurring at this time as it concludes:

The question now arises: "What shall be done with the canal?" Many think its future value will be in supplying a foundation for an electric railway between Cumberland and Washington.

On July 27, another answer to the question of what to do with the canal appeared with the Fuller syndicate's purchase of the controlling interest in the Western Maryland Railroad. Associated with George J. Gould I (son of the famous railroad financier and speculator, Jason "Jay" Gould), the Western Maryland was to be part of a transcontinental system referred to in the region's newspapers of the times as the "Wabash." By 1904 the Gould interests were said to be considering use of the Western Maryland and C&O Canal right of way to reach Georgetown, where they would build a tidewater terminal. \$4 million was said to be the minimum price for the canal—an amount the Washington Times opined could be paid by the Gould people "without the least embarrassment, should they decide to do so."

In the next few days more articles appeared concerning the Gould interest in buying the C&O Canal, with Maryland's interests (by virtue of its C&O stock holdings) in the canal said to be a major consideration in any sale and determination of price. However, on July 31, 1904, the Washington Times reported that Governor Edwin Warfield, as a result of an examination of the state's accounts, had learned that:

There was no evidence in the possession of the State's representatives that Maryland had any such interest in the waterway. Or in other words, in the possession of the treasurer indicating that the State owns any part of the canal.

Surprising as this situation was to Maryland officials, the complexity of the canal's indebtedness, especially as regards the status of the stockholders, makes it somewhat understandable. Possibly Maryland's officials in 1904 did not fully recognize the significance of the 1896 and 1900 acts that had waived and released "the liens of the State of Maryland upon the corpus of the canal and upon its tolls and revenues in favor of certain creditors." Even if the state did locate its original stock certificates, the bankruptcy court in 1890 had recognized the majority 1844 bond holders (now represented by the trustees put in control of the canal) as those with the primary claim on any income from the operation or sale of the canal. There was no reason for any C&O Canal stockholders to expect that they would ever see any remuneration for their investment in the canal or acquisition of stock certificates.

By Dec. 1, 1904 Cumberland's *Evening Star* was reporting that Maryland had determined to sell its "interests" in the C&O Canal "that are in equity, and any purchaser of those interests will be subject to that equity." The wording makes clear that any value that these "interests" might have must reside with the equity courts (in D.C. and Washington County, Maryland) handling of the canal's bankruptcy when/if it distributed any available income.

Bids for the state's interest were opened on Dec. 2 when it became apparent that there were only two:

That of F. S. Landstreet, who bid as an individual, but who is said to be representing the Western Maryland Railroad Company, of which he is general manager and vice president. His bid was \$155,000 at par. The other bid was that of J. H. Wheelwright, who is connected with the Consolidation Coal Supply Company [sic], and who is understood to be bidding for the Baltimore and Ohio Company. His bid was \$151,000.

On Dec. 23 the *Washington Times* reported that the state would accept Landstreet's bid which represented Maryland's final divestment of its C&O Canal interests. In addition, it was said that "the Georgetown coal trade will not be disturbed by the deal, as the Wabash company intends to preserve the waterway."

In the end Gould's efforts failed when trouble developed among the upper echelon of Wabash administrators in 1905, and the panic of 1907 contributed to failures of key parts of the system, beginning with the Western Maryland that entered receivership in 1908.

Once again, no good solution to the canal's situation lay on the horizon and the court-supervised provisional trusteeship struggled on.

Note:

1. Note on sources: Those wishing to read for themselves the newspaper reports that have been referenced in this column will find them in the pdf files prepared by William Bauman and hosted on the C&O Canal Association website at: www.candocanal.org/histdocs/newspaper.html

Additional files containing related legal documents such as court rulings, etc. are available in Microsoft Word or pdf from the author of this column at the C&O Canal NHP headquarters library by sending an email request to karen_gray@partner.nps.gov.

On The Level By Level Walker Chair Steve Dean

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

Summer, like winter, is a time that some prefer to avoid, while others relish it. Many people dislike the heat and crowds of summer, and prefer the solitude of the colder months. I do notice a pattern as I go through the reports, and the summer and winter people balance each other out. So far this year has been relatively kind to the park. We haven't had any big storms and hope it stays that way. One thing we have learned, though, is that it doesn't take a storm to cause a risk of tree falls. With the damage caused by emerald ash borers, trees are subject to fall or shed branches at any time. I recently observed this a couple months ago when a large tree branch suddenly fell on the towpath just after I had turned off to go look at a culvert. Be careful out there!

— Steve Dean, levelwalker@candocanal.org

Level 1 Tidelock to Incline Plane: John Barnett, occasionally with Mary Budarz, reports May 20; June 5 and 7; and July 7: The aqueduct and 29th Street bridge areas had the highest concentration of trash, as usual. The base of the tide lock is progressively growing in. **John and Valerie Wheeler, with Barbara and Tad Baldwin, report June 19:** It was a beautiful and hot day. Although we picked up a lot of trash at the aqueduct, we left lots more that we couldn't pick up.

Level 2 Incline Plane to Lock 5: Rod Mackler reports May 18 and 20: There were few ruts on the towpath, all on the canal side; none was serious enough to hinder walkers or bikers. A family of geese – two adults, nine goslings – blocked the towpath for a while during one of the walks. I looked for ash trees. As I had guessed, once I started looking for them they seemed to be everywhere. I didn't do a complete inventory, but all the one I saw were in fine shape.



A peaceful day on the towpath, with crossing geese and the Capital Crescent Trail on the left. Photo by Rod Mackler

Level 3 Lock 5 to Cabin John Creek: Hugh Robinson and Marilyn Stone report July 27: Nothing was moving due to high heat and humidity, and very few people were on the towpath. Towpath was clean but Lock 7 parking lot was littered.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports May through August: The towpath was monitored over numerous walks, through all conditions. Nothing unusual was reported.

Level 5 Lock 14 to Bridge at Cropley: Jim and Jan Heins report July 13: The canal prism was drained due to wall leakage, which leaves a bit to be desired as far as aesthetics are concerned. Park users were mostly bikers and joggers on this warm day.

Level 6 Bridge at Cropley to Lock 20: Jan Kuhl reports May 19, June 9, July 7 and Aug. 10: The level typically has a moderate amount of trash, with bagged dog waste the biggest offender many days. Usage is always moderate to heavy on this level. In June two busloads of elementary school students were visiting the park.

Level 7 Lock 20 to Lock 21: Bridget Sisson and Oren Swain report June 16 and 18: The level was mostly clean. We cleaned up some debris that had been left on the towpath by a brush cutter. We noticed what appeared to be fish nets on the canal bottom. **Jim and Lisa Goheen report June 16 and Aug. 5:** The towpath was relatively clean on both dates. In June, around 50 fish were seen jumping out of the water and thrashing about. **Nancy Benco reports July 11:** The towpath was dry and relatively smooth. Culvert 22 has some water running through it, but the inlet seems to be blocked by debris and a fallen tree trunk.

Level 8 Lock 21 to Lock 22: Steve, Karen and Meg Appleton report June 18: Erosion continues near the Pennyfield lock house. There were many cars at Swains lock. **Jack and Karen Forster report June 24:** The level was in good condition. We spoke to one youthful walker who had begun in March in Tallahassee and was walking to Oregon, aiming to reach there by October. He had art in his pack that he had drawn along the trails.

Level 9 Lock 22 to Seneca Aqueduct: Paul and Rita Marth report June 13: Debris is starting to build up at the Dam 2 river lock at Violette Lock. Several large turtles were out and a deer was observed crossing the canal. **John McGraw reports June 29 and 30; July 4:** The level was clean on these hot and humid days. Many users were out. The Pennyfield approach road is very rough. There were numerous turtles south of Violette Lock. Queen Anne's lace and trumpet vine were prominent along the level.

Level 10 Seneca Aqueduct to Milepost 25: **Carol Purcell reports June 10:** Fisherpersons appear to be our biggest trash and debris creators who need to learn to pick up after themselves. The condition of the wooden stairs at Riley's Lock and the very bad boards on the bridge over the missing section of the aqueduct are major concerns. The hole in the prism by Culvert 35 is still there and sadly has grown bigger with all the rain this spring. There were not many logs or areas above the water line in the boat basin, but all the available ones were covered with turtles. **Paul Graunke reports June 16:** There are several short stretches of rutting in the towpath, mostly between Mileposts 24 and 25, though the dip near the Milepost 24 has been elevated with some gravel. It was mushroom season, and seven species were noted.

Levels 11 and 12 Milepost 25 to Lock 25: **Pat Hopson, Carol Ivory, and Frank Wodarczyk report July 24:** Edwards Ferry was relatively clean. We were able to clean debris out of the Goose Creek river lock because of the low water level. The conditions of the river lock have degraded since 2012 and it is in need of stabilization. Flora along the towpath included wild blue phlox and common chicory.



Fallen stone work and debris at the Goose Creek river lock. Photo by Pat Hopson

Level 13 Lock 25 to Harrison Island: **Liz Wagner reports June 12:** The bridge at the Broad Run Trunk has a wooden board that is rising-up and it will need some attention at some point. All the structures are in good condition and the areas around the structures are mowed and litter free.

Levels 13 and 14 Lock 25 to Whites Ferry: **Bob Robinson reports May 24:** Given the weeks of rain before this walk, towpath conditions included numerous mud bog areas and high plant growth along and in the middle of the towpath in spots. The multiflora rose continues its steady march on these levels.

Level 15 Whites Ferry to Lock 26: **Jon Wolz reports May 31 and June 27:** I conducted an emerald ash borer check during the May walk. My wife and daughter walked part of the way with me. As I was walking along looking up at trees my daughter

saw a large black snake on the towpath in front of me, and saved me from a close encounter with a snake. The National Park Service did a good job clearing brush around culverts. Fishing related trash at Dickerson remains a big problem.

Level 16 Lock 26 to the Monocacy Aqueduct: **Mike Ciancoisi reports March 6 and July 2:** In March the level was the cleanest I had ever seen it. I noted that the granary ruins at the Monocacy basin are losing some stones. The log jam at the Monocacy Aqueduct has gotten progressively higher. Boats can still get by. **Jon Wolz reports May 25, June 20 and July 8:** In May I checked for emerald ash borer damage and noted 13 trees. This is a very busy level, with generally large amounts of trash. In June I encountered a Boy Scout troop on bikes. Some of the boys were pushing their bikes and appeared stressed. I asked them how far they were going and they said 57 miles.



Debris build-up at the Monocacy Aqueduct in July. Photo by Jon Wolz

Level 17 Monocacy Aqueduct to Noland's Ferry: **Earl Porter reports June 20 and July 26:** Greenery is growing on the blockages behind the Monocacy. This level continues to yield a large amount of trash. In June I encountered a through-biker from Canada who was very impressed with the canal. I also encountered a large Boy Scout troop (probably the same group encountered on Level 16).

Level 18 Noland's Ferry to Point of Rocks: **John and Susan Anderson report May 30:** This very busy level was in good condition. There was very little rutting but the towpath was muddy in spots. **Kerry Gruber reports June 28:** The towpath had little trash. Most trash was from Calico Rocks Hiker-Biker camp area, where someone had left remains of a crab feast. The day lilies were ending and not a lot else was in bloom. Japanese stilt grass is on this level.

Level 19 Point of Rocks to Catocin Aqueduct: **Lynn Walker reports July 29:** There appears to be no change in the log jam at the Catocin Aqueduct. The log jam has formed an island that blocks the upstream end of the NW arch and partially blocks the other two arches. There is typically an excessive amount of trash, mostly beer cans, at the boat ramp area.

Levels 19 through 21 Point of Rocks to Lock 31: **Don Peterson reports May through August:** Towpath was monitored over numerous walks. Conditions are generally good on all three levels, and no significant issues were reported. Local dog walkers are seen on a regular basis, and occasional horseback riders are observed.

Level 20 Catoctin Aqueduct to Lock 30: **Michael and Judi Bucci report May 31:** As usual there was a lot of trash on this level. We found a fire extinguisher and a wooden door in the brush along the road section of the towpath leading to the town campground. Queen Anne's lace in was in the process of blooming

Level 22 Lock 31 to Lock 33: **Karlen Keto reports June 19:** My dog, Chessie, and I walked until our water was half gone, so we made a U-turn back to origin. Lesson learned. There was nothing unusual to report about the towpath, though it was very clean.

Levels 23 and 24 Lock 33 to Dargan Bend: **Cathy and Todd Baldau report May 30:** Both levels were in good condition. It was a busy day and the lots all full on Harpers Ferry Road with people trying to create new ones in dangerous manners. People were also parking in Sandy Hook and walking down to Lock 33. We encountered one biker with a tire issue at Lock 34.

Level 25 Dargan Bend to Lock 37: **Dave and Barb Collins report June 25:** Conditions were good considering all the recent rain. Lots of Paw Paw trees were coming out.

Level 27 Antietam Aqueduct to Lock 38: **Jonnie Lefebure reports June 19:** There were numerous walkers, runners and bikers, including one with a little dog in a bike basket. The towpath was remarkably clear considering the large number of users. A camp host was not present at Antietam.

Level 28 Lock 38 to Lock 39: **Bill Warren reports July 21:** The level was clean. A dead branch that had been hanging over the Lock 38 area was removed since my last visit. The towpath was dry.

Levels 28 and 29 Lock 38 to Snyders Landing: **Clifford Smith reports May 17; June 6; July 21; and Aug. 1 and 14:** The towpath is generally in good condition. The river water level was surprisingly low in August despite recent rains. This area has a frequent walker who is uninformed about garlic mustard, and pulls it and drops it on the middle of the towpath.

Level 29 Lock 39 to Snyders Landing: **Steve and Joni Bittner report June 26:** It was a beautiful Sunday afternoon on the canal and river. The towpath was clean and in good condition.

Level 30 Snyders Landing to Lock 30: **Margie Knott and Cat Pham report June 27:** It was a quiet day on the towpath. The towpath was in fair condition. There were many downed trees; some caused by strong winds; others were cut down by the National Park Service.

Level 34 McMahons Mill to Opequon Junction Hiker Biker: **Tom and Linda Perry report June 18:** The volume of park users increased as we moved toward McMahons Mill. We encountered a couple of dozen young men and women at the swimming place with the rope. They were very friendly and promised that they would carry out their trash.

Level 37 Falling Waters to Lock 44: **Jim Tomlin reports Aug. 4:** The towpath was somewhat moist but smooth. Six blowdowns were removed recently. The culvert areas have been mowed recently. The level is in good condition.

Level 40 Nettle RR Bridge Piers to Dam 5: **Vallie Compher reports June 10:** It was a great day along the canal with lots of bikers, warm sunshine and birds. As a birder it was a perfect walk, starting with four wild turkeys that were spooked off by a white tail deer. Lots of chickadees, tufted titmice and a variety of sparrows, thrushes, and sparrows brought the woods alive with their loud chatter and flying from tree to tree. Pileated and downy woodpeckers showed up. Then I spotted a brilliant blue bird on a tree branch, an indigo bunting. Most of trash I found was related to fishing.

Level 43 McCoys Ferry to Fort Frederick: **Jill Craig and Julie Zamostny report May 29:** About half of the level is watered now. Two of the culverts on the level have been cleared fairly recently, with grass and trees cut back. It was very green and leafy, but there was not much bird life, not even ducks.

Level 44 Fort Frederick to Ernsville: **James Biasco reports June 10:** The towpath was clean on this visit, which is a normal condition. The towpath was dry and solid with one major pothole still needing repair at Mile 113.8.

Level 45 Ernsville to Licking Creek Aqueduct: **Dennis Kubicki reports July 27:** I generally do my walks on weekdays and see very few people. Generally, the towpath was in good condition with no significant rutting or obstructions. There was one rather deep and treacherous looking pothole, with exposed tree roots that was located about 100 yards east of the WMRY trestle. As there wasn't much rain in the the preceeding two weeks, there were no locations where puddles of water were observed. There was almost no deadfall other than that well off the path. The National Park Service seems to have mowed recently. This was particularly noticeable at the culverts and along the sides of the towpath.

Levels 47 (upper) and 48 Little Pool to Round Top Cement Mill: **Phillip M. Clemans reports June 3:** It was sunny, with a "monsoon" and then sunny again. The towpath was in good condition and structures were stable. I saw six pileated woodpeckers between Mileposts 126 and 128. There were graffiti on the U.S. 522 bridge, where I spent about a half-hour during the downpour.

Level 49 Round Top Cement Mill to Lock 53: **Kristin Zimet reports May 24:** I brought three master naturalist friends along with me to share in the enjoyment and the observations. We

C&O Canal National Historical Park Staff Updates

The C&O Canal National Historical Park has recently made four staff assignments. Ben "BJ" Helwig has been selected as the park's new partnerships coordinator. Ben has an undergraduate degree in American studies from Temple University and a masters degree from George Mason University in geographic and cartographic sciences. Ben recently served as the supervisory park ranger for the Western Maryland interpretive operation and is familiar to many Association members.

Jose "Allan" Brambila has been selected as the park's grants management specialist. Allan is a graduate of Nicholls State University with a major in history and completed his masters degree at the University of Louisiana, Lafayette, in public history. Allan was recruited through the Pathways Program and just finished a seasonal appointment as an interpretive ranger at Jean Lafitte National Historical Park and Preserve.

Sophia Kelly is the park's new cultural resources manager and historian. Sophia has an extensive background in cultural resources. She previously served as a cultural resources manager for the Arizona State Park system. This assignment included fulfilling chief archaeologist and cultural advisor roles for 30 parks. Sophia has researched at Arizona State University and is a registered professional archaeologist.

Matt Graves is the incoming Western Maryland Supervisory District Park Ranger. His National Park Service experience includes working as a division chief, interpretive operations supervisor, education specialist, and front-line interpreter in 14 parks including Glacier, Yellowstone, Shenandoah, Olympic, Assateague Island, Harpers Ferry, C&O Canal, and Klondike Gold Rush. He was most recently assigned to the Appalachian National Scenic Trail.

– National Park Service and LinkedIn

(On the Level – continued from p. 15)

enjoyed a good variety of birds, but there were fewer of each species than usual. We did find yellow warblers, ovenbirds and northern parula warblers; scarlet tanagers and orioles; cedar waxwings and indigo buntings; red-eyed vireos, blue-headed vireos and warbling vireos; red-bellied woodpeckers and downy woodpeckers (a noisy nest of the latter); goldfinches and Carolina wrens. It was a banner day for ravens – six of them – and for least flycatchers – eight. Some large bird has built a nest right at the top of the Devil's Eyebrow. We heard only one pileated woodpecker, no hairy woodpeckers, yellow-bellied sapsuckers, hawks, waterfowl or bluebirds – very unusual. Dame's rocket was everywhere, purple and pink and white. Lizard's tail leaves are already up. Deptford pink was vivid pink here and there, and bulbous buttercups were a splash of yellow. Garlic mustard is spreading, and so is Japanese knotweed. Level walkers could be trained to address knotweed before it becomes a huge issue. **Paul Petkus reports June 25:** Towpath conditions were generally good. It was evident that the storm that hit much of Maryland on June 21 caused some tree damage on this level. The level of the Potomac River was high due to recent storms, but nothing concerning. I encountered several bikers, including some through-riders. Butterflies were much in evidence; zebra swallowtails were the species most frequently seen. There was a profuse assortment of wildflowers seen. Deer were present, many were does with fawns.

Level 51 Dam 6 to Lock 56: Bill Holdsworth reports June 22: On this warm summer weekday, I encountered 33 bicyclists on the towpath. It's very unusual for so many to bypass the more popular WMRT. Towpath conditions were good.

Levels 53 and 54 15 Mile Creek Aqueduct to Lock 60: Dennis Kubicki reports May 26 and Aug. 9: The towpath was clean and in good condition on both dates, as were the structures. In May I conducted an emerald ash borer survey. During the August walk conditions were a bit muddy and vegetation was quite high.

Level 55 Lock 59 to Culvert 208: Paul Petkus reports June 11 and July 24: Culvert 208 has not degraded further since the damage first reported in March. The towpath was in good condition on both walks. Wildlife sightings were extensive, including 13 species of butterflies. Several wood duck families were sighted. The July walk five years to the date of my first walk on Level 55, and the 55th level walk I've conducted (including 32 from Level 49).

Levels 66 through 68 Lock 74 to Wiley Ford Bridge: Jim Lyons reports July 11: I encountered four bikers and one homeless guy around Evitts Creek Aqueduct. There was a rather large gaggle of Canada geese around MM 178. There is quite a bit of large debris in the canal, especially around Mexico Farms. They area appears to be considered a local dumping ground by some.

Levels 68 and 69 Evitts Creek Aqueduct to Cumberland Terminus: Bob Mischler reports May 20: The towpath was in good condition but a bit muddy in places. The canal was about half full of water. I conducted an emerald ash borer damage check. I noted Dame's rocket, blackberry and some daisy fleabane.



Wood ducks. Photo by Paul Petkus

Washington Suburban Sanitary Commission Extended Water Intake Project

By Rod Mackler

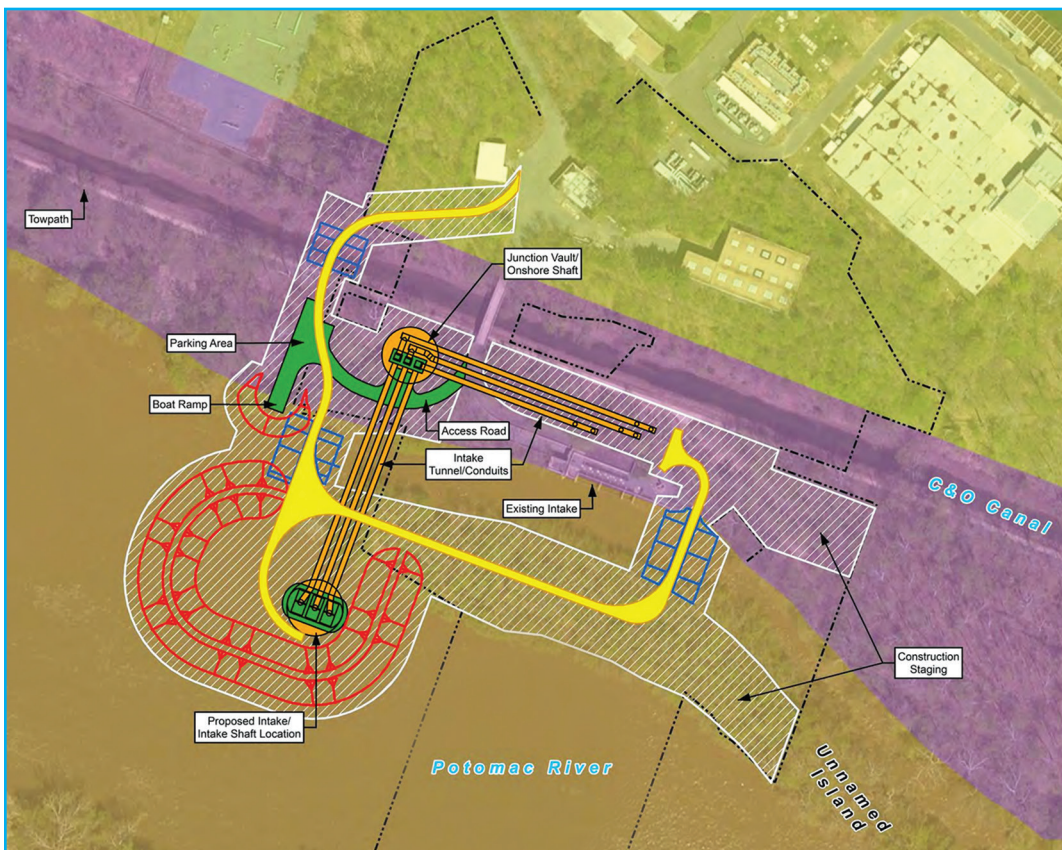
The Washington Suburban Sanitary Commission (WSSC) has proposed to submerge the water intake for its filtration plant just above Swain's Lock, at Mile 17.5. The current intake is onshore, while the proposed one would be about 150 feet out into the Potomac River. The current pipes take in quite a bit of mud, especially after rainfall, and that water requires large quantities of chemicals to settle out the dirt. These chemicals are then flushed back into the river. An intake further out in the river would take in cleaner water, which would require less treatment and fewer chemicals. This would be a good thing.

What is the downside? The work would require about four years, the removal of about five acres of trees, a barrier across the canal, and intermittent closing of the towpath.

1. Towpath closing. The intake would be built about 50 feet below the surface of the river, requiring a tunnel through bedrock, removing 250,000 cubic yards of stone. Obviously, this would take a lot of blasting. Each time a

blast is imminent, the towpath would have to be closed for up to 15 minutes.

2. Noise. The noise from the blasts would disturb the "visitor experience" perhaps as far as the Swain's Lock campground and future Canal Quarters.
3. Canal block. In addition, WSSC proposes to build a temporary road across the canal prism for trucks to access the construction site. Each time a truck needed to cross, walkers and bikers on the towpath would have to wait. There would be culverts through the dam in the prism to allow water to pass from the inlet at Violette's lock to Swain's, Great Falls and beyond. These culverts would not be large enough, however, for kayaks and canoes to pass without portaging.
4. Environmental cost. Despite the best efforts of the planners and construction team, there would be damage to native aquatic plants and wildlife. Two archaeological sites would be disturbed.



- The center (purple) area is property of the C&O Canal NHP.
- The upper (light green) area is the WSSC site on River Road.
- The lower (brown) areas belong to the state of Maryland.
- The thin line in white denotes the outer boundary of the project, with the oval out in the river being the temporary cofferdam that would be in place while work proceeds on the new intake.
- The dark green areas are the new boat ramp, the new intake and the new parking area WSSC personnel.
- The orange lines are the three new pipes, each 10 feet in diameter, from the intake to the shore and from that point to the old intake.
- The yellow lines are the temporary access roads for the equipment working on the construction, including the removal of the stone blasted out of the tunnel. One of those roads crosses the canal prism and towpath.
- The dark blue lines are the embankments and culverts to support the temporary access roads.
- The red lines indicate the cofferdam to protect the work site from the river.

Tunneling to Onshore Shaft – West of Existing Intake. Image courtesy of the National Park Service

What would the Park gain?

1. New real estate. In exchange for the trees removed, and for a “permanent easement” for the water agency to use Park property, WSSC would buy a new piece of property in a place of the Park’s choosing.
2. Mitigation Impact Fund. WSSC would contribute to a fund to compensate for any damage done to wildlife – aquatic plants, fish, birds, bats, etc. – that might be disturbed by the construction. Planning numbers for this fund are on the order of \$5.7 million.
3. WSSC would mitigate a wetland area between Lock 13 and the river, essentially under the Capital Beltway’s American Legion Bridge.
4. WSSC would build a new boat ramp, parking area and access road, but these would be available only to WSSC personnel maintaining the new structures.

The Park has published a 226-page environmental assessment (plus 207 pages of appendices and attachments), and held a public meeting at the Potomac Library on July 14 to present the project. The documents are available at: parkplanning.nps.gov/document.cfm?parkID=177&projectID=15128&documentID=73817



Current water intake location. Photo by Rod Mackler



Towpath and the WSSC crossover bridge. Photo by Rod Mackler

Dr. George E. Lewis Receives Distinguished Citizen Award

The Frederick County Boy Scouts of America is presenting the 21st “George Delaplaine Distinguished Citizen Award” to Dr. George E. Lewis, Jr. A scout, retired army colonel, veterinarian, and conservationist, Dr. Lewis epitomizes the values of the Scout Oath and Law, and is an example to the more than 1,800 Scouts in Frederick County of a life where service and community are a part of a life well lived. Scouts in Frederick County are served by the Francis Scott Key District of the National Capital Area Council, BSA.

According to the committee that selected Dr. Lewis for this honor, “it is staggering how the efforts of one person can truly impact our community and make a difference. George raised the bar for moving mountains in Frederick County.” This summarizes how those who know Dr. Lewis feel about his impact and mentorship. A few of Dr. Lewis’ achievements for our community include:

- Restoring the Catoctin Aqueduct of the C&O Canal National Historical Park, including raising much of the \$4.5 million in a public-private effort;
- Serving as Rotary Club President; and
- Receiving the Sergeant Lawrence Everhart Chapter of the Maryland Society of Sons of the American Revolution Meritorious Service Medal for leadership in chapter and community activities, including promoting the Frederick Town Fife & Drum Corps and the commemoration of the 250th anniversary of the Repudiation Act.

Dr. Lewis, his father and son were all part of the Scouting program, starting in Cub Scouts and continuing through Boy Scouts.

– Boy Scouts of America, National Capital Area Council

Alpha to Omega – Lock 1 to Lock 75



The Association is helping to celebrate the 100th anniversary of the National Park Service. With support by and cooperation of staff from the C&O Canal National Historical Park, the C&O Canal Association has installed new lock signs at every lock throughout the canal, with the exception of Locks 3 and 4 due to planned construction work.

A proposal to replace all of the old and missing lock signs was presented at the Association board meeting in April. This was suggested as a contribution to the park in recognition of this important anniversary. Park staff had already approved the concept and agreed to share the cost of the replacement signs. The board approved the proposal and our Volunteers in Parks team did the installation work.

The installation process included repositioning posts or replacing missing ones where necessary, painting them, removing the old signs, installing the new ones and touching up unpainted hardware.

Challenges along the way included defending against wasps who, more often than not, had found a home in the posts; getting to some of the locks that are re-watered or otherwise isolated; finding our way by public and not so public roads to some of the lesser known locks; and figuring out the best way to get our equipment and supplies to each lock.

The amount of driving to get to all 74 locks was extensive and the number of volunteer hours spent (total of 190) by four great volunteers – Skip Magee, Craig Roberts, Jim Sneed and Jim Heins.

– Jim Heins

Happy Birthday National Park Service!



Upper Left – Lock 1. Photo by Jim Heins

Above – Lock 75. Photo by Jim Heins

Below – Skip Magee puts the final touches on the sign at Lock 38. Photo by Craig Roberts

Lower Left – First time is not always a charm! Photo by Jim Heins



The Case for Camouflage

Imitation, it is said, is the sincerest form of flattery. That might be true for our species, but in the world of insects imitation takes on a new meaning. Mimicry, nature's form of imitation, is an important survival strategy, particularly among butterflies.

Mimicry is the term used to describe the fact that different species may share certain characteristics, yet not entirely look like each other. In the case of butterflies, mimicry will deceive a predator if these characteristics resemble those of a butterfly that either doesn't taste good or causes illness or even death. Predators learn the difference quickly, taste being the first clue. Once the lesson is learned, any butterfly that looks like a toxic butterfly will be avoided.

There are many examples of mimicry among our local butterflies. Take the beautiful monarch butterfly. It has several mimics, both harmless and dangerous. Monarch caterpillars feed on the leaves of milkweed plants, which contain toxins unpalatable to birds and other butterfly predators. As a result, the adult is loaded with unwanted substances. Birds learn early in life to avoid butterflies with orange and black markings on their wings. Monarch mimics benefit from the deception.

Mimicry is not limited to the life span of the adult butterfly. It is important at all stages of the butterfly life cycle. Butterflies go through several stages before reaching adulthood. The adult butterfly deposits eggs on the leaves of a host plant, and caterpillars emerge and eat the leaves. Subsequently the caterpillar forms a chrysalis. When the adult butterfly emerges, the reproduction cycle begins again.

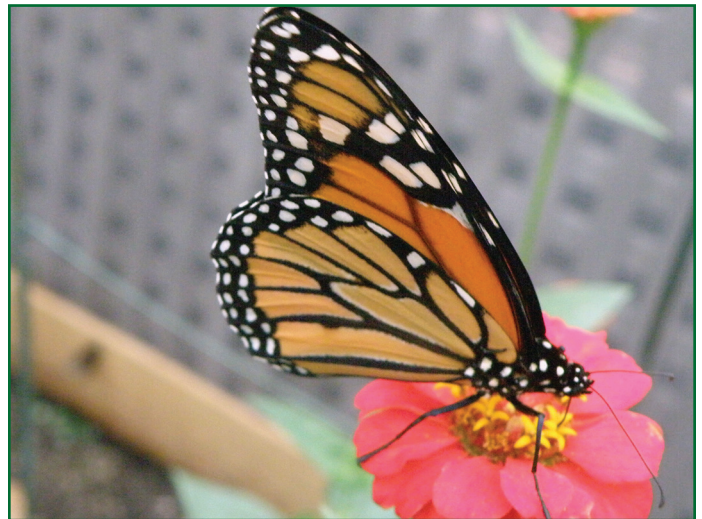
Throughout the process it is important to protect the tiny caterpillar and the stationary chrysalis. Fortunately, nature has provided camouflage: the chrysalis of the viceroy caterpillar looks like bird droppings; others blend in with the color of tree bark. Whatever works, the idea is to discourage a hungry predator.

Another form of camouflage is the iridescent effect that results when light reflects off the scales on the upper surface of a butterfly's wings. An iridescent surface appears to change color depending on the way light hits the object as it is seen from different angles. Think of soap bubbles floating on water or a puddle of oil on wet pavement.

An optical illusion occurs when a butterfly is in flight. The color of the upper sides of the wings vary, while the pigmentation on the under sides remains constant. A would-be

predator may get quite confused as it watches the undulating pattern of butterfly flight. With wings spread, the butterfly changes color as light hits the top of the wings from different angles. With one flap the underside pigmentation is briefly visible. As it moves, the insect changes color; the colors fade, then it reappears in a different place. It's no wonder there are so many successful species of butterflies.

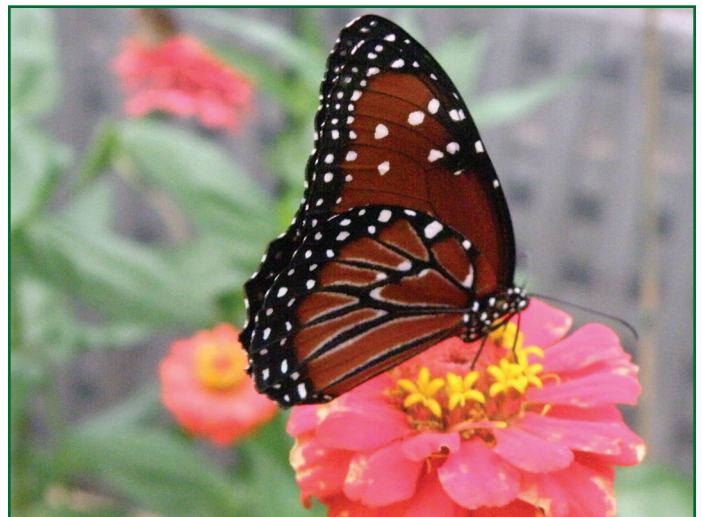
Summer is an especially good time to see butterflies along the towpath. The earliest species to appear is typically the mourning cloak, a butterfly easily recognized by the pattern on the upper side of its wings that resembles a cloak. Also prominent are various species of swallowtails, especially the zebra swallowtail whose host plant is the Paw Paw, an abundant tree along the towpath. If you look closely at a Paw Paw tree, you might be able to spot a zebra chrysalis hanging from the underside of a leaf, but don't count on it. The chrysalis is green and shaped very much like a part of the leaf. In other words, it is well camouflaged.



Above - Monarch butterfly.

Below - Queen butterfly. The queen butterfly is an example of mimicry.

Photos by Marjorie Richman



Dragonfly and Damselfly Walk

A small but enthused group visited Dickerson, Md. near Lock 26 on Aug. 13, one of the hottest days of the year. As uncomfortable as the near 100 degree temperatures were for the walkers, the good news was that dragonflies love the hot temperatures. While the variety of species was limited, the numbers of dragonflies and damselflies teeming over the canal made for no shortages of sightings. Many dragonflies were obelisking – holding their abdomens straight up in the air to minimize exposure to the sun on a hot day.

– Steve Dean



Above – Slaty skimmer.

Left – Obelisking blue dasher.

Below – Common whitetail (f).

Photos by Steve Dean



Spring/Summer Tree Walk



A large group enjoyed the June 18 tree walk at Nolands Ferry on a great day. The group saw numerous hickories, elms and hackberries. The big find was a hoptree *Ptelea trifoliata*. This was the first one anyone in the group had ever seen in the wild. Join us for our fall walk on Oct. 29.

– Carol Ivory

Left – Hoptree developing fruit.

Right – Hoptree leaves.

Photos by Carol Ivory



Calendar of Events - 2016

Sep. 17, Sat., Park After Dark, 6 p.m., Historic Great Falls Tavern. The C&O Canal Trust fund-raising event features chili, libations, and tunes. Tickets are \$175 a person; \$125 of that amount is a tax-deductible donation to the C&O Canal Trust. For more information see www.CanalTrust.org or ParkAfterDark.org

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

Sep 24, Sat, Nature Walk focusing on birds, 8 a.m. to about 11 a.m., heading upstream from Monocacy Aqueduct. Kurt Schwarz of the Maryland Ornithological Society will lead the group. For more information, contact Kurt. Email: krschwa1@verizon.net, phone: 410-461-1643 home, 443-538-2370 cell. Walk will be canceled in case of inclement weather. If in doubt, contact Kurt.

Oct 1, Sat, Continuing Hike Series, 10:30 a.m., from Fletchers Cove (mile 3.14). Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

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. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or phopson727@verizon.net.

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

Oct 22, Sat, Nature Walk focusing on tree identification, 10 a.m., Nolands Ferry. Last in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Oct 29, Sat, Annual Heritage Hike and Dinner. Hikes of various lengths between Carderock and Rileys Lock. Dinner at the Beallsville Volunteer Fire Department with program to follow. Registration form enclosed in this issue. See page 1 for times, costs, hike and program details, and other information. For more information, contact Bill Holdsworth at website@candocanal.org.

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 at the parking lot along the north side of Little Falls Parkway at Massachusetts Avenue. See the article on this page for further details. Contact Bill Holdsworth (301-762-9376 or website@candocanal.org).

Stay Connected!

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

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

Frostbite Hike Features Capital Crescent Trail

Join us for this year's Frostbite Hike on Dec. 10 as we take a six-mile circuit hike that includes the Capital Crescent Trail, the canal towpath, the streets of Brookmont, and the Little Falls Stream Valley Trail.

We will rendezvous at 10:30 a.m. at the parking lot on the north side of Little Falls Parkway at Massachusetts Avenue. Ride On bus route #23 offers half-hourly service to the location on Saturdays.

In a nod to our industrial heritage, we will follow the Capital Crescent Trail for 2.5 miles down to the C&O Canal. The trail follows the right-of-way of the former Baltimore & Ohio Railroad's Georgetown Branch. Engineering highlights are the 341-foot brick-lined Dalecarlia Tunnel and the 321-foot Arizona Avenue bridge over the canal. After crossing the bridge, we will descend to the towpath and head north for 1.3 miles to Lock 5. Here we will find Inlet Lock 1, which feeds water from the Potomac River into the canal. We will cross the spiraling footbridge over Clara Barton Parkway to reach Brookmont. We will use neighborhood side streets and MacArthur Boulevard to reach Little Falls Stream Valley Trail for the final mile of our journey.

You can find links to Google maps for the parking location and hike route on the calendar of the Association website. For more information contact Bill Holdsworth at website@candocanal.org or 301-762-9376. On the day of the hike, you can reach him on his cellphone at 240-688-5889.

– Bill Holdsworth



Hikers will cross over the canal on the Arizona Avenue Bridge. Photo by Steve Dean

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	Linzy French
Chief Ranger	301-714-2222	Ed Wenchhof
Chief of Business Management	301-714-2204	Dan Filer
Chief of Resource Mgmt.	301-714-2210	Chris Stubbs
Chief of Maintenance	301-714-2211	Greg Kniesler
Chief of Interpretation, Education and Volunteers	301-714-2238	Catherine Bragaw
Partnerships Coordinator	301-714-2218	Ben Helwig
Grants Management Specialist	301-714-2205	Allan Brambila
Volunteer Coordinator	301-491-7309	Emily Hewitt
Cultural Resources Manager/Historian	301-491-2236	Sophia Kelly
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	Kelly Fox (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

Supervisory Park Ranger		Matt Graves
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Hancock Visitor Center 301-745-5877

439 East Main St., Hancock MD 21750

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

Western Maryland Station, Cumberland MD 21502

Supervisory Park Ranger		Rita Knox
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OTHER USEFUL TELEPHONE NUMBERS:

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

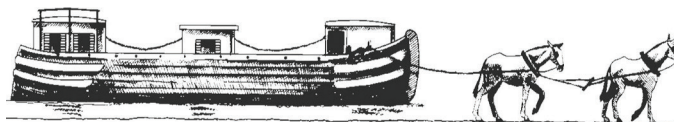
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Editor: Steve Dean

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



C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are: \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed in to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code, and all contributions are tax deductible to the fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 301-983-0825. Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

C&OCA maintains a home page at www.candocanal.org. The webmaster is webmaster@candocanal.org. C&OCA also maintains a telephone number for recorded information and inquiries: 301-983-0825.

2016 Association Officers

President: Bill Holdsworth, 10 Radburn Ct., Rockville MD, 20850, 301-762-9376, president@candocanal.org.

First Vice President: Rod Mackler, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, firstvp@candocanal.org.

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

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

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

Information Officer: Pat White, 66 Oak Shade Road, Gaithersburg MD 20878, 301-977-5628, inquiries@candocanal.org.

Board of Directors: (terms expire in 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, Marjorie Richman; Nominating, Steve Dean; Programs, Steve Dean; Sales, Jill Craig; Special Projects, vacant; Volunteers in the Park (VIP), Jim Heins; Youth, vacant.

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

Along The Towpath

Chesapeake & Ohio Canal Association

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The National Park Service prefers that visitors do not enter culverts; they are in many cases unsafe and may have loose stonework. It is possible to safely admire the culvert interior aka "barrel" without entering the culvert. While camera flashes generally don't provide adequate lighting, using a tripod and time exposures or high dynamic range processes can provide a view of the barrel conditions and details. The culvert shown here is Culvert 193, at Cohill Station. The pipe on the lower right once provided water to a pump station for nearby apple orchards. Photo by Steve Dean. More photos of this culvert are available at: www.flickr.com/photos/steve-1828/sets/72157639955831355/

C&O Canal Association



Founded in 1954

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