

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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C&O CANAL FEDERAL ADVISORY COMMISSION

By Rod Mackler

The first meeting of the reconstituted C&O Canal National Historical Park Federal Advisory Commission was convened November 9 at the park headquarters in Hagerstown, Md. The Commission consists of representatives from Maryland, Virginia, West Virginia, and the District of Columbia, and from the four Maryland counties along the canal.

The commission had been in hiatus for five years, since the authorizing legislation expired in 2011. Due to the efforts of the “shadow commission,” members of the expired body, and the Maryland Congressional delegation – particularly Senator Cardin and Representatives Delaney and Van Hollen – it has now been revived.

The commission chair is Dr. George Lewis, one of five Association members on the body. The other Association members on the commission are Rod Mackler, Clifford Smith, Evelyn Williams and Francis Zumbrun. The commissioners are a diverse group, including people who have held

local elected offices, a former Audubon Society naturalist, two Maryland state parks managers, an architect, an REI executive, and a professor at the West Virginia University medical school. Association president Bill Holdsworth, former Association board member and former commission chair Nancy Long, and C&O Canal Trust president Robin Zanotti attended the whole commission session. The meetings are announced in the Federal Register and are open to the public.

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2016 World Canals Conference

C&O Canal Association members attended the 2016 World Canals Conference in Inverness, Scotland. The attendees were (l-r): Dave Wahl, JoAnn Wahl, Rod Mackler, Dan Van Haften, Susan VanHaften, Jill Craig, Bill Holdsworth, Pat White, Chris Holdsworth, Kerry Gruber and Barbara Sheridan. See the report and more photos on page 4. Photo courtesy of Rod Mackler.



Dr. George Lewis addresses the Federal Advisory Commission meeting attendees, while Deputy Superintendent John Noel (left) and Superintendent Kevin Brandt listen. Photo by Rod Mackler



Park Superintendent Kevin Brandt gave an operations briefing, which took up the bulk of the meeting. He detailed the decline in real dollar terms of the park budget and in staffing numbers. Then, especially for commission members who were not familiar with the running of the park, he went through a “park report” of some 56 items, which he termed “Challenges & Opportunities.”

Membership Renewals now Online!

Membership in the C&O Canal Association expires on December 31 each year, so now is the time to renew. At the request of our members, we have now added online renewal for your convenience. If you prefer, you can still renew by mail and the 2017 renewal form is enclosed in this newsletter for your use.

If you are renewing online, visit the membership page candocanal.org/membership.html and click on the box for renewals (directly below the box for new memberships). For PayPal users, make sure that the address you have with PayPal is the one to which you want us to send your copy of *Along the Towpath*.

If you are renewing by mail, please print your name and any changes to your contact information on the form and return it with your check or money order.

If you are considering giving a gift membership this holiday season, new member forms are available on our website at candocanal.org/membership.html. Additional renewal forms can be found there also.

– Will Stewart, Membership Chair

The commission will form subcommittees to tackle specific issues and bring recommendations to the full body. The first to be formed will work on a strategic plan for the park. It will draw on the 1976 General Plan and subsequent, less extensive planning papers, such as the Foundation Document. Superintendent Brandt suggested that the commission meet three times in 2017, in March, June, and October, at park headquarters.

2017 Annual Meeting

As indicated in the official notice on page 9 of this newsletter, Association members will gather for their Annual Meeting on Saturday, March 4, 2017 in Williamsport's American Legion Hall, at 400 South Conococheague Street, opposite the Fire Hall.

At 1:00 p.m., a “Meet the Candidates” hour will allow an opportunity to become acquainted with the nominees for officer and director positions. Candidate statements start on page 9. The meeting will follow at 2:00 p.m. After the meeting, Happy Hour will begin at approximately 4:30 p.m. followed by dinner at 5:30.

To make reservations for the dinner, please use the form inserted in this newsletter, and mail it in time to be received by Thursday, February 23. The price for the dinner is \$20, and a cash bar will be available.

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

– Steve Dean, Program Committee Chair

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Georgetown-Rosslyn Aerial Gondola, Take 2

As reported in the September issue of this newsletter, an aerial gondola that would cross the Potomac River between Georgetown and Rosslyn is proposed. The architectural firm of ZFG released its feasibility study and held a second public meeting November 3. Not surprisingly, since the firm is in the running for follow-on work, the study determined the gondola is feasible. More specifically, it determined that the economic and technical challenges are surmountable. The study estimated that it would cost between \$80 million and \$90 million to build, and would have annual operating costs of about \$3.25 million. It would take about three to four years for an environmental assessment and other approvals and two years for actual construction.

The feasibility study continues to fudge the question of where the Georgetown station would be located, at about 36th Street and Prospect, near the entrance to Georgetown University, or closer to the commercial and tourist center at M Street and Wisconsin Avenue. This question is of direct interest to the C&O Canal National Historical Park. A routing below Key Bridge would have minimal impact on the Park's viewscape, while one to the door of the university would impact what the recent boathouse study termed the "more rural" appearance above the bridge.

— Rod Mackler

President's Report

Recently the Association received a large bequest from the estate of Hilda Carpenter. Her name wasn't familiar to me or any other members of the board of directors. Research revealed that she had been a longtime Association member and a frequent donor.

I spoke with her son, who told me that Hilda had always enjoyed the canal. She was brought there as a child. She took her children to the canal. Even in her later years, she enjoyed visiting the canal.

Hilda's generosity reminds us of the importance of the association's mission. There is a large community of people who appreciate the history and natural beauty of the canal. In our future efforts as guardians of the canal, we must strive to prove worthy of Hilda's trust.

— Bill Holdsworth

Continuing Hike Series

These are our small intimate hikes where we investigate the canal and learn from one another.

In January we will follow the towpath upstream from Rileys Lock and the Seneca Aqueduct past the Seneca Quarries before leaving the towpath, gingerly crossing the canal, and bushwhacking along a very old and very overgrown road to a very peaceful grove where the quarry workers were buried. Hiking boots are strongly recommended. Total round trip distance (assuming return by towpath) will be about three miles.



Dry dock at Lock 35. Photo by Steve Dean

February will find us walking downstream from Dargan Bend to Locks 35 and 36 to investigate the dry dock alongside Lock 35, and if weather and time permit, to briefly check out the Huckleberry Hill iron mine. About 6 miles round-trip.

March will find us venturing upstream from Lock 75, the last lift lock, to the Evitts Creek Aqueduct. Hopefully we'll see some very early spring flowers. This hike will be completely on the towpath with a round-trip distance of 10 miles.

Starting times and locations are in the calendar on page 22 or on the Association website, www.candocanal.org. For all hikes please dress for the weather, bring water and lunch or a snack. Contact Pat White or Kerry Gruber, 301-977-5628, hikemaster@candocanal.org, for further information.

— Pat White

C&O Canal Association Heritage Hike

Numerous hikers participated in hikes of three lengths on a fine fall day for the 2016 Heritage Hike. The long hikers walked around 12 miles from Carderock to Seneca, and the shorter hikes started at other points; all ending up at Seneca.

A fine dinner was enjoyed by over 50 Association members at the Beallsville Fire Department. Garrett Peck, author of *The Smithsonian Castle and The Seneca Quarry*, presented an engrossing account of the history of the quarry and its relationship to the canal and many structures in Washington D.C.

– Photos by Steve Dean



Neil Gilliam takes a break at Lock 22



Long hikers pause for a group photo at Carderock before heading upstream



As usual, Pat White's cookies were a hit, as evidenced by a hand in the cookie jar

Fall Bird Walk

The fall bird walk took place on September 24. The group went downstream from the Monocacy Aqueduct to Lock 27.

The birders counted 30 species. Only three warbler species were seen; Tennessee, magnolia, and black-throated green. A black-billed cuckoo was spotted, the rarer of the two cuckoo species that occur in Maryland.

The walk ended on the aqueduct, from where the group was able to spot a double-crested cormorant, a great egret, and an immature bald eagle.



Great egret. Photo by Kurt Schwarz

– Kurt Schwarz

Fall Tree Walk

A spirited group of tree admirers, led by Carol Ivory, went for a tree walk at Noland's Ferry on October 22. It was a beautiful fall day. Highlights included eastern wahoo with fruit and some huge mushrooms by trees.

Carol will take a break from leading tree walks in 2017 and hopes to return in 2018. Ralph Buglass will lead the 2017 walks in a new location. Watch the calendar for details.



Eastern wahoo with fruit. Photo by Pat Hopson

– Carol Ivory

2016 World Canals Conference in Scotland

By Rod Mackler

Eleven members of the C&O Canal Association attended the World Canals Conference in Inverness, Scotland, September 19 – 22. A kilted bagpiper's performance opened the conference. The program generally featured lectures in the morning and field trips in the afternoon. Common themes for the presentations included: using canals to rejuvenate communities, engaging young people, climate change and green energy, and financial sustainability. The Trent-Severn Canal in Ontario and the New York State Canals Corporation, for instance, generate income by selling water and hydroelectric power. Managers for several of the watered canals – the Erie Canal, the Rideau, and Scottish Canals – bemoaned the reduction of boating traffic.



The Kelpies – Photo by Rod Mackler



The Falkirk Wheel in operation – Photo by Bill Holdsworth

On the field trips, one day we climbed around Urquhart Castle and took a cruise on Loch Ness. Another afternoon, we visited a staircase of locks on the Caledonian Canal, the route across the Great Glen, the geological fault across Scotland that includes four lochs. A third trip was to Culloden Battlefield, site of the last pitched battle in Great Britain, which essentially ended the struggle between the government of the House of Hanover and the Jacobite rebellion, led by Charles Edward Stuart, known as Bonnie Prince Charlie.

The climax of the week was the gala dinner. The menu included a whisky toast, haggis, keeps and tatties, and Scottish beef. The first World Canals Conference awards presentation recognized organizations that showed innovation or leadership in canal restoration. Many of the gentlemen dressed in Scottish garb, perfect for the Ceilidh, the Scottish music and dancing celebration that concluded the evening.

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Kerry Gruber and Tom Grasso get a lesson on how to turn a capstan at the Caledonian Canal, while Barbara Sheridan and Rod Mackler watch – Photo courtesy of WCC Inverness



One of Scotland's famous blackface sheep – Photo by Rod Mackler

The conference ended with a presentation by next year's hosts – Syracuse and the Erie Canal – and the announcement that the 2018 conference will be in Athlone, Ireland.

Several of us met up on the pre-conference tours to the Kelpies, huge statues of horses bracketing a new exit for the Forth and Clyde Canal, and the Falkirk Wheel – a unique rotary boat lift that takes boats up nearly 80 feet from the Forth and Clyde to the Union Canal. The lift replaces eleven locks. A two-day tour of the west of Scotland included stops at Loch Lomond, Inverary Castle, the Crinan Canal, Glencoe, Fort William, and Fort Augustus. We also enjoyed a ride up a ski lift to the top of one of the highest bens (mountains) of the Highlands. Our bus traveled the length of the Caledonian Canal. Along the way we saw lots of sheep and a few Highland cattle. We spent the night in Oban, a very active

port serving the islands of the Inner Hebrides and home to a number of good seafood restaurants.

As is the custom when we cross the ocean, we made other stops besides the four-day conference. Pat White went hiking on the Isle of Skye; Kerry Gruber and Barbara Sheridan hiked on the Isle of Arran; Chris and Bill Holdsworth and Jill Craig played tourist in Edinburgh, and then traveled up to the Orkney Islands after the conference. Susan VanHaften, Rod Mackler, and Dan Van Haften spent a week in Glasgow. JoAnn and Dave Wahl rented a narrow boat and cruised the English canals for two weeks after the conference, opening locks themselves and visiting pubs.

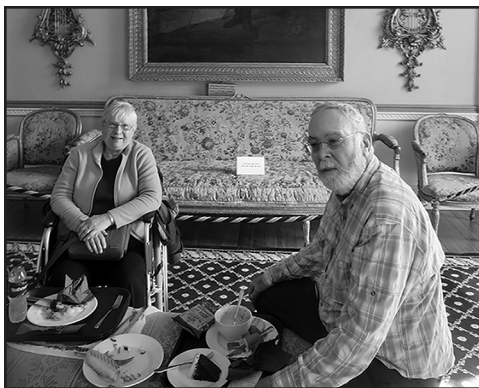
We look forward to a shorter trip next year – Syracuse is an easy one-day drive up I-81 – and to even more participation by our Association and by park staff.

Scotland and the World Canals Conference – A Different Perspective

When I started my trip to Scotland, I had no idea that a series of events would inhibit my ability to walk and require me to rent a wheelchair for much of the visit. I'd pushed others in wheelchairs, but being in one is a completely different experience. I was still able to enjoy Scotland and the conference thanks to my wonderful "pushers," husband Rod Mackler, brother Dan Van Haften, and countless canal friends.

I knew the conference would "work" for me when, as I wheeled into The Eden Centre to register, a member of the Scottish Canals staff rushed over to greet me and let me know how I could get around the venue and go on the site visits. Scottish Canals must have had 60 staff members working the conference and the site visits. They made sure I had a place to sit in the meetings, opened doors, told me which boat to get on for the Loch Ness tour, and made the conference do-able. The Eden Centre is a lovely facility with a large auditorium and multiple smaller rooms for break-out sessions. The Eden Centre staff was also very solicitous of my needs. I always had time to negotiate the elevator and ramps to make it from one end of the Centre to the other before sessions started. I commend Scottish Canals for adhering to a strict timetable that made this work. Lunches were served buffet style in the Centre, and I found I could easily wheel myself through the line, choose my own food, and put my selections on the plate in my lap.

Site visits were a bit more problematic. Bus drivers were always helpful, stowing my wheelchair and helping me get on and off the bus. Fellow attendees were mindful that I needed to be up front when listening to the guide or looking at exhibits. But castles are castles, and most don't have "lifts" or wheelchair friendly ramps. I ran into a problem at Inveraray Castle, which we visited on a pre-conference tour. As the bus dropped us off for lunch, it started to rain, and we had to navigate a loose gravel path—and the tearoom was at the bottom of a long flight of steps. The problem was solved when the castle staff, after apologizing profusely, told me they would bring up my lunch on a tray. They then allowed Rod, Dan, my wheelchair and me to dine in the salon of the castle itself – the part where paying guests go on tour (not to eat) – under a portrait by Gainsborough.



Dining at Inveraray Castle - Photo by Dan Van Haften

What I appreciated most (in addition to my "pushers") was being told in advance the logistics involved in site visits. How far is it to the bus? Is there loose gravel involved? How far from the site is the drop-off point? Are there ways around stairs? What will I be able to do in a wheelchair and what will I miss? Is lunch accessible? What about restrooms? Navigating a tour or conference is possible, and is made the more enjoyable when there is the staff support that I saw from Scottish Canals in Inverness.

– Susan VanHaften

The Last Voyage of *The Georgetown*

On a brilliant fall day, Oct. 5, a crowd gathered at Lock 4 on the C&O Canal in Georgetown. Several C&O Canal Association members were in attendance. The occasion was a farewell to *The Georgetown*, the 30-year-old mule-drawn canal boat. Built on a balsawood frame, clad in fiberglass and now waterlogged, the old boat has been up on blocks in the canal for the past half decade. Park mules Dolly and Eva towed the boat away on her last journey, up the four-mile level to Fletcher's Cove, where she will be removed.

Superintendent Kevin Brandt recounted the boat's history and introduced District of Columbia Mayor Muriel Bowser. Mayor Bowser thanked the people of Georgetown for their plan to reinvigorate the canal, capped by the purchase of a new mule-drawn boat in 2018. Joe Sternlieb, CEO of the Georgetown Business Improvement District, in turn, thanked the mayor for the \$3 million grant that made the Georgetown renovations possible.

Besides the new boat, the restoration will include the rebuilding of Locks 3 and 4. The lower end of the canal will be de-watered for the next 18 months. The canal is the centerpiece of a master plan for the redevelopment of the historic section of the District. The plan will also include a new nonmotorized boathouse on the waterfront, a safer configuration at the end of the Capital Crescent Trail, and perhaps a trolley line down K Street and even an aerial gondola to Rosslyn.

— Rod Mackler



Upper right – C&O Canal NHP Ranger Rebecca Jameson with one of the mules. Photo by Rod Mackler

Right – C&O Canal Superintendent Kevin Brandt and Washington, D.C. Mayor Muriel Bowser both addressed the attendees. Photo by Rod Mackler

Left – The Georgetown arrives at Fletcher's Cove. Photo by Kerry Gruber



C&OCA Welcomes New Members

Daniel Filer, Frostburg, Md.

Alice Filemyr & Jeff Giddings, Rockville, Md.

Michael & Pat Kurman, Rockville, Md.

June A. Miller, Frederick, Md.

David and Christine Nocjar, Sharpsburg, Md.

Robert Youker, Rockville, Md.

Across the Berm

Steven Bittner

Steven Bittner, of Williamsport, Md., died in November 2016. He was an active level walker on Level 29, between Lock 39 and Snyders Landing. Mr. Bittner was also a long-time volunteer for the National Park Service at the Ferry Hill Visitor Center. He is survived by his wife, Joni, who participated in the level walks and visitor center support. Mr. Bittner was a retired employee of the Maryland Department of Natural Resources.

2017 C&O Canal Through-Ride

By Pat Hopson

Seventeen riders set out from Cumberland, Md, Wednesday, Oct. 5, on the C&O Canal Association's annual through-ride of the 184.5-mile towpath. We do this ride in a leisurely six days, with ample time to explore the sights and to soak in the history and lore of our wonderful canal and towpath. This year, we had three "newbies," who were all enthusiastic about canal history, so we shared many stories about the canal and many anecdotes about prior rides. And there are a lot of both, because this ride has been going on for over 30 years, though I joined it only in 2006. The newbies were also determined to ride every mile of the towpath, whereas many of us veterans now welcome the chance to switch to a paved surface when the opportunity arises - most notably on the 22 miles of the Western Maryland Rail Trail, between Pearre and Big Pool, but also for just over three miles between Shepherdstown and Antietam Aqueduct and for the final three miles into Georgetown, where the Capital Crescent Trail is available. But the newbies were all purists, led by one or two of our veterans, and other veterans joined them for various segments.

We began on a cloudy Wednesday in Cumberland, with the forecast for the weekend looking iffy because of the uncertain track of Hurricane Matthew at that point. But we were fairly fortunate. We had a steady but light rain Saturday, and it was warm enough that no one got too cold. The last two days were brilliantly sunny and a bit nippy in the mornings - great weather for biking.

We had three campers on this ride, but most of us now stay at motels or B&Bs along the route - in Paw Paw, Hancock, Williamsport, Harpers Ferry and Leesburg -

crossing the Potomac on Whites Ferry and then riding 5.5 miles or taking a motel shuttle into Leesburg, then returning to the towpath for the final day of the ride. We enjoy many of the distinctive eateries along the way, especially Bill's Place in Little Orleans, Desert Rose in Williamsport, and Beans in the Belfrey in Brunswick. And as usual we enjoyed the wonderful hospitality of Tom and Linda Perry, who hosted us for dessert Friday evening. Linda had prepared her scrumptious apple harvest cake and hot and cold cider, served with her trademark warmth and elegance. A good time was had by all.

This year we had more flat tires, even blowouts, than usual; I think the final number was eight or nine. This kept our ace sweeps and other mechanically-skilled riders busier than usual. And again we found trail angels when we needed them - including Jack of Bill's Place, who took one rider to Hancock to get a blown-out tire replaced. It happened to be the first bike problem he had in 18 years of doing the ride.

One feature that many of us noticed were the brand-new lock signs that had been installed by Jim Heins and his VIPs over the summer. It was great to see the signs restored at many locks where they'd long been missing, and the signs for Locks 63 1/3 and 64 2/3 were especially welcome. Well done, Jim and crew, and many thanks.

Another highlight this year was Norman Liebow's excellent explanation and demonstration of the mule crossover bridge at Lock 46, assisted by Pam portraying the mule and Art as both the boat and the boatman. This performance had us in stitches. I think you had to be there to get the humor of

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Starting at Mile 184.5



Finishing at Mile 0 - Photos courtesy of Pat Hopson

Notice of 2017 Annual Meeting

The annual meeting of the membership of the Chesapeake and Ohio Canal Association will be held at 2:00 p.m. on Saturday, March 4, 2017 at the American Legion Hall, 400 South Conococheague Street, Williamsport, Maryland. The meeting will be for the purpose of electing officers for 2017, electing a nominating committee for 2018, receiving reports of officers and committees, considering adoption of a proposal to amend the bylaws, and any other business that may properly come before it. All members of the Association in good standing are invited to attend. This notice constitutes the call for the meeting, pursuant to articles II.2, III.1, and IX of the bylaws.

Nominations for Officers and Directors

Officers, except directors, are elected at each annual meeting to serve a term of one year. In addition, five directors are elected at each annual meeting to serve a term of three years. The nominating committee, chosen at the preceding annual meeting, will present a slate of candidates. Additional nominations may be made from the floor at the annual meeting. Members attending the 2016 annual meeting elected Steve Dean, Tony Laing, Mary Kennett, George Kennett, Richard Radhe and Nan Johnson to form the 2017 nominating committee. The committee has nominated the following candidates for election in 2017:

Bill Holdsworth – President, Rockville, Md.

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

Rod Mackler – First Vice President, Arlington, Va.

I am pleased to be re-nominated to serve as first vice president of the Association. I have certainly enjoyed my time on the canal and with the other members of the Association. I am a level walker and a Volunteer in the Park. I began walking the canal for exercise, got more deeply into the history, and have since learned more about nature along the canal. I have also picked up some knowledge of the technology of canals more generally. I enjoy traveling, and visiting canals around the country and around the world is a great way to structure my trips. For instance, I have now attended nine World Canals Conferences. In July 2016, Interior Secretary Sally Jewell appointed me to the C&O Canal National Historical Park Commission. Finally, I enjoy writing and the opportunity to

share my love of the canal with others, including articles for *Along the Towpath*.

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

I am completing my sixth year as the 2nd vice president and level walker chair. The level walker program provides a valuable service to the National Park Service and I am pleased to contribute to that effort. It is a privilege to work with the great group of level walker volunteers and park staff. I also appreciate the opportunity to serve as the editor for *Along the Towpath* for the past four years and producer of the revised *Pocket Guide to the Chesapeake & Ohio Canal National Historical Park*. I plan to continue my efforts as a historic culvert documentarian for the park. I welcome the opportunity to support the C&O Canal Association and the National Park Service.

Susan VanHaften – Secretary, Arlington Va.

Over the years I have enjoyed walking on the C&O Canal towpath, visiting its aqueducts, riding on the canal boats in Georgetown and Great Falls, introducing friends and family to the canal, and taking pleasure in knowing that there was such a great natural and historical treasure practically in my own back yard. I also realized there was a way not only to enjoy the canal, but also to help out with protecting and promoting it. In 2005, I joined the C&O Canal Association. In 2007, I became a level walker. In 2010, I became a director on the Association's board. In 2012, I accepted the position of secretary of the Association, and have served in that position for the past five years. I would be pleased to continue my service as the C&O Canal Association's secretary in 2017.

Richard Radhe – Treasurer, Columbia Md.

I have been a member of the C&O Canal Association for nine years participating in hikes and attending meetings. When I participated in the Paw Paw Bends canoe trip in 2013 with Barbara Sheridan, Pat White and Bill Burton I saw their dedication to the Association. This dedication caused me to step up my participation in the Association. Since March 2014, I have been the treasurer and have enjoyed working and been very impressed with the current board. If elected, I would continue as treasurer for 2017.

Pat White – Information Officer, Gaithersburg, Md.

I've been an Association member for over 30 years and a level walker for more than 20 years. My primary activity with the Association is as the leader of the Continuing Hike Series. I've served on the board of directors as both a director and as secretary. I'm fairly knowledgeable about the canal and park,

and think I can fulfill the duties of information officer for a fourth year.

Christine Cerniglia - Director, Rockville, Md.

Growing up along the C&O Canal next to Lockhouse 8 in Cabin John gave me a love of nature, the river and the mysterious old canal. Serving on many committees, the Board of Directors and as president of our association has solved many of the mysteries. It also increased my interest and gives me a desire to continue to support the C&O Canal. I would be honored to serve as a director.

Jill Craig - Director, Keedysville, Md.

The canal allows me to combine two of my favorite activities – walking and local history. My interest in the canal began as a place to walk the dog along the river and in the shade. But it was more than a great walk, and its history became increasingly significant to me. I've been fortunate to put online the newspaper stories from Hagerstown which deal with the canal from the 1830s on, developing a website in cooperation with the C&O Canal National Historical Park and the Washington County Free Library focusing on the economic impact of the canal on Washington County, and adding to it William Bauman's research and Lesley Carter's photographs of culverts in Washington County. For the past two years I have been the Association's store keeper. I am both encouraged and challenged by the depth and breadth of the Association and its members' interest in the preservation of the canal.

Jonnie Lefebure – Director, Hagerstown, Md.

The Association has been a great part of my life since joining about six years ago, especially as it has led to my participation in the Canal Classroom Corps in Williamsport for the last three years and the level walker program for six years. I also walked a section of the canal for the Hahn canal book revision. My wife and I frequently hike sections of the canal in Washington County. We live in Ringgold, a small community northeast of Hagerstown. I am a member of the Ringgold Ruritan Club, holding all offices over the last 28 years, am a retired 8th grade science teacher, a member of the Washington County Master Gardeners, and a volunteer with the Washington County Free Clinic. Hiking, camping, backpacking, and gardening are favorite activities. It would be a privilege to continue my involvement in the Association's work to preserve the canal for generations to come.

Bert Lustig – Director, Berkeley Springs, W.Va.

Bert Lustig grew up in Plainfield, N.J., graduated from Muhlenberg College, Allentown, Pa. and received a PhD in Chemistry from the University of Maryland in 1972. He moved to Berkeley Springs, W.Va. after graduation and pursued a 25 year career as a designer and craftsman working with wood. His work has appeared in numerous woodworking publications and has received multiple awards from the state

of West Virginia and other venues. Currently he and his wife Patricia Graybeal own and operate Berkeley Springs Books in downtown Berkeley Springs. He has been a member of the C&OCA for about 12 years and is a former co-chairperson of the Western Maryland Rail Trail Supporters.

Lustig is fascinated with industrial and transportation history and believes that we should place a high priority on preserving our, too few, remaining monuments.

Doug Zveare - Director, Brunswick, Md.

I was born in Washington, D.C., was raised in Falls Church, Virginia, and currently work for the FDA and live in Brunswick, Maryland. I have been a member of the C&O Canal Association for 13 years, and a level walker for Level 20. I have been an active member of the C&O Canal Volunteer Bike Patrol for over 10 years and have hiked many sections of the towpath. I am an amateur photographer with an extensive collection of pictures and videos of the C&O Canal National Historical Park and have conducted many PowerPoint presentations at park events, including those held at the Brunswick and Williamsport visitor centers. Some of my pictures have been published in *Along the Towpath* and also used in the C&O Canal calendars. I have also conducted presentations to other volunteer organizations and clubs. I have conducted hikes along the C&O Canal as a tour guide for the Elderhostel and other organizations. I have participated in several through-rides of the C&O Canal Towpath and the Great Allegheny Passage. I am a past president of the Brunswick Lions Club and currently serve on the Board of Directors and various committees. I am also a past president of the Oxon Hill Lions Club and Maryland Tire Dealers Association.

Notice of Proposed Bylaws Amendment

In accordance with Article IX, the bylaws may be amended by a two-thirds vote at any meeting of the membership of the Association, provided the text of the amendment has been submitted in writing with the call to the meeting. A proposal to amend Article VI, section 9 of the bylaws of the C&O Canal Association may be presented to the membership for adoption at the annual meeting on March 4, 2017. This notice constitutes the required prior notification.

Steve Dean, who is the second vice-president of the Association, has indicated his intention to introduce the following motion to amend Article VI, section 9, to sever the position of level walker chairman from the office of second vice-president, and make the level walker chairman an appointed rather than elected position.

“MOTION: To amend Article VI, section 9 by deleting the words ‘**chaired by the Second Vice-President**’ and inserting ‘**appointed annually by the President at the April Board Meeting**’ in their place.”

The full text of the section is as follows (Wording in the bylaw that is proposed to be changed is in bold, with the deletions bracketed and additions underlined.):

Article VI, section 9: *A Level Walkers Committee, which shall be ~~chaired by the Second Vice President~~ appointed annually by the President at the April Board Meeting, shall conduct the level walker program by establishing and re-aligning current levels, appointing one or more level walkers for each level, and maintain records of utilization and cleanliness with regard to each level.*

Please note that this motion does not propose the elimination of the office of Second Vice-President, and that position will not be disestablished if the amendment is adopted. If it is desired to eliminate that position, a separate proposal must be submitted to amend Article II, Section 1.

Mr. Dean has submitted the following statement in support of his proposal:

“While the Second Vice President has historically served as the Level Walker Chair, this alignment is not absolutely necessary for fulfillment of the Level Walker Chair duties. The Level Walker Chair serves as a liaison to the C&O Canal National Historical Park Volunteer Manager and other NPS staff, and participates in the NPS Volunteer Leadership Team (VoLT). This relationship is important to the operation and coordination of volunteer services provided by the Association to the park, and is similar to the role fulfilled by the Volunteers In Parks (VIP) chair, which is not linked to a board position. With the Level Walker Chair linked to a board position, an effective Level Walker Chair would be forced to resign after nine years, even if he or she were willing to continue in the position. This could potentially disrupt an effectively managed volunteer program during a leadership transition and interrupt the well-established working relationship that a Level Walker Chair may have with NPS staff.

“Outside of the level walker chairmanship, I think the key role of the second VP is to maintain an accessible executive contact in the presidential succession of office if and when the president and first vice president are out of the country for the World Canal Conference, which in most of the past six years has been the case. Also, given the older distribution of ages of our board members, having a third member of the presidential succession is of benefit if others are out for illness or personal commitments.”

Board of Directors position:

It is standard in associations such as ours that basic offices are filled by election; these include the president, vice president, secretary and treasurer. Societies may also create elective offices which are unique to their organization, but most other management and support positions are filled by appointment. The level walker chairman was made an elected officer, with

the title of Second Vice-President, more than forty years ago to resolve an argument that threatened to disrupt the unity of the Association. The principals in that dispute have long since settled their differences.

The Association has several important program managers and committee chairs who are appointed; these include the newsletter editor, membership chairman, programs chairman, sales manager, etc. Their tenure is at the pleasure of the president or the board, but is not constrained by the term limit imposed on elected officers and directors. The Board of Directors believes that the position of level walker chair could appropriately fit either category, but excluding it from the positions subject to term limits would be desirable.

Board of Directors recommendation:

The Board of Directors recommends that the members of the Association vote **FOR** adoption of this proposed amendment at the next annual meeting of the Association.

(C&O Canal Through-Ride – continued from p. 8)

it. As someone remarked, “you forget a lot of details from this ride, but I don’t think I’ll forget that.”

Most of the ride is rural and secluded enough that the final 23 miles from Seneca to the end are something of a culture shock. The two miles between Great Falls and Anglers are always especially crowded, with lots of people taking a walk on a beautiful sunny day that was also a federal holiday. It was also quite congested on our side trip out to Great Falls Overlook; but surprisingly there was not a single great blue heron in view; I nearly always see them there.

The crowds increased again as we neared Fletcher’s boathouse. There we recharged with ice cream and other snacks and then split into two groups, the purists taking the towpath and the rest of us on the CCT. We met up at Thompson’s boathouse, and we went over to the zero milestone for final goodbyes and photographs. It was hard to say goodbye, but for most of us there’s always next year.

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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

1904–1923: The Last Two Decades of Canal Navigation¹

On Jan. 8, 1904, Francis S. Mead, a lifelong employee of the C&O Canal Company and its current harbormaster in Georgetown, committed suicide by shooting himself in the head. It was a sad beginning for the canal's last two decades of navigation during which it would continue its slide into financial insolvency and declining use. The Canal Towage Company (i.e., CTC—organized the previous year to purchase or operate under lease all the coal boats), would be in charge of maintenance and toll collection, and have little interest in the small number of boats carrying other cargoes such as passengers on excursions or lumber, stone and grains.

The previous year much of the coal mined by the Consolidation Coal Company (now the largest operator by far in the Georges Creek coal fields), was taken to New England ports through the agency of W. A. Leetch & Co., distributing agents of the Canal Towage Company. Subsequently that pattern will continue, with the coal transferred to large barges in Georgetown and towed to the mouth of the Chesapeake where large seagoing tugs would take it up the coast.

On March 25, 1904, Washington's *Evening Star* noted concerning the opening of the boating season: "The boatmen of the canal and their families who have wintered in the towns along the waterway will gather up their household effects and install themselves in their respective vessels—the summer home of those who follow the towpath." However, other reports convey a picture of boats run by all-male, paid crew. For example, as the CTC prepares for the opening of the canal in 1905, it reported that it would employ 600 men, 400 horses and mules and 150 boats, each boat having a crew of four men—two drivers, a captain and a steersman.

A complex management situation under the trustees also emerged in both official and newspaper reports. For example, at the end of 1905 the court permitted the trustees to contract for another 10 years with the Chesapeake and Ohio Transportation Company of Washington County. But that company's responsibilities are obscure and the original requirement that they made a profit of \$100,000 a year was dropped at this time (that never having been achieved in the C&OTC's previous years). Subsequently the trustees had but to be able to report at the end of each year that the C&O Canal Company was in the black. A new contract was also executed by the trustees with the CTC for the continued maintenance of the canal and collection of tolls.

In 1906 the CTC built a new boatyard that used the power of machines for some of the work that was done by hand previously. This included a large electric motor that would pull the boats up onto the supports for their repair. In this year as well, with the old basin along Wineow Street no longer in use, it was suggested that it be filled in and turned into a park. It is clear that the entire terminus at Cumberland changed dramatically in the trusteeship era, returning to a configuration likely close to its original one in the 1850s.

From reports in 1907 it is clear that the ice-coal trade continued with coal being shipped to New England and natural ice brought back to the ice houses at District wharves. It was a time, however when the schooners were replaced by tug-pulled barges, and as mechanical power replaced wind power on the tidal waterways, the persistence of animal power on the canal inevitably would appear increasingly outmoded—and one senses that in the way it is referred to in the newspapers. However, during those last years of the canal only one steam freight boat appears to have been in use, where as many as at least 18 had been operating on the canal in the 1870s.

On Aug. 8, 1907, the interests in the C&O Canal Company that had been purchased from the state of Maryland on behalf of the Western Maryland Railroad by its vice president Fairfax S. Landstreet, were transferred to the Continental Trust Company of which George J. Gould was president. However the Western Maryland entered receivership in that year, and in 1909 the Western Maryland Railway Company was formed to purchase the WM assets. It would bring it out of receivership in 1910.

In February 1908 it was announced that the CTC had embarked on a project to convert to concrete the 13 composite locks (nos. 58–71) originally built with rubblestone and lined with wood planking. Evidence today indicates that some of the locks were given concrete walls in this era, but others have concrete only at the gate pockets and abutments.

On July 18, 1908, in Washington's *Evening Star*, a news story detailed the 42 years of service by level walker Samuel Deeble, responsible for the Rock Creek to Glen Echo stretch of the canal. Nicknamed "Uncle Sammy," his daily 16-mile round-trip walk was said to have taken place in all seasons and weather and involved his diligent search of the canal berms for leaks, washouts and mole holes, etc. The reporter estimated Uncle Sammy had walked a total of 242,360 miles. At 72 years of age he was described as in excellent health.

In July, 1908 it was reported that most boats were at that time "night boats"—traveling 24 hours a day. The report mentioned that many had a "light" crew (i.e., likely meaning less than the normal 4), there was stiff competition among the captains and that even those that tied up at night could make 45 miles a day.

1909 brought news that the CTC would operate more than 100 boats that year, and that it had a contract to deliver 40,000 tons of coal to the government testing ground at

Indian Head, Md., 30 miles down the Potomac. The naval facility there had a coal-burning power plant and it would appear that most or all the coal was designated for that plant. Tugs were used to take the canal boats to and from tidelock and Indian Head. In the oral histories there are reports that two boats would be taken down at a time, one on each side of the tug; and that more might be rafted together for the return trip and pulled back upriver.

In 1917 the boatmen sought a significant raise of 10 cents a ton from 40 to 50 cents for the Cumberland to Georgetown trip. As always, a major argument made by the captains was that only with such a raise could they hire the crew necessary to operate the boats they were assigned. Unwilling to accept a CTC offer of 45 cents per ton, by March 22 they were on strike. But on March 31 the CTC met their demand although only about 80 coal boats were to be in operation when the canal opened.

On April 8, the United States declared war on Germany and the next day the canal began to be filled with water for the 1917 boating season by the seven inlet locks. Boatmen were told that if they have no permanent residence on the canal where they can register for the draft, they must do so wherever they might be on June 5.

In November 1917 a "local fuel administrator" reported that Washington's normal supply of both hard (anthracite) and soft (bituminous) coal was slightly in excess of 1 million tons a year. Of this amount 476,200 tons were hauled by the Baltimore & Ohio Railroad; 443,500 tons by the Pennsylvania Railroad; 100,000 tons by the C&O canal; and 18,000 tons by barges coming up river (presumably largely from the anthracite mining areas of eastern Pennsylvania).

At the same time the, Washington papers carried the warning that unless more coal arrived, district industries might need to shut down and homes might have insufficient coal for the winter. Due to the shortage the canal was kept open longer than usual.

That year's coal shortage was at least partially due to the congested railroads, which highlighted the need for the diversification of transportation means and routes to lessen it. For the C&O this led to transshipping coal from canal boats to the Cumberland Valley Railroad at Powell's Bend, three miles below Williamsport. It was there, on Nov. 22, that what appeared to be a crude bomb intended to blow up a canal boat (presumably as an act of sabotage) was discovered while unloading coal from the boat.

Ultimately it was acknowledged that only 82 coal boats operated in 1917, and an inquiry from the government led to the assertion that theoretically the canal could handle a fleet of 500 to perhaps even 700 boats. As 1918 opened with a "coal famine" threatening the city, some in the government began to consider taking over the canal. A proposal to relieve the railroads and increase canal use envisioned shipping the raw materials from South America up the canal to the

new Kelly-Springfield tire plant being built in Cumberland. By March there was talk of steel rail, tin plate, and glassware manufactured in Cumberland also being shipped on the canal, and the canal company even proposed using tractors to tow boats and increase efficiency.

In early March 1918, Major John Stewart of the Army Corps of Engineers and two Army aides traveled the length of the C&O Canal on motorcycles, encountering challenging sections of ice, mud, and water and an inability to take their motorcycles through the tunnel. Stewart's mandate was to report on the canal's condition and capacity to William Gibbs McAdoo. The former Secretary of the Treasury, McAdoo had been appointed director general of the United States Railroad Administration (USRA) when that agency was formed with the U.S. entry into the war the year before.

Ultimately the government did not take over the C&O, although it did assume control of the newly completed third version of the Erie – the New York Barge Canal. However, the USRA stated clearly its interest in cooperating with the CTC in carrying the coal needed in Washington and its vicinity. As the canal prepared to open, however, the boatmen were again demanding an increase, this time to 75 cents a ton. Under pressure of wartime demands, they were forced to compromise on 60 cents a ton in March.

By the end of June 1918 the effort to ship more coal on the canal resulted in new boats being launched in Cumberland and a government contract executed with a firm in Elizabeth City, North Carolina, to construct 10 C&O Canal coal boats. Owned by the USRA, those boats were towed up the Albemarle and Chesapeake canal to the Chesapeake Bay and up the Potomac, the first arriving for C&O service in September.

WWI ended with the armistice that went into effect on Nov. 11, 1918, and with it ended a time of hope that the canal could be returned again to prosperity by dramatic changes in cargoes and the conversion to mechanical towing. On April 10, 1919, the new director-general of the USRA, Walker Hines, wrote a lengthy letter in reply to questions put to him by a group of Senators. In the letter he stated concerning the C&O:

At the beginning of the season of 1918, on account of increase made by the canal trustees in toll rates and the increases in operating expenses, the Canal Towage Company, which was the only company operating boats on this canal, announced that *it proposed to discontinue operations, as it could not pay operating expenses.*² [Emphasis mine.]

While doubtless right about the economic condition of the CTC, Hines was wrong on one point: The CTC was the only company operating *coal* boats on the canal, but a few other boats still carried grain, stone, and wood for their owners, who were likely also the owners of the mill or quarry that used them. It is highly unlikely by this time that any captain-owned freight boats still existed on the canal.

On Aug. 17, 1920, a newspaper report stated that 100 boats were operating on the canal. While the canal's coal traffic was claimed to be heavier than it had been in a number of years, a report the next day declared that the District again was facing a possible "coal famine" in the winter. In response, a committee had been formed to investigate the local supplies and one of the committee members blamed the deficit on inadequate transportation facilities. An Oct. 10 article stated:

The utilization of the C&O Canal to rush coal to the Capital in the face of the menaced shortage will be an event of more than temporary importance. The country [has] come to depend too completely upon its railroads for all classes of transportation.

Yet the annual mandatory report from the Trustees to the court overseeing the trusteeship provides a grim picture of the canal's financial situation more than a year after the war. Only substantial infusions by the C&O Transportation Company allowed it to meet the court's requirement that it remain in the black, as is apparent in these statistics:

	1920	1921
Earnings	\$81,935.97	\$63,924.52
C&OTC supplement	<u>\$92,810.05</u>	<u>\$98,918.51</u>
Expenses	\$174,746.02	\$162,845.03

Records for the trusteeship years are sparse and those we have raise many questions. Still, the following is clear: The trustees made decisions and contracts concerning the canal through the C&O Canal Company that remained the corporate identity for the canal and owner of its assets. Two extremely important contracts were made by the trustees and renewed multiple times. The first was that with the Chesapeake & Ohio Transportation Company of Washington County that went into effect Jan. 1, 1896. The details of this contract are unclear, although obviously its monetary transfers to the canal company kept the canal in business. The other major contract was with the Canal Towage Company and was first signed in 1903. For the canal company, its responsibilities were clearly to maintain the canal and collect tolls. The side of the CTC that owned or managed under contract the coal boats, operated independently of the Trustees and canal company (at least in terms of its legal arrangements).

Undoubtedly one of the most significant aspects of the canal's operation in the last years of canal navigation is the presence of a wife and young children with the captain on board, and of boats operated with the assistance of young children closely related to the captain. In 1920 and 1921, the Department of Labor gathered information on child labor on the New York canals (including the new "Erie"—the Barge Canal—that had opened in 1918) and the C&O, the only remaining canal of those it studied that was still using tow animals. In a report published in 1923 this comment appears:

The principal difference between life on the old [e.g., C&O] and on the new [e.g., N.Y. Barge] canals so far as

children are concerned, lies in the fact that on the older canals child labor is profitable and practically indispensable, while on the newer canals there is no place for it.³

The report also indicated that in 1920 on the C&O Canal, 59 captains were boating with their families that included some 135 children – 45 of whom were too young to do boat work. While some of those captains also used paid crew, it appears that roughly 50–60 percent of the boats relied on some unpaid family assistance. In most cases such families had a home on land where the wife and younger children often resided. Even so, there were a limited number of very poor families that lived year around on the boat for which they were responsible, and in some cases continued to do so even after navigation ended because they had no other home.

It is reasonable to theorize that economic realities such as the declining number of available boats, the financial instability of both the canal company and the CTC, and a series of monetary panics in 1896, 1901, and 1907, all reduced the ability of captains to negotiate for higher pay or to hire a full crew with what they were paid. Certainly there is substantial evidence in these last years of boats being operated with an inadequate crew and in a casual manner that at times was simply unsafe (e.g., leaving the mules with no human driver, and forcing lock gates open with the help of the mules before the water had equalized on both sides). Add the fact that the CTC was allowing some of its boats to be run and lived on year around by a nuclear family that sometimes included very young children and even infants, and it can be theorized that boating as primarily skilled work for adult males was declining during the trusteeship just as was utilization of the waterway and its financial condition.

Once it became clear that the canal would not reopen to navigation in 1924, a young boatman, Benjamin Garrish, drew up a list of the last boats on the canal the previous year. His list of a mere 45 boats includes the captain's name and the CTC number of each. The list leaves us wondering if the struggling CTC had truly operated so small a fleet in 1923.⁴

Notes:

1. The primary source materials for this article are from William Bauman's Canal Trade pdf documents containing transcriptions of historic newspaper articles relevant to the C&O Canal. They are available on the C&O Canal Association website at: candocanal.org/histdocs/newspaper.html
2. For a digital copy of the complete letter or of other official reports referred to in this column, contact Karen Gray, volunteer in the headquarters library of the C&O Canal NHP most Tuesdays and Thursdays, 9 am to 4 p.m., at Karen_gray@partner.nps.gov or 301-714-2220.
3. Springer, Ethel. "Canal Boat Children" *Monthly Labor Review*, 1923. A pdf copy can be download from here: www.whilbr.org/assets/uploads/CanalBoatChildren_1923.pdf
4. Kytile, Elizabeth. *Home on the Canal*. p.264 (Seven Locks Press, 1983).

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.

Recent months have been quite dry on the canal. This was especially apparent when I visited over 60 culverts in October and November, and noted how dry the streams were. I was afforded opportunities to view details closely that I never could access before. I'm glad we haven't had floods, but the water coverage of the wooden foundations that many culverts have is likely key to their survival.

Enjoy the remaining fall time and the early winter! I notice that many level walks are conducted over the holiday season - probably in part to get back to the good feeling the C&O Canal gives us all, and get away from holiday stress. I hope I see a few of you out there this winter.

— Steve Dean, levelwalker@candocanal.org

Level 1 Tidelock to Incline Plane: John Barnett, occasionally with Mary Budarz, reports Sept. 24 and Oct. 21: There is generally a somewhat manageable amount of trash on the towpath. The aqueduct is generally in horrible shape trash-wise, and has gotten impossible to keep under control. Long ago, it appeared we'd never be able to keep folks out of that area. The posted notices were destroyed as fast as they were erected. There are no notices there now and that area has been cleared of brush and the hordes have descended on it and the litter situation is deplorable.

Level 2 Incline Plane to Lock 5: Rod Mackler reports Oct. 10: It was a beautiful, cool day, with lots of people out on the Columbus Day holiday. The canal was mostly drained, but there was surprisingly little garbage beached on the bank, mostly plastic water bottles and aluminum beer cans.

Level 3 Lock 5 to Cabin John Creek: Hugh Robinson and Marilyn Stone report Sept. 26: A light amount of trash was found and removed. Five old car tires were on river side of towpath about 100 yards downstream from Cabin John pedestrian bridge over canal.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports August through November: The towpath was monitored over numerous walks, through all conditions. Nothing unusual was reported. During September two volunteers pulled some 75 tires (and other debris) from both the Potomac and the canal, placed the trash along the towpath from where it was dutifully picked up and removed by the NPS.

Level 5 Lock 14 to Bridge at Cropley: John N Maclean and Kevin Milan report Oct. 6: There are stretches of the canal, most significantly near Carderock, where the canal has virtually dried up. We encountered a NPS ranger at the Cropley Bridge who told us the reasons, which are numerous. The ranger said we were the first that day to ask him why the canal wasn't watered, but he expected to handle a dozen similar questions by the end of the day. The towpath was in good condition. A young buck walked near the canal and finally on the towpath, nearly oblivious to us. It was a handsome sight.

Level 6 Bridge at Cropley to Lock 20: Jan Kuhl reports Oct. 17: Towpath conditions were very good. The beautiful weather seemed to have a positive effect on the mood of other walkers, and they interrupted me quite a few times just to chat.

Level 7 Lock 20 to Lock 21: William James reports Sept. 2: There was a light amount of trash. Fallen branches were moved off the towpath. **Bridget Sisson and Oren Swain report Sept. 2:** There were only a few pieces of trash. Shortly after we started out walking upstream from Great Falls we saw someone walking downstream carrying a small bag of trash and a trash pickup utensil. My guess is someone was an hour or two ahead of us also picking up trash. There was some puddling on the towpath in spots. **Nancy Benco and Iris Garrelfs report Sept. 12:** We walked out on the towpath and returned on the river trail. There was evidence of recent mowing of grasses along west edge of prism. There were numerous visitors out on the towpath. **Jim and Lisa Goheen report Oct. 4:** There was very little trash at Great Falls. We picked up 1 bag of plastic bottles & beer cans along tow

path. Tow path in good shape, looked like it had been graded with new gravel fill. Swains camp ground immaculate, no trash!

Level 8 Lock 21 to Lock 22: Steve, Karen and Meg Appleton report Aug. 28 and Oct. 15: Erosion continues near the Pennyfield lock house. (The NPS is tracking this situation.) Towpath conditions were good, with a lot of visible trash in October. Black-eyed Susans were in bloom in August.

Level 9 Lock 22 to Seneca Aqueduct: Paul and Rita Marth report Aug. 22 and Nov. 4: In August, we collected quite a bit of trash near the edge of the river, and an NPS person took it away from us. In November, we noted that the canal towpath bank between Mileposts 21 and 22 had been cleared of shrubs and tall weeds as well as the wall between the river and towpath. The canal water level was quite low in this stretch. The river lock for Dam 2 was quite clear of trash and debris.

Level 11 Milepost 25 to Sycamore Landing: Pat Hopson reports Nov. 18: The towpath was relatively clean. The level seemed unusually quiet, except for the occasional gunshots from the McKee-Beshers area. The landscape was typical for late fall, with many fallen leaves and only a few lilac-colored asters hanging on. It's notable how completely the paw paw leaves cover the ground in many areas; they're so distinctively long, oval, tan and flat.

Level 12 Sycamore Landing to Lock 25: Carol Ivory, with Ray Abercrombie, Larry Broadwell, Margaret Nuese and Frank Wodarczyk report Nov. 5: A large-scale cleanup covered Sycamore Landing, Edwards Ferry, the Chisel Branch hike-biker camp, and the fishing trails along the towpath. There is still quite a bit of trash on the floodplain below Chisel Branch. The towpath is in excellent condition on this level. We encountered a group who stayed in the Lock 25 Canal Quarters lock house and they reported having an excellent time.

Level 13 Lock 25 to Harrison Island: Liz Wagner reports Oct. 10: There was a large group of picnickers from the Washington Bicycle Association at Edwards Ferry – they had their banner up and were taking photographs. They left no trash in the picnic area after they left. The towpath was in good condition.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports Aug. 29 and Sept. 28: The level is generally lightly traveled. There is typically more trash around the Dickerson end of the level. The Marble Quarry hiker-biker camp gets a lot of use and would benefit from a second table. Herons, deer and muskrats are often seen on this level.

Level 16 Lock 26 to the Monocacy Aqueduct: Mike Ciancoisi reports Sept. 24: The downspout for the Lock 27 house is broken again. This time, the large pipe that goes into the ground has been pulled up, and the hole in the ground seems to have been filled in. There are three other pieces of the downspout, and they are all there, but they're disconnected. One of the window panes in the back of lock house 27 has had some serious termite damage, and has a lot of wood missing. There has been a tree growing inside the Lock 27 walls for some time now, and I finally remembered to bring a saw. I sawed many of the offshoot branches off and threw them into the woods. **Jon Wolz reports Aug. 31, Sept. 21 and Nov. 18 (with Scott Wolz):** As

I reported in my July report there appeared to be water leaking strongly before Culvert 68 under the towpath down the river side wall to the river. In August, it was noted that an interim repair was done by filling in tow-path gravel on the towpath and into the canal prism. In November, it was reported that the canal prism is now down to mud between Lock 27 and just below the access point for the power plant. The pipe that flows from the power plant into the canal prism is not flowing. The power plant is draining its warm water directly into the kayak practice run that flows into the Potomac River. **Brittany Smith reports Sept. 28:** It was a nice day for a walk. I did not observe any unusual towpath conditions. The Monocacy Aqueduct looked beautiful, but there were downed trees across the arches.

Level 17 Monocacy Aqueduct to Noland's Ferry: Earl Porter reports Nov. 2: It was a beautiful fall day. Arches 6 and 7 were clear on the Monocacy Aqueduct, and arch 3 is partially open. There was quite a bit of trash and I had to borrow trash bags from some picnickers. The metal grill at the Indian Flats hiker-biker camp has rusted out and fallen off the stand.

Level 18 Noland's Ferry to Point of Rocks: John and Susan Anderson report Sept. 17: It was somewhat warm, but the weather didn't deter walkers and bikers. The level is in excellent shape heading into the cooler weather.

Level 19 Point of Rocks to Catoctin Aqueduct: Lynn and Jim Walker report Nov. 12 and 13: We collected and removed seven very full bags of trash and recycle, mostly from the Lander and Point of Rocks boat ramp areas. The log jam on the upstream side of the Catoctin Aqueduct is much reduced in size. The interpretive sign along the towpath near Point of Rocks almost under the Route 15 bridge has frame damage and is leaning a bit more toward the canal prism.

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

Level 20 Catoctin Aqueduct to Lock 30: Doug Zveare reports Nov. 18: The canal prism in Brunswick has apparently been cleaned up and underbrush removed. The area where I noticed this work is at the beginning of the combination towpath/road to the Brunswick Family Campground. There are earthen causeways in the canal for equipment access. I noticed several piles of wood chips on the towpath side obviously from a chipper machine. I have not been able to determine who is doing this work.

Level 21 Lock 30 to Lock 31: John Ferguson reports Sept. 12 and Oct. 11: In September, the towpath was packed mud but by October it was dry. I found more trash than I usually do in October. The stream crossing the towpath just below the Appalachian Trail marker was completely dry. The windows on the Lock 58 house could use some paint. **Karlen Keto reports Nov. 8:** My dog, Chessie, and I walked the level in two parts. There were numerous people out for Election Day walks and rides. The weather was perfect.

Level 22 Lock 31 to Lock 33: Karlen Keto reports Sept. 16 and Oct. 12: Chessie and I enjoyed perfect days on the towpath. In September, the fragrance of Paw Paws filled the air. There is an abundant crop this year between Weverton and Sandy Hook. I had one for breakfast! In October, there was a senior citizen couple strolling arm in arm and clasping hands. They were so content and happy. It warmed my heart that they, too, can enjoy simple pleasures on this wonderful park. They were some distance from access points. Perhaps walking keeps them in shape! **Doug Zveare reports Nov. 17:** It was very dry due to lack of recent rain. There were several through-riders. As is usually the case several tourists from Harpers Ferry NHP were observed on the towpath near Lock 33.

Level 25 Dargan Bend to Lock 37: Dave and Barb Collins report Aug. 21: The towpath was not bad. Most the trash was at the boat ramp/picnic area. There are extensive paw paws on this level

Levels 25 and 26 Dargan Bend to Antietam Aqueduct: Lynn and John Di-Carlo report August through November: The towpath was monitored

over numerous walks, through all conditions. It was generally in good condition and no issues were reported.

Level 27 Antietam Aqueduct to Lock 38: Steve Dean reports Oct. 7: The towpath and structures were in good condition, though there was quite a bit of trash on the level. I found a Shepherd University Student ID card and was able to locate someone at the school to return it top. **Jonnie and Joyce Lefebure report Oct. 15:** It's always a pleasure to be on the towpath. The towpath clean and dry. There was a boy scout troop camping 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 Sept. 21 and Oct. 24: Tree maintenance was in progress in September near Snyders Landing. I walked the levels three times in October. High winds brought down some branches near the Killiansburg area. Otherwise, there was nothing of significance to report

Level 30 Snyders Landing to Lock 40: Hilary Walsh reports Oct. 1: The river side of the towpath was lined with paw paw trees in various stages of growth. Fruits visible and just beginning to fall, to be devoured by ants. Since I hadn't found much trash by the time I reached Lock 40, I got adventurous and climbed down into the lock to retrieve several soda cans and water bottles. **Charlie Connolly reports Oct. 10:** The level was very clean. There was a gouge in the towpath where a tree had fallen. The NPS had marked it off.

Level 31 Lock 40 to Marsh Run Culvert: Bill Warren reports Aug. 28: The towpath was in good shape, but with a few remaining wet spots from recent rains. One thing I noted was the large number of poison ivy vines growing up the large trees along the towpath around Taylor Landing. Some were quite large and you could see bunches of berries higher up the trees, attractive to birds who will scatter the seeds. But I also saw marks on some trees showing that someone with an ax or hatchet had cut the vines to stop their climbing.

Level 32 Marsh Run Culvert to Dam 4: Dave Plume reports Nov. 12: The towpath was in excellent condition. It was very dry and there was no water in the canal prism. I was accompanied by my dog, Tip.

Level 34 McMabons Mill to Opequon Junction Hiker Biker: Tom and Linda Perry report Oct. 31: We have never seen our level so clean. Even the parking lot was clear. There was some debris from trees fallen during storms, which we moved.

Level 36 Lock 43 to Falling Waters: Dick Ebersole reports Sept. 19: The towpath was in good condition. The lock is dry; most of the time there is water in this lock. Someone has recently cut the grass around the lock and lock house, the new lock 43 sign has been installed. I saw nine wild turkeys and lots of squirrels.

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 38 Lock 44 to High Rock Quarry: Darese, Logan and Benjamin Arch report Sept. 3: Conditions were good on the level. We noted an upset lawn chair with a full set of clothing on the plants down by the water near Culvert 129. We left it and reported it to the visitor center staff.

Level 41 Dam 5 to Four Locks: Vallie Compher and Catherine Bragaw report Aug. 26: A very hot and humid day kept the visitor traffic very low. There was a lot of trash in the parking lot at Dam 5, but it looked nice afterward. Unfortunately, there was a lot of spray painted explicit graffiti along the way to the rock out-crops. On a positive note, the lock signs Jim Heins and other volunteers installed looked wonderful! There were numerous maintenance-related issues in the area that were reported to the National Park Service. **Roxanne and Rafi Krigman report Sept. 4:** The towpath was surprisingly very clean. The little bit of trash we picked up were liquor containers and it was all in the first mile, between Dam 5 and the bend before Milepost 107.

Level 42 Four Locks to McCoy's Ferry: Jack and Deborah Ebersole report Oct. 10: The towpath was in good condition with some puddling in a few areas. Considering how windy it has been the previous two days there were surprisingly few limbs on the towpath. The biggest obstacle was the large quantity of walnuts on the towpath in places. Several fire and rescue vehicles were in the parking lot at Four Locks. Training was being conducted and two boats were at the boat ramp or in the river.

Level 43 McCoy's Ferry to Fort Frederick: Karen Gray reports Sept. 24: Almost the entire line of the canal was dry on this walk. The only section holding some water was between Culverts 145 and 147. In Culvert 145 and for a short distance upstream marsh-like conditions prevailed. Culvert 147 has substantial holes in the prism above its vault was too overgrown with plants for me to see the holes. The McCoy's Ferry campground looked very well maintained but I was surprised that on such a lovely weekend it was only about one-third filled.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports Sept. 23: The towpath was very clean from Fort Frederick through to the aqueduct. I removed a paper cup and some foil food wrapping from the towpath. However, the Licking Creek camping area was cluttered by several pieces of trash. There was one rather deep pothole, with exposed tree roots that was located about 100 yards east of the railroad trestle. (This is a possible bike hazard and was reported to the NPS.)

Levels 47 (upper) and 48 Lock 51 to Round Top Cement Mill: Phillip M. Clemans reports Sept. 25: The towpath and Bowles House were very busy on a summer-like day. It is evident that visitors are going all over the ruins at the Round Top Cement Mill and possibly moving stones and engaging in activity that could impact the condition of the ruins. I noted a bear running from the Western Maryland Rail Trail toward the canal.

(Continued on p. 18)



Top: Grebe – Photo by Marsha Dulz

Center: Monica Larcom removes trash from historic barn ruins – Photo by Steve Dean

Bottom: Stone mason mark on culvert – Photo by Steve Dean

Top: Monocacy Granary Ruins – Photo by Jon Wolz

Center: Paw Paws – Photo by Nancy Benco

Bottom: Sink hole over Culvert 185 – Photo by Mike Buccì

C&O Canal NHP Staff Departures

Recently three well respected National Park Service employees departed the C&O Canal for other opportunities.

Dr. Daniel Filer departed the chief of business management position to become the research coordinator for the Chesapeake Watershed Cooperative Ecosystem Studies Unit. Dan started as a intern working with Rita Knox at the Cumberland Visitor Center and has held numerous positions at the park. Many Association members got to know him when he served as the volunteer program manager.

Kelly Fox was an interpretive ranger on the C&O Canal who was respected and admired by park staff, visitors and Association members alike. She served in the Palisades and Western Maryland districts in many roles. Kelly will manage the Ford's Theater National Historical Site in her new job.

Chris Stubbs was a long-time chief of resource management for the C&O Canal and ably managed the park's resources. He took a particular interest in the over 1,000 historic structures on the park, including culverts. Chris will serve as the superintendent of the Monocacy National Battlefield.

– Steve Dean

Volunteers in Parks

Jim Heins' team recently completed replacement of the lock signs on the entire length of the canal, but they didn't take time out for a break after that. They kept busy during the fall season installing waysides and park benches.

Recently Jim's team installed a park bench at a very busy spot on the canal – the entry to the Olmsted Island access bridge. This bench was immediately put in to use. A series of photos of the team in action can be seen at www.flickr.com/photos/steve-1828/albums/72157676196549585

– Steve Dean



(On the Level – continued from p. 17)

Level 48 Hancock to Round Top Cement Mill: Michael and Judi Bucci report Oct. 28: The towpath was dry and well maintained. Tops of the culverts were recently mowed. The bench at Round Top was disconnected from the base. There are new sink holes over the top of Culvert 185.

Level 49 Round Top Cement Mill to Lock 53: Kristin Zimet reports Nov. 6: The cement mill wall is still threatened by ailanthus. Young ailanthus trees are also growing inside Lock 53 and on the Devil's Eyebrow. The towpath was covered in sycamore leaves. Hickory and spicebush shone a glorious old gold in the late afternoon light. The canal bed is thick with lizard's tail leaves, still green. Wood ducks have moved in for the winter. We surprised at least a dozen of them. There were six pileated woodpeckers but no other woodpeckers — which is highly unusual. We found a handful of chickadees, a few white-throated sparrows, and near the mill, two ravens. At the bend above the mill six hooded mergansers were diving to feed. The best sighting was a large raptor which we startled three times from the trees at the river's edge about a mile downstream from the lock. In the dim light we saw a brilliant white rump, so it was probably a northern harrier; but it would be interesting to go back and rule out an immature golden eagle.

Paul Petkus reports Sept. 24: The level was in good condition. It was clear that the NPS did selective mowing along the level. Wildflowers were allowed to grow, thus, much to the benefit of the bees, wasps, caterpillars and butterflies that visited them. Cabbage whites were the most common butterfly species by far. Other species included pearl crescent, great spangled fritillary, red-spotted purple, eastern comma, northern pearly eye, orange sulphurs and possible tiger swallowtails.

Level 50 Lock 53 to Dam 6: Steve Dean reports Nov. 12: The level was in good condition, and the resurfacing that is now five years old has held up well. The six culverts on the level are in good condition. Streams are very dry, allowing close inspection of most culverts.

Level 51 Dam 6 to Lock 56: Bill Holdsworth reports Oct. 6: Not much activity on the towpath on this pleasant fall weekday. Most trash was on the Western Maryland Rail trail.

Level 53 15 Mile Creek Aqueduct to Lock 59: Tom and Marsha Dulz report Oct. 4: Towpath conditions were good. We spotted a grebe. The canal was choked by lily pads.

Levels 53 and 54 15 Mile Creek Aqueduct to Lock 60: Dennis Kubicki reports Nov. 2: The towpath was in relatively good condition with minimal rutting, no mud and no obstructions. Additional degradation of Culvert 207 was noted since my August report. More earth has fallen from the canal embankment on the river side creating about a 75 percent obstruction of the culvert opening. I had a rather interesting encounter with a deer. I saw it feeding on the towpath. As I usually do, I slowed down and approached it cautiously, but it didn't run away. It stopped eating and looked my way, until I stopped within 5 yards of it. For about 10 minutes we looked at each other, then it ran into the brush.

Level 55 Lock 59 to Culvert 208: Paul Petkus reports Oct. 2: The towpath was dry and in good condition. It was disturbing to find an abandoned camp fire still burning at Bonds Landing. Birds were the most active of the creatures observed during the day. The species observed included a blue heron, pileated woodpeckers, white throated sparrows and cedar waxwings. Oddly enough, it's the first time that I've seen a blue heron on Level 55.

Levels 62 and 63 Lock 68 to Kellys Road Culvert: Steve Dean and Monica Larcom report Nov. 17: It was a perfect fall day, with a little mist in the morning. Both levels were in good condition, with minimal trash found. Most trash was in the historic barn ruins near Pigmans Ferry. The dry conditions allowed close inspection of the culverts, and stone mason marks were found on two of them. An NPS contractor was doing tree work around Lock 71, and other personnel were trimming around Lock 70. We met a biker with a baby in tow and he asked about local shopping for provisions.

Level 64 Kellys Road Culvert to Spring Gap: Nasra Sakran and Lafayette Buckler report Sept. 25: There was very little trash and it was mostly small paper. Japanese stilt weed was very tall. This was the first time I've noticed stilt weed on this level.

Association Members Receive C&O Canal Volunteer of the Year Recognition

Long-time level walker Jim Tomlin was named the 2016 Chesapeake and Ohio Canal National Historical Park park-wide volunteer of the year. Jim richly deserved this honor. He walks Level 37 between Falling Waters and Lock 44 on a regular basis. This level is nearly five miles long and is one of the longest levels in the program. His enthusiasm for the C&O Canal NHP and his level is evident in the work he does and the reports he provides for his level.

Jim's work in the park also includes extensive support related to GPS recording and data processing. He has provided two-day GPS training sessions for other C&O Canal volunteers. Jim Tomlin led a team of "GPS Rangers" from the Potomac Appalachian Trail Club to complete an unthinkable and thankless project to photograph and record GPS data for all the signs in the park. This may sound fairly straightforward,



but one can go to any section of the park that has heavy visitor use and start consciously looking for and counting signs; within three minutes the quantity of signs will be overwhelming. (l-r) Becca Jameson, Emily Hewitt, Kevin Brandt, Jim Tomlin – Photo by Pics/Paulie

He worked closely with Ranger Ben Helwig on this project and it will allow park staff to move forward with the systematic updating signs, especially waysides.

Jim also supported a project by the C&O Canal Trust to survey 600 canal features for an on-line guide for the park. He led a small team of GPS Rangers to survey the sites and provided high quality GPS data and site information to the Trust and the park as a result of this effort. Jim personally collects a significant amount of the GPS data on his own in fulfillment of these projects.

He recently conducted a C&O Canal workshop as part of the Appalachian Trail Biennial Conference, and personally donated copies of the *C&O Canal National Historical Park Handbook* and the *Towpath Guide to the C&O Canal* to the fifty participants in the workshop. Jim is also an active member of the C&O Canal Association board and is very supportive of the Association's efforts to assist the park.

– Steve Dean

Francis "Champ" Zumbrun was selected as the 2016 Chesapeake and Ohio Canal National Historical Park Western District volunteer of the year. He recently led the effort to commission an art project with internationally known artist Mark Stutzman to commemorate the 2016 Centennial of the National Park Service. Champ led Mr. Stutzman throughout the park to collect ideas for the original artwork and served as the point of contact throughout, always keeping the park and the C & O Canal Association informed and involved. The project unveiling and celebration took place during the annual Heritage Days Festival in Cumberland on June 11, 2016.

Champ also participated in another Centennial park event at the Paw Paw Tunnel. This was an evening lantern lit program in August, 2016, during which Champ portrayed canal engineer Charles Fisk. Close to 100 visitors participated in "A Night at the Paw Paw Tunnel."



(l-r) Rita Knox, Champ Zumbrun, Emily Hewitt – Photo by Steve Dean

In addition to working on special centennial projects for the park throughout the year, Champ has been active with the park's Canal Classroom Corps, assists staffing Lockhouse 75 during the summer months and is an active C&O Canal Association Level Walker.

Champ has worked for several years with the Liberty Tree project at Oldtown, Maryland. This is another project that he spearheaded to place a sapling, taken from Maryland's original Liberty Tree in Annapolis, at Oldtown, the home of frontiersman Thomas Cresap. While various small trees have faltered and failed near the Moore House and beside Lock 70, Champ continues to nurture small trees that are offspring of the original, hoping one will gain a foothold at the canal site.

When it was announced that the C & O Canal Advisory Commission was being re-established, Champ expressed interest and volunteered to serve. He was recently appointed to serve on the Commission as a representative from Allegany County, Maryland. Champ is a fine example of a park volunteer and well deserves his recognition.

– Rita Knox

A Plant That Blooms in Winter

Could there possibly be any similarity between our exalted species (*Homo sapiens*) and the lowly skunk cabbage (*Symplocarpus foetidus*)? It's hard to believe, but there is. Skunk cabbage is able to generate its own heat, a rare occurrence in the plant kingdom but a characteristic we associate with warm-blooded creatures such as ourselves.

Warm-blooded organisms are able to regulate their body temperature in cold weather by exercising and burning calories. This process is called, thermogenesis. The skunk cabbage is a member of the small community of plants that possess this ability. It is one of the only plants of its kind found locally. It blooms in winter regardless of freezing temperatures and frozen ground.

How exactly thermogenetic plants accomplish thermogenesis is not well understood, but the best explanation has to do with the process of breaking down starch into sugar. Over time the skunk cabbage stores large amounts of starch in its roots. As the flower grows and emerges above ground, it absorbs oxygen that breaks down the starch and produces sugar. This process generates heat that can exceed the temperature of the air by as much as 30 degrees. When the weather improves, the generation of heat stops.

Skunk cabbages do not have leaves at first. The flowers that initially protrude above ground are about four to six inches high. At this point we are not actually seeing the flower, but rather a modified leaf structure called a spathe. The spathe forms a hood around the knob-shaped flower head. To see the flower one must look into an opening in the spathe. The color of the hood is a distinctive brownish-purple, often mottled with patches of green. The shape is quite unique. It is like a spiral, wider on the bottom culminating in a spike-like structure on the top. Between the unusual color and the shape, you cannot miss identifying a skunk cabbage.

Skunk cabbages announce their presence in two ways: by their odor and by the ring of melted snow or ice surrounding the flower. As the flower emerges it releases enough heat to melt frozen ground. As for the odor, we might not like it but it is perfume to certain types of pollinators, such as flies and other insects that find carrion tasty. Seeking warmth, pollinators settle on the skunk cabbage flowers. As they fly from flower to flower, pollen is spread among the plants. The warmth and the odor attract the first insects of spring, giving the skunk cabbage an early start in the competition for pollinators.

In winter the spathe is all we see of the skunk cabbage. The leaves come later. While it is still cold, a small bud appears beside the spathe. Inside the bud the leaves are tightly packed. As the weather warms the leaves uncoil. They are broad and unusually long, as much as one to three feet in length. If crushed, they exude the same skunk-like odor that gives the plant its name. These distinctive leaves mark the territory of a skunk cabbage patch through the spring and summer.

Skunk cabbage can be found along the towpath as early as February. Wet, marshy areas are the favorite habitat. If you see a ring of melted snow surrounding a striking purplish plant standing just a few inches above ground, put your finger into the cavity formed by the hood. If it is skunk cabbage, you will feel the warmth.



Above - Skunk cabbage

Below - Skunk cabbage spathe around the flower head

Photos by Bonnie Ott, www.flickr.com/photos/sparrowbon/



Gifts for the Canal Lover –

Remember the C&O Canal Association's online store when shopping for the canal enthusiast in your life. We offer a selection of potential gifts.

Holiday sale price: For only \$8, you can buy an 18" x 24" poster version of the original artwork celebrating the NPS Centennial. Mark Stutzman's work depicts various scenes along the canal. Suitable for framing. The postcard version is only \$1.

Clearance items: We've slashed prices on these classics. Get them while they last:

- Dan Guzy, *Navigation on the Upper Potomac and Its Tributaries*. (C&OCA, 2008, paperback, 166 pages). This book describes commerce on the Potomac River in the era before the C&O Canal, and how George Washington worked to promote this busy trade route to the west. Clearance price \$5, plus free shipping.
- Tom R. Hulst, *The Footpaths of Justice O. William Douglas: A Legacy of Place*, (iUniverse, Inc., 289 pages, paperback.) As a biography, this work concentrates on Douglas' impact as a jurist, and even more on his role as an advocate for saving areas of natural beauty. Clearance price \$5, plus free shipping.
- William E. Davies, *The Geology and Engineering Structures of the C&O Canal: An Engineering Geologist's Description and Drawings*. (C&OCA, 1999, paperback, 636 pages). Although unfinished, this work is a uniquely valuable description of structures and formations along the whole length of the canal. Clearance price \$9, plus free shipping.
- Robert J. Kapsch, *The Potomac Canal: George Washington and the Waterway West*, (WVU Press, 2007, paperback, 374 pages) (8½ by 10 inches), bibliography, notes, and index. A richly illustrated, in-depth history of one of the nation's early transportation systems, a precursor to the C&O Canal. Clearance price \$15, plus free shipping.
- Robert J. Kapsch and Elizabeth Perry Kapsch, *Monocacy Aqueduct on the C&O Canal* (Medley Press, 2005, paperback, 110 pages). This book tells the story of the design, construction, and use of aqueduct and describes the successful rehabilitation effort completed in 2005. Clearance price \$5, plus free shipping.
- *Monocacy Aqueduct DVD*: The video traces the aqueduct's story from its construction (1828-33), through its rise and decline, to its restoration completed in 2005. Clearance price \$3.
- Canal artist Tom Kozar's splendid pen-and-ink drawing of the *Monocacy Aqueduct* as it appeared in its glory days. Each 11"x17" print is numbered as part of a limited edition. Clearance price \$5.
- *Aqueduct T-shirts* highlight the canal's 11 historic aqueducts. The shirts are royal blue with white graphics. Clearance price \$8.50.



Canal standards: These popular items are always a good choice:

- Last year's *C&O Canal Official National Park Handbook* is a terrific update to the 24-year-old original. The price is just \$8.
- Thomas Hahn's *Towpath Guide to the C&O Canal* remains the most comprehensive mile-by-mile guide to the canal. The current edition was published in 2015. The member price is \$14.15.
- The *Pocket Guide to the C&O Canal National Historical Park* is a great way to track your progress on the towpath. The guide lists 580 sites and features, includes canal maps, and provides space for user notes. The 2016 edition features a laminated cover for improved durability. All this for a stocking stuffer price of \$3.

For the complete selection of items, visit our online store at candocanal.org/store.html.

Calendar of Events - 2017

Jan 22, Sun, Continuing Hike Series, 10:30 a.m., Rileys Locks (mile 22.8) to Seneca Quarry workers cemetery. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Feb 5, Sun, Board Meeting, 1:00 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Feb 25, Sat, Continuing Hike Series: 10:30 a.m., Dargans Bend (mile 64.9) to Lock 35 dry dock. Contact Pat White.

Mar 4, Sat, Annual Meeting at Williamsport American Legion, 400 South Conococheague Street, opposite the Fire Hall. A "meet the candidates" hour begins at 1:00 p.m. Meeting starts at 2:00 p.m. Happy hour follows at approximately 4:30 p.m. Buffet dinner is scheduled for 5:30 p.m. A reservation form is enclosed in this newsletter.

Mar 8, Wed, Federal Advisory Commission, C&O Canal NHP, 9:00 a.m.-3:00 p.m., at park headquarters, 1850 Dual Highway, Hagerstown, Md.

Mar 25, Sat, Continuing Hike Series, 10:30 a.m., North Branch (Lock 75, mile 175.6) to Evitts Creek Aqueduct. Contact Pat White.

Apr 2, Sun, Nature walk focusing on wildflowers, 10:00 a.m., Shepherdstown. Contact Tom Aitken at (304)-279-0521 or at thomasaitken01@comcast.net.

Apr 2, Sun, Board Meeting, 1:00 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Apr 8, Sat, Potomac Watershed Cleanup, 9:00 a.m. to noon. The Association will be operating or coordinating various sites. Contact Jim Heins (301-949-3518 or vip@candocanal.org).

Apr 15, Sat, Nature walk focusing on tree identification, 1:00 - 3:00 p.m., Carderock Recreation Area. Contact Ralph Buglass, rbuglass@verizon.net; 617-571-0312.

Apr 29, Sat, Annual Douglas Hike and Dinner. Details will be published in the March newsletter. Contact Steve Dean at programs@candocanal.org or 301-904-9068.

Apr 29, Sat, Nature walk focusing on wildflowers, 10:00 a.m., Four-mile roundtrip hike over the Tunnel Hill Trail. Contact Champ Zumbun at 301-729-4452 or champzumbun@gmail.com.

May 20, Sat, Paddle trip on the Potomac from Brunswick to the Monocacy Aqueduct (approx. 13 miles). Reservations required. Contact Bill Burton (canoemaster@candocanal.org or 703-801-0963).

May 27, Sat, Continuing Hike Series, 10:30 a.m., Monocacy Aqueduct to Woods Lock. Contact Pat White.

May 27, Sat, Nature walk focusing on birds, Rileys Lock, 8:00 a.m. Contact Kurt Schwartz at krschwa1@verizon.net or 443-538-2370.

May 28, Sun, Joint Picnic, C&OCA and Friends of the Historic Great Falls Tavern, 5:30 p.m., aboard *Charles F. Mercer* at Great Falls. Reservations required. Contact Don Harrison (donh811@verizon.net).

June 3, Sat, Presidents' Day Breakfast at 9:00 a.m. at Bill's Place in Little Orleans, Md. Steve Dean will lead a dragonfly walk at Oldtown after the breakfast. Contact Steve Dean.

June 4, Sun, Board Meeting, 1:00 p.m., at Williamsport Town Hall, 2 North Conococheague St.

June 10-11, Sat-Sun, 48th Annual Heritage Days Festival in Cumberland. Historic Washington Street. Saturday 10:00 a.m. - 6:00 p.m., Sunday 11:00 a.m. - 5:00 p.m.

June 10, Sat, One-day paddle trip on the Monocacy River. Reservations required. Contact Barbara Sheridan (canoemaster@candocanal.org or 301-752-5436).

June 18, Sun, Nature walk focusing on butterfly identification, 11:00 a.m., Carderock Recreation Area. Contact Paul Petkus at papetkus@gmail.com or 773-450-6039 (cell).

June 21, Wed, Federal Advisory Commission, C&O Canal NHP, 9:00 a.m. - 3:00 p.m., at park headquarters, 1850 Dual Highway, Hagerstown, Md.

July 15, Sat, Paddle trip in the C&O Canal from Violettes Lock to Great Falls with portage around two locks. Reservations required. Contact Bill Burton.

Aug 5, Sat, Paddle trip from Rileys Lock through the old Potowmack Canal in Virginia to Pennyfield Lock. Reservations required. Contact Bill Burton.

Aug 6, Sun, Board Meeting, 1:00 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Aug 12, Sat, Nature walk along the towpath to view dragonflies. 10:00 a.m. at the Dickerson Conservation area. Contact Steve Dean.

Aug 25-27, Fri-Sun, Paw Paw Bends paddle trip from Paw Paw, W.Va. to Little Orleans, Md. Reservations required. Contact Barbara Sheridan.

Aug 26-27, Sat-Sun, Williamsport C&O Canal Days. Contact: Tom Perry, 301-223-7010.

Sep 23, Sat, Nature walk focusing on birds, 8:00 a.m. at Sycamore Landing. Contact Kurt Schwarz.

Sep 24-28, Sun-Thu, *World Canals Conference*, Syracuse, NY. For more information, see wcc2017syracuse.com/.

Oct 4-9, Wed-Mon, Through bike ride, Cumberland to Georgetown. Reservations required. Contact Pat Hopson, 703-379-1795 or phopson727@verizon.net, after January 15.

Oct 7, Sat, Nature walk focusing on tree identification, 1:00 - 3:00 p.m., Carderock Recreation Area. Contact Ralph Buglass.

Oct 8, Sun, Board Meeting, 1:00 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Oct 18, Wed, Federal Advisory Commission, C&O Canal NHP, 9:00 a.m.-3:00 p.m., at park headquarters, 1850 Dual Highway, Hagerstown, Md.

Oct 28, Sat, Annual Heritage Hike and Dinner. Details will be published in September newsletter. Contact Steve Dean.

Nov 19, Sun, Continuing Hike Series, 10:30 a.m., Fort Frederick (mile 112.4) downstream. Contact Pat White.

Dec 3, Sun, Board Meeting, 1:00 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

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

Contact information is provided for the earliest event coordinated by the contact. Additional event details will be included in the newsletter prior to the event.

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

C&O CANAL

NATIONAL HISTORICAL PARK

Telephone Numbers and Personnel

C&O Canal National Historical Park Headquarters

1850 Dual Highway, Suite 100, Hagerstown, MD 21740

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	John Noel
Assistant to the Superintendent	301-714-2201	Linzy French
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Management	301-714-2204	Ben Helwig (Acting)
Chief of Resource Mgmt.	301-714-2225	Michelle Carter (Acting)
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	Rebecca Jameson (Acting)
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

Interpretive Supervisor	301-767-3702	Pete Peterson
District Ranger Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor Use Assistant	301-767-3703	Shaun Lehmann
Georgetown Interpretive Supervisor	240-291-8466	Brendan Wilson

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	240-625-2931	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

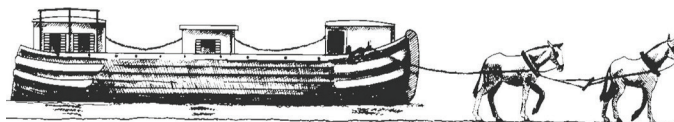
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HAZARDS CHO: Hazards@nps.gov



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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.

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This detail of the base of Culvert 202 illustrates how some culverts are built on wooden foundations. The wood is often well preserved because it is typically under water. Low water levels of many streams in the fall of 2016 allowed close observation of the culvert foundations. Some wooden base culverts have degraded over time. Culvert 202 is in good condition and the wood is intact and solid. Contact Steve at editor@candocanal.org for further discussion of culverts. Photo by Steve Dean



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