

# 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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## Conococheague Aqueduct Restoration Groundbreaking Ceremony

The Chesapeake and Ohio Canal National Historical Park celebrated the start of the restoration of the Conococheague Aqueduct on May 5 in Williamsport, Maryland. A large crowd was present for the event despite early rains that were, at times, heavy. The weather cleared for the event and even allowed time for participants to tour the Williamsport basin area and Lock 44 on four canal excursion boats before the groundbreaking ceremonies.

C&O Canal National Historical Park Superintendent Kevin Brandt led the ceremonies and introduced a number of guest speakers, including U.S. Sen. Chris Van Hollen, National Park Service Acting Director Michael Reynolds, Md. Secretary of Natural Resources Mark J. Belton, Md. Sen. George Edwards, and Md. Delegate Neil Parrott. Both current Williamsport Mayor William Green and past Mayor James McCleaf spoke. Numerous members of the Federal Advisory Commission and park partners were in attendance.

The speakers remarked on the tremendous cooperation and hard work by the National Park Service, the State of Maryland, Washington County and the town of Williamsport to make the project happen.

The restoration of the entire complex is a true federal-state-local partnership, with \$6.24 million coming from a State of Maryland Transportation Alternatives Program Grant, \$722,904 from a State of Maryland Bikeways Grant, and \$1.33 million from the National Park Service Centennial Challenge fund. The Town of Williamsport has been an active, supportive and essential voice in bringing this project to fruition.

The funding currently available will support the restoration of the Conococheague Aqueduct, a new crossing of the canal, a rail trail, and restoration of the historic coal yard.

(Continued on p. 2)



*Four C&O Canal excursion boats carried Conococheague Aqueduct groundbreaking participants and other visitors on a trip from the Cushwa Basin to Lock 44 and back before the event on May 5th. Photo by Steve Dean – See photos of the event at [www.flickr.com/gp/steve-1828/9xw3Ud](http://www.flickr.com/gp/steve-1828/9xw3Ud)*



The additional Williamsport area projects are under design and will proceed to construction in the coming months.

The restored aqueduct will appear as it did late in the canal operating era, when the aqueduct was repaired with a wooden wall after the stone wall gave way in 1920. The aqueduct will be watered and park visitors will be able to ride a boat across it, for the first time in over 90 years.

“The impossible does not happen as a matter of course. The vision of a re-watered aqueduct was embraced by the

entire community. The restoration of the Conococheague Aqueduct represents the best in community partnerships,” Superintendent Kevin Brandt stated. “The Conococheague Aqueduct will be the centerpiece of the restored historic landscape in this area of the park, while also creating a premier visitor attraction in Williamsport, Maryland. I can think of no better way to celebrate the centennial of the National Park Service and prepare us for a second century of stewardship than a project that brings together partners on the federal, state and local level.”

— Steve Dean, with National Park Service content



*The Conococheague Aqueduct as it appears before the restoration project. Photo by Steve Dean*



*Artist's rendition of the appearance of the aqueduct after restoration and re-watering. Image by Peck & Peck Associates, courtesy of the National Park Service*

## A Friend in Williamsport

By Rod Mackler

As we know, the C&O Canal NHP has broken ground for the restoration of the Conococheague Aqueduct. While work is in progress, hikers and bikers will have to detour around the work site over the next bridge upstream on Conococheague Creek, on Maryland Route 68/Clear Spring Road.

A careful observer may spy a marker associated with the cemetery of the Friend family property, “Swede's Delight.” An original tombstone for Jacob Friend was damaged in the flood of 1936 – see the highest flood marker on the back of the Cushwa Warehouse – but the Washington County Historical Society has placed a reproduction in the family cemetery. Charles Friend, Jacob's father, was said to have been the first settler in what is now Washington County, enticed as early as 1732 by Lord Baltimore's offer to homesteaders in the western reaches of his colony. Jacob was thus a contemporary of Otho Holland Williams, for whom the town is named, and who is buried in a more prominent location, in the town cemetery.

Jacob Friend's inscription reads:

*Here lies  
the Remains of  
JACOB FRIEND Sen  
Born 18<sup>th</sup> Sept<sup>r</sup> 1738.  
Died 10<sup>th</sup> Feb<sup>r</sup> 1802.*

*Reader WHOE'ER thou art,  
Thy life muft fhortly end  
Prepare in time that God may be  
Thine everlasting FRIEND.*



*Jacob Friend. Photo by Rod Mackler*



## 2017 Douglas Memorial Hike and Dinner

C&O Canal Association members spent a great day on the towpath during the Douglas Hike on April 29, followed by dinner and a presentation on the 2016 World Canal Conference in Inverness, Scotland.

Despite an iffy weather forecast and early rains, around 30 hikers took to the towpath for treks of varying lengths between the Monocacy Aqueduct and Brunswick. The weather held out, allowing the walkers to enjoy fine spring views of the canal at a comfortable pace.

Dinner at the Beallsville Fire Department was attended by over 40 members. As always, it was enjoyed by all. The presentation on the 2016 World Canal Conference was well prepared and delivered, with contributions from Rod Mackler, Susan Van Haften, Bill Holdsworth, Chris Holdsworth, Jill Craig and Kerry Gruber.

— Steve Dean



*Gimme a C & O! The long hikers at the start of the walk at the Monocacy Aqueduct. (l-r) Jim Alden, Louise Wideroff, Gage Linden, Neil Gilliam, Tim Snyder, Jim Spangenberg and Craig DeLauder. Photo by Steve Dean*



*The Association President's Day breakfast at Bills Place was enjoyed by 28 members on June 3<sup>rd</sup>. Long time member, past Cumberland mayor and World War II veteran Tom Conlon joined the group and related many happy memories of past Association days on the canal, much to the delight of the group. Several members went on a dragonfly walk after the breakfast. Photo by Steve Dean*

Along the Towpath, June 2017

## President's Report

The secret is out. More organizations are realizing the value of the C&O Canal. And good things are happening.

Thanks to the state of Maryland, we will soon have a restored, watered aqueduct over the Conococheague Creek. The state realized the potential value of the Williamsport canal complex as a tourist destination and contributed a \$6.24 million grant from its Transportation Alternatives Program.

The work of Georgetown Heritage, a nonprofit organization associated with the Georgetown Business Improvement District, promises to revitalize one of the canal's premier attractions. Georgetown Heritage is leading the acquisition of a new canal boat and the development of a new master plan for the first mile of the canal. Also in the works are the restoration of Locks 3 & 4 and the re-opening of the visitor center.

Allegheny Trail Alliance, the coalition charged with promoting and enhancing the Great Allegheny Passage, has published a safety assessment of the towpath. The coalition should be very proud of the document. It outlines the problems succinctly and offers a set of prioritized, specific actions. If implemented, all hikers and bikers will benefit. Funding sources need to be identified, but the recommendations provide an excellent starting point.

The Association has always defended the canal. As other organizations recognize its value, the future looks brighter.

— Bill Holdsworth

## C&OCA Welcomes New Members

*Mike Adams, Frederick, Md.*

*Deena Barlev, Silver Spring, Md.*

*James Burn, Owings Mills, Md.*

*Tom Crouch, Centreville, Va.*

*Sandy Dembski, Bethesda, Md.*

*Christina Doucette, Hagerstown, Md.*

*Warren Montouri, Potomac, Md.*

*John Rodgers, Bethesda, Md.*

*Patricia Stumpf, Hancock, Md.*

*Elizabeth & Jason Swope, Williamsport, Md.*

*Teresa Thacker, Baltimore, Md.*

*Paulie Ward, Hagerstown, Md.*

*Thomas & Katheryn Woodall, Rockville, Md.*

# The International Conference on Historic Canals

## *Personal reminiscences of the early years of the World Canals Conference*

By Dave Johnson

When the thirtieth World Canals Conference convenes next September in Syracuse, New York, it will be the first time in seven years that the event has been held in North America. In the eighteen years since 1998, only six conferences—three in Canada, two in New York, and one in Pennsylvania—have been held on this side of the Atlantic Ocean (eleven have been in Europe and one in China). The fact that three out of four of the U.S. conferences will have been on the Erie Canal further illustrates how this event has evolved from a small annual gathering of North American canal nuts. Terry Woods, of Canton, Ohio, a past-president of the American Canal Society, invited me to summarize my personal memories of the early predecessors of the high-tech, high-budget expositions that the recent conferences have become.

It all began in 1988, when the superintendent of the newly established Illinois & Michigan Canal National Heritage Corridor (I&M NHC) invited managers from national, state and municipal canal parks to come to Morris, Illinois, to attend the National Conference on Historic Canals (NCHC). The keynote address at the opening session was delivered by Dick Stanton, superintendent of the Chesapeake & Ohio Canal National Historical Park. He was joined by speakers, mostly from the National Park Service, on topics related to canal maintenance, historic architecture, and structure rehabilitation. The next day, the delegates toured the I. & M. Canal. The conference wrapped up the third morning with discussions on recreation, interpretation and tourism at historic canal sites.

The park managers and rangers who attended that first conference were enthusiastic and felt that another meeting should be held the following year. Steve Humphrey, executive director of the National Canal Museum in Easton, Pennsylvania, volunteered to host it in 1989. Word of the event had spread through the non-profit state and local canal societies, and when the professionals convened in Easton for the second NCHC, they were joined by many amateur buffs representing: the American, Pennsylvania, New Jersey, and Virginia Canal Societies; Chesapeake and Ohio Canal Association; Shenango Valley Conservancy; Friends of the Delaware Canal; Delaware & Raritan Canal Watch; and Cascades Locks Parks Association.

The program organized by Steve Humphrey and Lance Metz, the museum's renowned historian, featured many of the speakers that have been recognized over the years. Among the featured speakers were Mark Newell, Brian Morrell, Emory Kemp, Abba Lichtenstein, and Rory Robinson.

The second day of the conference was planned as an all-day tour of the four canals that converged in the area. Easton, at the junction of the Lehigh and Delaware Rivers, was the point at which boats bringing anthracite down the Lehigh could move into either the Delaware Canal to Philadelphia or the Morris Canal in New Jersey. The tour was planned to visit all of them, plus the Delaware & Raritan Canal. However, a major storm overnight had raised the rivers, flooding parts of the Delaware Canal, and forced some changes in the itinerary, which Steve and Lance quickly organized. Late in the afternoon, the delegates themselves amended the program again, repeating an event from the 1988 conference. During what was planned to be a brief rest stop in Lambertville, New Jersey, the I. & M. veterans led most of the delegates into a nearby public house for an unscheduled happy hour, threatening to throw the already jury-rigged tour completely off-track. Finally, after the bar ran out of chicken wings, the refreshed delegates climbed back into their coaches and proceeded to the scheduled dinner stop.

The opportunity for canal society members from around the country to gather and meet with park professionals, development agencies and planning commissions on issues of common interest was a major step in establishing the conference as a permanent fixture. Several of the groups represented were just beginning to preserve and restore canal sites in their areas. This interaction made the Easton conference a landmark event and firmly established the basis for subsequent conferences. However, it was to be the last National Conference, for the following year's meeting was across the northern border.

The First International Conference on Historic Canals (ICHC) was held in September 1990 at Chaffey's Lock, Ontario, hosted by the Canadian Parks Service and the Friends of the Rideau Canal. John Bonser, superintendent of the Rideau Canal, and Dave Ballinger, manager of the northern district, led a well-planned program at one of the finest venues of all the sites where the conference has ever been held, the Opinicon Hotel, a rambling nineteenth-century summer inn next to the canal and on the shore of its namesake lake. With only about sixty participants, it allowed the delegates to engage closely in the discussions and field trips. The most lasting memory of that conference, however, came from an unplanned incident that resulted in a tradition that was sustained for some twenty years. When a slide projector jammed during the presentation by a young lady from Parks Canada,



NPS Ranger Rory Robinson, from the Cuyahoga Valley National Recreation Area, sprang to her rescue. Proclaiming his expertise in AV equipment, he quickly flipped the carousel over to free-up the troublesome mechanism. Unfortunately, he failed to ensure that the retaining ring was fully locked on. It was not, and 120 Kodachrome slides scattered across the carpet. During the closing session, Bonser and Ballinger presented Rory with a gold-painted Kodak carousel mounted on a polished wooden base. The trophy was named (for reasons probably best understood by Canadians and too complex to try to explain here) the Dink Award and its recipient the “Dink of the Conference.” Rory ensured that it would be passed on to future “dinks” by announcing that Cuyahoga Valley would host the next conference.

The 1991 conference met at the Quaker Square Hilton in Akron, Ohio, and featured the northern part of the Ohio and Erie Canal. It was organized and led by NPS Rangers Rory Robinson and Paul Labovitz, and backed by a coalition of state and local organizations, both public and non-profit, including the Canal Society of Ohio and the Cascade Locks Park Association. The theme was “The Future Echoes the Past: Innovative Uses of Historic Canals.” Tours for the 80 delegates in attendance covered the 65-mile corridor from Cleveland to Zoar, with major visits to Canal Fulton and Roscoe Village.

In those days there was no formal process for choosing sites and hosts for the conference; it was believed that an unofficial “committee” gathered in the bar late at night and chose where the next meeting would be. That’s how it was when the delegates sat down the final morning for the closing session. There were two of us from the C&O Canal Association: John Frye, a member of our board and a seasonal park ranger on the canal; and myself, in my first year as the association’s president. We were sitting with our wives in the first row, thinking about the long drives home that we would soon be starting, while Rory passed the Dink trophy on to ACS president Bill Trout, the new “winner.” He then announced the next year’s conference site by smiling at John and me and saying, “The committee met last night and we think you guys ought to host it.” Recovering from shock, we replied that we would see how the superintendent of the park felt about it, and let them know.

Tom Hobbs, the new superintendent of the C&O Canal NHP (Dick Stanton had retired in 1989) enthusiastically accepted the proposal, and quickly assigned Gordon Gay, the chief of interpretation, to work with us on the planning committee. Hal Larsen, C&OCA vice-president (and five-term past-president) also joined the committee. The four of us met regularly over the next year. We chose Harpers Ferry as the best place to hold the conference, because it was a good base for tours to all sections of the 185-mile long canal and

an important historic location in its own right. The hotel we selected had easy access, and provided adequate lodging and meeting facilities for the anticipated attendance. The most enjoyable part of our work was planning and checking out our field trips. We scoped out three afternoon tours that allowed us to show off the major attractions of almost the entire canal, from Cumberland to Great Falls. The hardest part was deciding on a theme for the conference program, and recruiting potential guest speakers.

We had also discussed how we might make the conference truly international. Could we attract delegates from beyond North America? In the spring, we received an exciting surprise from British Waterways. A letter came from Tom Brock, a canal manager in Warwickshire who had been awarded a fellowship to come to North America and study U. S. and Canadian canal parks. He was making advance contacts with parks and organizations that he hoped to visit. He would be in America during the time we had scheduled the conference. It took us about thirty seconds to decide to invite him to fit the conference into his itinerary.

Another letter from England followed soon after. A group from the British Inland Waterways Association (IWA) was planning their own tour of North American canals in June, and was also seeking contacts with societies that could help guide them. Hal Larsen and I met them when they reached Washington and spent two days showing them sections of the C&O in D. C. and suburban Maryland, and George Washington’s Pawtowmack Canal in Virginia. A couple of weeks later, as their tour neared its end, a one-day symposium and dinner was held in Buffalo, New York, with officers and members of both the American and Canadian Canal Societies joining with the IWA group. Although none of our IWA visitors were able to return in the fall for our ICHC, it established new international contacts, and several of them, including Roger Squires and Ron Oakley, became regular participants at later World Canal Conferences on both sides of the ocean.

The 1992 ICHC at Harpers Ferry drew about eighty attendees. With a registration fee of \$125, we had a budget of about \$10,000 to work with. This proved to be just about the right total. It covered lunches and dinners for three days, two chartered coaches each day for the field trips, and all of our expenses for copying, postage, coffee breaks, and plenty of beer in the hospitality room. The three afternoon field trips took the delegates to all of the most prominent sites on the canal from Cumberland to Great Falls. Rory presented the Dink Award to Bob Schmidt, president of the Canal Society of Indiana. At the closing dinner, hosted by Superintendent Hobbs at a country inn near Great Falls, Tom Brock presented a fine slide program on British canals. This was not the last we were to see of him.

The next three conferences followed the same formats. In 1993, the conference was held at Dartmouth and Halifax, Nova Scotia, sponsored by the Shubenacadie Canal Commission. The following year, we were back with Parks Canada at Peterborough, Ontario, on the Trent-Severn, visiting its great hydraulic lifts and the Big Chute incline. Then it was down to Augusta, Georgia, in '95, where Jeanie Allen introduced us to southern hospitality, barbeque, low-country boil, fried chicken, and music by Savannah's Emma Kelly, the "Lady of Six Thousand Songs." Tours included South Carolina's Old Santee Canal State Park and the Augusta Canal's three-arch Ray's Creek "akeydux," just a mile downstream from Amen Corner. Other memorable highlights included the release of a very large rattlesnake on the floor during a lecture on fall-line ecology, demonstrating who you might meet along the Augusta Canal towpath.

Tom Brock, our friend from British Waterways, returned for the conferences at Peterborough and Augusta. In 1996, he organized and chaired the first World Canals Conference, which was held at the International Convention Center in Birmingham, England, under the sponsorship of British Waterways and the IWA. The conference was attended by more than 260 people. They were mostly British, Irish, Canadian and American, but there were also a few French, Dutch, German, Belgian and Swedish delegates, indicating the possibility that the conferences could expand beyond the English-speaking countries. The theme was "Regeneration" and many of the presentations emphasized efforts to restore and revitalize waterways for commerce and economic development in addition to history and recreation, a new concept for American canallers. This conference became the prototype for the big conferences that would come in with the new century.

Following the Easton conference in 1989, the sponsors for the next gathering had been chosen by an informal committee (usually—probably—Robinson, Ballenger and Dave MacDougall of the Trent-Severn, but also, perhaps, others). After the Birmingham conference, it became apparent that a more formal process should be established. The 1997 conference was held at Pawtucket, Rhode Island, hosted by the Blackstone Valley Tourism Council and the Blackstone Canal National Heritage Corridor. During a train trip to Worcester, Mass., representatives of the sponsoring organizations of all of the previous conferences met in the club car and created a permanent steering committee to select future hosts and sites. The committee, consisting of the past-con-

ference chairs, chose Rory Robinson as chairman and met at each subsequent conference for the next ten years. It established standards and procedures for potential conference hosts to submit proposals, and made the selections.

The last conference of the original style was held in 1998 at Joliet, Illinois, on the I&M NHC, to celebrate the tenth anniversary of the first National Conference. Highlights of the conference, which was attended by about 130 delegates, including some from the U. K., Ireland and France, included walking, bicycling and motor tours of the I&M and Hennepin Canals and a boat tour on the Illinois Waterway. Conference delegates also took part in site planning exercises at historic points along the corridor, including an old hotel, a grain elevator, and a hydro-electric plant. Each of the three groups focused on the potential use of one of the sites for historic interpretation, educational programs, community outreach, and adaptive re-use.

In 1999, the conference was shared by two countries: it began in Lille, France, and then moved to the Canal du Centre at LaLovièrre, Belgium, where we toured the nearly completed Strépy-Thieu lift. It confirmed the scale of the event set at Birmingham and established the format for all of the WCCs that have followed. (It is remembered, also, for the extravagant feasts, as our Walloon hosts attempted to outdo the French in the elaborate spreads that were laid out for us.)

At the 2008 conference on the Rideau Canal at Kingston, Ontario, the Steering Committee agreed to merge the Conferences into Inland Waterways International (IWI), which then took over the selection process. The World Canals Conferences of today are a lot of fun and provide an opportunity to visit modern, operational waterways, but one still misses the 'easy-going' good times at those earlier conferences on historic canals. Boy, wasn't the beer cold!

*Dave Johnson has been a member of the board of directors of the American Canal Society since 1992, and a director of the Pennsylvania Canal Society since about that same time. He recently retired after three decades on the board of directors of the C&O Canal Association, during which he served three terms as president (1991–1994). He was chairman of the planning committee for the 1992 ICHC, a member of the WCC Steering Committee from 1997 to 2008, and attended every conference but one from 1989 to 2011. He was also an active NPS volunteer at the C&O Canal National Historical Park for twenty-five years. He lives in Bethesda, Maryland.*



*Participants in the 1992 World Canal Conference take a break at the Monocacy Aqueduct. Photo by Dave Johnson*



# 2017 World Canals Conference Coming to Syracuse

Marriott Downtown Syracuse

September 24-28, 2017

Mark your calendar for the World Canals Conference (WCC2017), *Our Vital Waterways: Agents of Transformation*.

WCC2017 is set to take place September 24-28 at the Marriott Downtown in Syracuse. The conference is expected to draw hundreds of international delegates and thousands of local and regional residents to waterfront events, resulting in a more than \$2 million indirect economic impact for the city of Syracuse. The conference will be held as the historic Erie Canal commemorates its bicentennial.



WCC2017 brings together hundreds of canal enthusiasts, professionals and scholars from around the world to discuss canals and inland waterways as a means to promote tourism, spur economic and community development, improve environmental quality, and exchange best practices on protection strategies for historic sites. WCC2017 will focus on canals as agents of transformation.

Be a guest and a speaker. WCC2017 is seeking presenters for the conference. Do you have experience to share, lessons learned or innovative ideas on the topic of Canals as Agents of Transformation? The call for presentations is now open. We're looking for engaging sessions on innovative development and successes in leveraging historic, cultural and natural assets to drive transformation.

The conference is co-hosted by the New York State Canal Corporation, Erie Canalway National Heritage Corridor and Visit Syracuse, and sponsored by I Love NY and National Grid, along with many other businesses and foundations.

To receive updates, register or submit a presentation proposal, visit [wcc2017syracuse.com](http://wcc2017syracuse.com) @WorldCanals on Facebook, Twitter and Instagram.

The C&O Canal Association will be well-represented at Syracuse in September. All Association members are eligible to register at the Inland Waterways International member rate since the Association is a member of that organization. Consider attending!



## Continuing Hike Series

'Twas a fine sunny day in late March when six hardy souls and one dog set off on the longest continuing hike ever, a 10-mile round trip from Lockhouse 75 to the Evitts Creek Aqueduct and back. Highlights included the historic Pollack family cemetery, many turtles, a few wildflowers including the first bloodroot of the season (for me), the rather battered aqueduct (Association project anyone?) and the watchful owls at Mexico Farms.



As usual, continuing hikes will take a summer break and resume in the fall.

— Patricia White



Evitts Creek Aqueduct. Photos by Pat White

# C&O Canal Interns – Path to Success

*Gaining valuable experience while helping the park*

By Steve Dean

*The C&O Canal National Historical Park has a wide range of people who serve in various positions to manage the park and support park users. Many of these roles are quite visible to visitors, but others are “behind the scenes.” This is the first of an occasional series of articles that will outline some of the some of the park’s lesser known functions.*

The average visitor may not realize this, but the park’s operations are supported by a wide array of interns. Interns provide important support that offsets shortages of full-time staff. If you visit the park, serve as a park volunteer, or follow the park on social media, you are often seeing the work of interns. They support environmental and cultural programs, provide educational services, conduct invasive plant control, and serve as interpreters. You may meet interns at park headquarters, in the field, at special events, or at the annual volunteer appreciation dinners.

The park’s interns are typically college graduates, and serve rotations from around three months to a year. They are truly young professionals, and bring a varied range of skills and education to the park. They all have specialized skill sets that qualify them for the jobs they fill at the park. The work they take on is often critically needed and in some cases would not be done if it weren’t for the work of the interns. The experiences they gain during their service with the park help them to develop qualifications for a permanent job with the National Park Service or attain some other career goal. They do receive a modest stipend, but the main benefit is experience.

While the interns gain valuable experience at the park related to job skills and business practices, park employees and volunteers benefit from their presence as well. By working with interns, regular employees and volunteers are exposed to the fresh ideas and updated knowledge that the interns bring with them. The enthusiasm that eager-to-learn younger people have early in their career is contagious!

The interns get to the park through a number of programs. The most common program is the Student Conservation Association (SCA) [www.thesca.org](http://www.thesca.org). All of the interns who contributed to this article interned via the SCA at one time or another. The SCA’s mission is to build the next generation of conservation leaders and inspire lifelong stewardship of the environment and communities by engaging young people in hands-on service to the land. The SCA unites young people with opportunities to gain experience in real-world positions with national parks and other entities. Internships are hard to get, and the successful applicants are the best qualified for their jobs.

The SCA experience is well described by past SCA intern Linzy: “SCA is an incredible agency that has opened so many doors for myself and my fellow alumni. They offer a wide range of opportunities, from trail maintenance to office administration. It is a great way to get your foot in the door with an agency like the National Park Service, which isn’t necessarily the easiest agency to get into. Some of their more competitive SCA internships include those at Denali National Park in the sled dog kennels – a dream job of mine!”

Five interns discussed their experiences at the park for this article, and their stories and successes illuminate what they do, why they do it and how their service benefits both them and the park. They are all different in many ways, but they all excel at their jobs and bring much to the park with their skills, knowledge, personalities and enthusiasm.

Cyrus is the 2017 restoration and invasive plants volunteer coordinator under an SCA/AmeriCorps internship. Before this position he was a stewardship intern at Anacostia Watershed Society just outside of Washington, D.C. In his current position he manages the park’s Weed Warriors program, maps populations of invasive species in the park, leads groups of volunteers on projects to manage invasive species, and does restoration projects in the park on his own or with groups like the American Conservation Experience crews. Cyrus explained his reason for taking the position: “My primary motivation for taking this internship was to gain significant experience in a very short time so that I could be more competitive in finding a job in the environmental sector. After interviewing at C&O Canal NHP, I felt that this internship would provide the opportunity to learn or further develop a number of skills, gain both deep and broad experience, and get to know a number of people who are accomplished in the field.”

Cyrus appreciates his experience at the park: “In a general sense, the people who I work with are exceedingly kind. I feel lucky to be working in a place where people treat one another with respect and create a good-humored, profes-



*Cyrus at chainsaw training in Great Falls.  
Photo courtesy of the National Park Service*



sional atmosphere. More specifically, I enjoy the balance between field work and desk work – I like getting out into the park on a site visit, volunteer project or plant identification trip, but they are well-balanced by being able to settle into a project at my desk in HQ. As a runner and cyclist, living next to the towpath isn't so bad either!" He appreciates the volunteer corps that the park benefits from. "It's been quite amazing to see the contribution that volunteers make to the functioning of the park."

Dorothy is well-known to many of the park's volunteers because she was the assistant volunteer coordinator under an SCA internship in 2016. In this role, she worked with volunteer program manager Emily Hewitt and managed much of the day-to-day support required for the park's numerous volunteer programs. She stayed at the park for 2017 to serve as the education coordinator intern. She loves the job: "I have been lucky enough to go out in the park and help teach students on field trips! I have also been doing research to design a few curricula, which is interesting and educational. I joke that my science/biology knowledge is at a second grade level because that's who I used to teach in summer camp, so working with fourth graders is helping me grow as an educator and a scientist!" Both internships at the canal were through the SCA; before that she served as an intern at the Hudson Valley Corps in New York, where she maintained and built trails.

Dorothy sums up the best thing about her current position: "Getting out in the field and teaching/learning from students is amazing! Kids are so observant and notice things that we miss. It's great to see them make a connection and their faces light up when they realize something!" This experience has further refined her long-term goal. She thinks she might want to pursue further education and a career as an educator, perhaps with the National Park Service.

Kelsey recently started with the park as an SCA intern. She is the current assistant volunteer coordinator – some would call her the "new Dorothy." This internship tradition-

ally starts out with the daunting task of designing the annual C&O Canal volunteer calendar. She also writes the bi-annual VIP newsletter, checks references for potential volunteers, helps with and organizes volunteer projects, organizes the volunteer appreciation dinners, and performs countless other duties. Kelsey is also on her first SCA internship. Before this internship, she worked for three summers as a seasonal park guide in interpretation at two other parks with the NPS. Kelsey has a goal to make a career with the National Park Service: "I took this internship to gain more education and experience that will ultimately help me achieve my childhood dream of becoming a permanent park ranger with the NPS! Who knows, maybe I will be superintendent of a park someday!"



*Kelsey helps out on a volunteer project. Photo by Cyrus Chimento*

Kelsey has a very positive attitude about her new assignment at the C&O Canal NHP. She enjoys working with the volunteers. She says the best thing about her job is "Getting to work with the wonderful and committed volunteers at the canal. Without all of you the canal wouldn't be what it is today!"

Kristi is on her second internship at the C&O Canal NHP. In 2016 she was the park's restoration and invasive control volunteer coordinator in an SCA internship. In that role she coordinated restoration events and invasive control events. She also worked to revitalize the park's Weed Warriors program. For 2017 she coordinates the agricultural program under a C&O Canal Trust internship. In some of her own words she describes this position: "I manage the agricultural program, communicating with farmers to get appropriate paperwork, payments, resolve issues and disseminate information. I also coordinate the



*Kristi prepares a tree for planting at Swains Lock. Photo by Barbara Brown*



*Above – Dorothy even did trail work during her time as Assistant Volunteer Coordinator. Photo by Georgia Lucas*

*Below – Dorothy teaching students in the field. Photo by Hollie Lynch*



American Conservation Experience crew working on wetland restoration in the park. I am the resources division's social media person and really work on anything that pops up that park staff need help with." Sounds busy!

Kristi says the best part of the job is: "Getting to make a visible and lasting difference, and helping volunteers make a difference and learn more about the difficulties the C&O Canal faces in terms of natural resources. Getting to experience many different facets of natural resource management." She is using this internship opportunity to learn everything she needs to know, so when the position is eventually advertised as a uniformed position she can compete effectively and stay in the park as an actual employee. She also says: "The people here are pretty great and I don't want to have to leave!"

Monica is the park's digital media and project coordinator. She has served in this role under an SCA internship since mid-2016. Monica describes her job: "I write and edit social media content, press releases and other park publications. I track analytics and use search engine optimization guidelines to improve reach; I manage websites, answer public inquiries online and in person, as well as other awesome things like taking out the trash and doing photo shoots with mules." She likes that no two days are the same; even though she spends most of her time at a desk, she gets out in the field on occasion to take photos or cover an event.

Monica took the assignment to see more of the country and to have a job that involved writing. In her words: "This internship is amazing. It's given me the opportunity to develop skills and spread my proverbial (professional) wings." Her ultimate goal is to be a full-time writer. This internship is helping her toward that goal, while doing a job she loves and providing an important service to the park.

Two past SCA program interns discussed their experiences for this article. Their experiences are success stories; both hold important positions at the park.

Chad is now the budget technician at the C&O Canal NHP and works with administrative programs like property, housing and budget. He started with the C&O Canal in August 2015 as an assistant volunteer coordinator intern with the SCA. "I worked under Emily Hewitt with the park's volunteer program. Through



*Chad checks out a culvert during a field trip. Photo by Steve Dean*

this, I saw firsthand all the great things volunteers do for the park! I was fortunate to work with and learn so much from Emily, and to some extent, Danny Filer. This was my second internship with the SCA; my first internship was working with communities along the Great Allegheny Passage (GAP) trail. SCA is a great organization for young people interested in conservation-related work to gain relevant experience in the field."

Linzy is currently the superintendent's assistant at the C&O Canal, or as she's also known, "The Shepherd of Cats." She considers herself extremely fortunate to work for the C&O Canal for the past two years as an NPS employee. "Superintendent Kevin Brandt and Deputy Superintendent John Noel are marvelous supervisors who always keep me on my toes. In my day to day job, I manage their schedules and answer the phones in the park. As we all know, the C&O Canal is a very complex unit of the National Park Service, and I feel grateful to be cutting my teeth on such a unique park. None of this would have been possible without SCA!"

Before joining the NPS in May 2015, Linzy worked as an SCA intern with the education team at the C&O Canal. She applied for a seasonal position at the park, and when she didn't get hired for that, she was referred by Ranger Ben Helwig to Hollie Lynch, education coordinator, who had a yearlong internship opportunity available with her team. "I was offered the position in June 2014 and began the best job that I never knew I wanted! I assisted Hollie with the pilot of the Great Falls education programs. We have education programs in Great Falls, Williamsport and Cumberland, so I did a lot of traveling up and down the canal! I did everything from lead education programs, train staff, create material for education programs, and assist staff in the interpretation, education and volunteers division."



*Linzy with students during her education internship. Photo by Hollie Lynch*

The success stories for interns will continue. It's truly a "win-win" situation for the interns and the park they serve. In a later article we'll follow up with the role of seasonal employees and other types of programs, including the Latino Heritage Internship Program. The Association has supported the park in 2017 by funding a seasonal ranger for Cumberland. As the park's budget continues to decrease while workload increases, future funding of interns and seasonal employees is one way the Association can support the park in a significant and beneficial way.



## Accompanied by the Past *by Karen Gray*

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

### The Boatless Canal: 1924 to 1936

On March 29, 1924, the worst flood since that of 1889 hit the upper parts of the Potomac, just as the canal was being prepared for the 1924 boating season. Most seriously affected was Cumberland, where some \$3 million in property damage was done, largely due to Wills Creek and Potomac flooding. Farther up the Potomac to the southwest, all the railroad bridges were swept away along with 26 miles of B&O track; and many of the Georges Creek mines were closed due to flooding.

At Hancock much of the town and the canal was flooded and all of the bridges (including railroad bridges) in the area were lost. There was also serious damage to the canal banks and masonry structures along the Williamsport division of the canal and below the Shenandoah, Monocacy, and Little Falls on the Potomac.<sup>1</sup>

It was August 1 before the Hagerstown *Morning Herald* carried the news that the canal would not open that year and that the employees would be laid off as of Sept. 1. The article also noted the speculation that those few boats that remained “are in such condition that they can never be used again, especially after remaining idle an entire season.”

The trustees for the holders of the C&O Canal bond issues of 1844 and 1878 appealed to the Washington County equity court overseeing their operation of the canal (an arrangement established by the court in 1890 due to the C&O Canal Company’s declaration of bankruptcy in 1889). Arguing that it was not advisable to repair the canal for anything but the coal trade and that, at that time, it was not needed for that purpose (although it had been in WWI), it requested permission to not repair and reopen the canal for navigation.

Walter Sanderlin, in *The Great National Project*, summarizes the court’s decision: “The canal had not forfeited its rights by non-operation, but...the ‘other’ aspect of its business, the maintenance of a canal for purposes of navigation, was merely suspended temporarily in the absence of remunerative business.”<sup>2</sup> The lower five miles were restored to continue leasing water to the Georgetown industries and with that income, supplemented by other leases as well as the sale of some lands, etc., the company had sufficient funds for the minimal employees and activities.

By the time of the canal company’s bankruptcy, the majority of the 1878 bonds (those that mortgaged the physical and

properties of the canal) were owned by the B&O Railroad. This allowed the B&O to direct the activities and purposes of the trustees who, however, continued to operate under the oversight of the Washington Country Court of Equity as established in the consolidated cases Nos. 4191 and 4198. The court had, however, ruled that the will of the largest number of bondholders would guide its rulings concerning the responsibilities and powers of the trustees, and it did so in this case.

After the court ruling that allowed the trustees to leave the canal “temporarily” unrepaired, some of the other bond holders did petition the court to force the sale of the canal in the 1928 case *George S. Brown et al., versus the Chesapeake and Ohio Canal Company et al.* However, in their response to the petition, the C&O Canal Company emphasized that allowing action on the petition would “require a complete and full-consideration of all of the proceedings which have been had since the institution of these consolidated causes in 1889...[including] a study of it by engineers and others as to the future possibilities of the canal as a water way.” In addition “no party holding a large interest in the property has requested or is now requesting a sale of the property.” These and similar arguments were successful in convincing the court to continue the 1890 trusteeship with the 1924 suspension-of-navigation modifications.

On January 1, 1930 the *Cumberland Evening Times* carried the news of surveys that had taken place relative to the old idea of a continuous waterway linking the Ohio River and Chesapeake Bay. Of course, there were those who saw as a “more promising” waterway connection, one from Point Pleasant on the Ohio that would utilize the Kanawha, New and James Rivers. The surveys being reported on, however, had focused on the Potomac route.<sup>3</sup>

Wills Creek to the Casselman River (spelled Castleman in the newspaper reports); the Savage River to Piney Creek or the Casselman; or Deep Creek to the Youghiogheny, were considered for the mountain section. Even a route from the far western section of the North Branch of the Potomac to the Youghiogheny was considered. For all, however, Pittsburgh was the ultimate destination. On the western slopes of the Appalachian divide, similar surveys from Pittsburgh were undertaken and among the possibilities considered was a tunnel near West Newton, Pa. that would avoid a high summit level for the canal.

On January 14, 1930, the *Cumberland Evening Times* carried more news that the U.S. Corps of Engineers had completed a report that proposed a 70-mile canal from a point on the Potomac near Cumberland to a point on the Monongahela near Fairmont, W.Va. Major Mahon Somervell, in defending the possibility as a realistic project, cited a similar 200-mile canal then being built to link the Rhine and Danube Rivers.

Insofar as the Potomac segment was concerned, the intention was not to restore the C&O Canal, or even to reconstruct it as a modern canal much as New York had done in building the N.Y. Barge Canal to replace the Erie. Instead the engineers considered canalizing the Potomac River with a series of 27 dams with bypass locks, four of which would not only create navigable pools but incorporate hydroelectric plants.

However, on February 11, 1930, the *Cumberland Evening Times* published an article with the headline: "Dredging and Repairs to the C&O Begin Here." It cites "activities of canal employees in recent weeks" and it specifically refers to some levels having been "brushed" and a visit by general manager of the canal company, G. L. Nicholson, "to purchase supplies of various kinds."

The article includes the information that the main basin near the inlet lock was partly filled up by silt from the 1924 flood and the Wineow Street loading wharf (i.e., the large Shriver Basin wharf) had been taken out by the Cumberland & Pennsylvania Railroad. However, it states that "another wharf could be easily built along the canal track below Thomas Street" and that there were "about 40 boats at Williamsport, Sharpsburg, and Georgetown that could be made serviceable."

Even more challenging to our credulity is the assertion that "a number of small tractors had been ordered to haul the barges." The idea of using such in place of mules had first arisen back in 1896 when the trustees contracted with the newly-formed Chesapeake and Ohio Transportation Company of Washington County to operate and improve the canal. Nothing came of this and the C&O's other visionary plans in subsequent years, though the contract was renewed with the Equity Court's approval.

The *Evening Times*' article misrepresents the few employees and occasional occupied lockhouse as substantive presences along the canal. It also asserts that C&O Canal Company's valuable water and wharf rights in Georgetown and elsewhere along the canal, together with the "considerable sum" it gains from rentals and leases, assure that the company "is in good financial shape." We can presume that this optimistic picture reflects a major public relations effort by the trustees to maximize the value and relevance of C&O Canal resources in light of the Corps support for a Potomac-Pittsburgh navigable waterway.

This image of impending restoration was strengthened by an *Evening Times* article on March 22, 1930, under a subhead that declares: "Local basin and level is filled [i.e., with water] while mule team hauling old dredge arrives at Canal Street boatyard causing great rejoicing along Wineow Street." It describes the local residents' jubilation as the water level rose "to good measure" and informs us that the

dredge had been stored below North Branch and would be repaired along with several boats "for partial navigation this spring and summer."

On May 15 in Hagerstown the Trustees released a report stating that they would operate the canal between Cumberland and Williamsport that year. Further, they asserted that "the physical condition of the canal is good and that the waterway could be put into first class condition without great expense."

Among the forces behind this sudden reconsideration of a Potomac-Ohio waterway were political developments in Washington focused on the 1929 "Cramton bill" as well as on the possibility of a hydroelectric power plant at Great Falls. (The latter was already meeting opposition from those who asserted that it "would destroy the beauty of the surrounding country.")

The Cramton bill, submitted by Rep. Louis C. Cramton of Michigan, would "authorize appropriations for a George Washington Memorial Parkway extending just above Great Falls on both sides of the river, including the protection and preservation of the natural scenery of the Gorge and the Great Falls of the Potomac and the acquisition of that portion of the Chesapeake and Ohio Canal." The parkway proposal itself was a darling of the McMillan Commission that had been established in 1903 to "improve the park system of the District of Columbia." Ultimately a version of Cramton's bill passed as the Capper-Cramton Act, signed into law by President Hoover on May 29, 1930. It did not, however, actually appropriate any money.

Regardless of the optimism about waterways and the canal in 1930, silence follows the spring flurry of reports and news articles. Certainly the Great Depression was a factor, but so also—especially applicable to those interested in waterways—would have been the major drought of 1930–31 described by one expert this way:

The gigantic size of the problem is difficult to realize but some definite conception can be gained by picturing the states of Maryland, Pennsylvania, Ohio, West Virginia, Virginia, and Kentucky which embrace a territory of 200,000 square miles, and imagining water standing 2 feet deep over this entire territory. That is the amount of water which these six states did not get in 1930 and hence was not available for vegetation, streams, ground water supplies, and the manifold other water uses. Is it any wonder that emergencies were created such as were never known before?<sup>4</sup>

As early as 1930—and perhaps before—it was known by some in the government that the B&O Railroad wished to sell the canal from Point of Rocks down to Washington.



However, no funds were available for such land acquisitions until President Franklin D. Roosevelt signed the National Industrial Recovery Act on June 16, 1933, authorizing what becomes known as the Works Progress Administration (WPA) that was “to prepare a comprehensive public works program, to include the construction, repair, and improvement of public highways and park ways, public buildings, and any publicly owned instrumentalities and facilities.”<sup>5</sup>

By 1935 only one trustee remained alive (the court had not been asked and/or had not chosen to replace the others as they died) and his report to the court for 1935 contained this: “Although to the casual observer the Canal may seem to be in a serious condition, this is not the fact, and, upon resumption of the canal trade traffic sufficient to justify putting the Canal in operation, this would quickly be done, and the cost of doing it would not be very great.”

Late in 1935 the issue of the government acquiring the canal lands heated up. There were two unknowns, however: How much of the canal the B&O wished to sell, and whether it could actually give good title without Maryland and Virginia authorizing a sale.

On January 8, 1936, the government sued the B&O Railroad and C&O Canal to gain possession of the mole in Georgetown (on the river side of the Rock Creek Basin), to which the defendants responded with the assertion that the canal company remained in business and that it held fee simple title to the land. However, on March 17–19 the worst flood in the history of the Potomac watershed left the canal in a condition that made the continuation of the myth of a rapid and inexpensive repair impossible to sustain.

On September 1, 1936, the Department of Justice was asked to investigate the B&O’s title to the C&O Canal lands.

At the same time a draft of an executive order was prepared that would allocate \$4 million under the Emergency Relief Appropriation Act of 1935 for land acquisition and Civilian Conservation Corps work along the Potomac to Harpers Ferry. But as Mackintosh recounts:

The president could not act until the title situation was clarified, and the initial word from the Justice Department was not encouraging. “It is well-known that the Baltimore and Ohio Railroad Company has itself no title to the lands and works of the Chesapeake and Ohio Canal Company, which are in the hands of trustees acting under the direction and supervision of the Circuit Court of Washington County, Maryland.”<sup>6</sup>

And this assigns the fate of the canal to the lawyers in the office of the U.S. Attorney General, the outcome of which I will detail in the fall or winter issue of *Along the Towpath*.

#### Notes:

1. For descriptions of flood damage see the area’s period newspapers, especially *Hagerstown Daily Mail*, March 29 & 31, 1924; the *Hagerstown Morning Herald*, April 1 & 3, 1924; *The Washington Post*, March 30 & 31, 1924; and the *Washington Evening Star*, March 29, 30 & 31, 1924.
2. Sanderlin, Walter J., *The Great National Project*, 277.
3. News continued to appear concerning these proposals in regional newspapers. Specifically see: *Cumberland Evening Times*, Jan. 1, 14; Feb. 11; March 22; April 2; and May 15.
4. Tisdale, E.S. “The 1930-1931: Drought and Its Effect Upon Public Water Supply.” Read before the Public Health Engineering Section of the American Public Health Association at the Sixtieth Annual Meeting at Montreal, Canada, September 15, 1931.
5. For this history see the Chapter One of Mackintosh, Barry. *C&O Canal: The Making of a Park*, especially p. 9.
6. Ibid, 13.

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## Safety on the Towpath

Please consider a few safety factors if you visit the towpath this summer. Plan your trip. Dress appropriately, especially with footwear. Take water, food, any emergency medication you may require, and possibly a first-aid kit. Consider a walking stick for balance and stability; a walking stick is also useful for fending off rabid animals in the remote chance you encounter them.

Many areas of the park are remote and mobile phone connectivity may not be certain. Maintain situational awareness to surroundings and frequently notice your location by mile marker or landmark. Keep others informed of your itinerary and progress. Keep a respectful distance from all animals. Larger animals, including bear and deer, are quick, powerful and unpredictable. Getting too close can result in serious injury. Smaller animals, including chipmunks, squirrels and turtles—especially snapping turtles—and can bite and may carry diseases. Periodic outbreaks of rabies occur in the park. Stay clear of any animal that is acting in unusual ways and report them to park staff. Be alert for snakes, especially copperheads. Know how to recognize plant irritants.

Keep an eye on the weather; severe weather can quickly appear. If you think severe weather is imminent, seek shelter immediately (i.e., canal town restaurant/hotel/shop, automobile, or next to or inside a sturdy park structure). Avoid areas under trees. Trees have blown over and/or dropped large branches in high winds that have injured or killed visitors. The safest place in a lightning storm is inside a metal roofed automobile or in a structure away from windows.

Become familiar with National Park Service regulations, which are posted in visitor centers and throughout the park. Do not enter any sites marked with Area Closed signs or other warnings. Respect all fences and No Trespassing signs; in many cases, private property borders the canal.

Visit [www.nps.gov/choh/index.htm](http://www.nps.gov/choh/index.htm) or [www.facebook.com/chesapeakeandohiocanal](http://www.facebook.com/chesapeakeandohiocanal) for up-to-date information about park closures, conditions or safety issues. Report emergencies or safety issues to (866) 677-6677.

# The Conococheague Aqueduct, 1833–2017

By Timothy R. Snyder

On April 29, 1920, the berm wall of the Conococheague Aqueduct collapsed and a canal boat plunged into the creek below. It was not the first time—nor the second—that the aqueduct’s berm wall had given way.

The Conococheague Aqueduct was the fifth of 11 stone aqueducts that the C&O Canal Company had built to take the waterway over the major tributaries of the Potomac. The aqueduct was designed by engineer Thomas F. Purcell and built by Michael Byrne & Co. Byrne was an Irish immigrant who had previously worked on a canal in Pennsylvania. Byrne sub-let at least some of the work to other contractors, including Edward Fielding, who completed the wing walls. The structure was built in 1833–1834, although some exterior details were not completed until late 1835, after the aqueduct was in use. The completed aqueduct consisted of three 60-foot arches and was the second largest aqueduct on canal, 196 feet between its abutments, 210-foot overall. Located at Williamsport—an important crossroads town near the middle of the waterway—the Conococheague Aqueduct had more decorative features than most, including engaged pilasters with ornate capitals and bull-nosed piers.<sup>1</sup>

During the Civil War, on more than three occasions, military forces tried to destroy the aqueduct. The first occurred during the Battle of Antietam when Union Gen. George B. McClellan ordered cavalry to Williamsport to burn the bridge over the canal and destroy the aqueduct. The order was likely intended to prevent the Confederates—who were holding the Virginia side of the river—from crossing the Potomac and getting in the rear of McClellan’s army. The aqueduct suffered little damage on this occasion.<sup>2</sup>

The second attempt occurred during the 1863 invasion that culminated in the Battle of Gettysburg. Confederate troops began to ford the river into Maryland at Williamsport on June 15, and officers dispatched pioneers to tear apart the aqueduct. The crews tore out the four corners of the aqueduct down to the bottom of the canal and removed enough stone to create a ten-foot gap in one of the arches.<sup>3</sup> Other attempts took place during the Confederate invasions of Maryland in the summer of 1864 by Gen. Jubal A. Early and others. Again the aqueduct was damaged, although less extensively than in 1863.<sup>4</sup>

On March 5, 1865, as the war drew to a close, the berm wall of the Conococheague Aqueduct collapsed for the first time. The Williamsport superintendent explained that there had been a crack in the masonry since before the war, and that blasting by the Confederates during the conflict and the recent winter freeze had likely caused the wall to topple. The hole in the wall was 95 feet, although repairs were expected to extend over 124 feet.<sup>5</sup> In three weeks the aqueduct was restored with a wooden trunk (temporary prism structure) rather than stone, and would remain in this condition for the remainder of the decade until the wall was rebuilt with masonry in 1871.<sup>6</sup>

Another partial collapse of the wall occurred less than a decade later. On March 11, 1877, at the beginning of the boating season, a 20-foot section of the berm wall fell. The *Hagerstown Mail* reported that the canal company expected to complete the repairs in about 10 days.<sup>7</sup>

On the morning of April 29, 1920, at about 5 a.m., Boat No. 73, piloted by Captain Frank Myers of Big Pool, was heading up the canal toward Cumberland after unloading his cargo at Steffey and Findlay’s wharf at Williamsport. With the boat in the chamber of the Conococheague Aqueduct, the berm wall wavered and two-thirds of it collapsed. Some accounts say that the boat had bumped against the wall. Just before the structure gave way, Myers called for the tow boy (his stepson) to unhitch the tow lines, which saved the mules from being killed in the accident. As the wall began to fall,



*Conococheague Aqueduct in early 2017. Photo by Steve Dean*



Myers leapt onto the lower parapet, which remained intact and gave the captain refuge from the misfortune. The boat was swept into the creek 20 feet below.<sup>8</sup> After the accident, the canal company removed most of the remaining portion of the wall and replaced it with a wooden trunk supported by poured concrete. The repairs took about a month to complete.<sup>9</sup> During the remaining four years of the canal's use, the wooden berm wall remained in place until the Great Flood of 1924 ended boating on the waterway. Since that time, the wood has rotted away, leaving the majestic structure without one of the essential features of an aqueduct.

The restoration of the Conococheague Aqueduct officially commenced on May 5, 2017 with a ground breaking ceremony at Williamsport. When completed, the renovation will return the aqueduct to its appearance in 1920 after the installation of the wooden trunk, displaying one of the practical cost-saving measures that the canal company sometimes utilized to keep the boats moving in a highly competitive economic environment. The restored aqueduct will also serve as a reminder of the importance that Williamsport and the C&O Canal played in this nation's history.

*The author would like to thank Karen Gray, who read a draft of this article and provided many useful suggestions.*

Article reprinted courtesy of the Hagerstown-Washington County Convention and Visitor's Bureau and the Town of Williamsport.

#### Notes:

1. Historic American Engineering Record (HAER), MD-123, National Park Service, Department of the Interior, Washington, D.C.,

20–23. (<https://cdn.loc.gov/master/pnp/habshaer/md/md1400/md1492/data/md1492data.pdf>).

2. *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, Series 1, 19, Part 2: 320, 321; A. Spates to Ringgold, Oct. 6, 1862, Letters Received by President & Directors, Records of C&O Canal Company, Record Group 79, Records of the National Park Service, National Archives and Records Administration, College Park, MD.

3. Masters to President & Directors, C&O Canal Company, Aug. 4, 1863, Letters Received by Pres. & Dirs., Records of C&O Canal Company.

4. Masters to Ringgold, Aug. 20, 1864, Letters Received by Pres. & Dirs., Records of C&O Canal Company.

5. Masters to Ringgold, March 6, 1865, Letters Received by Pres. & Dirs., Records of C&O Canal Company.

6. HAER, MD-123, 28.

7. *Hagerstown Mail*, March 18, 1887.

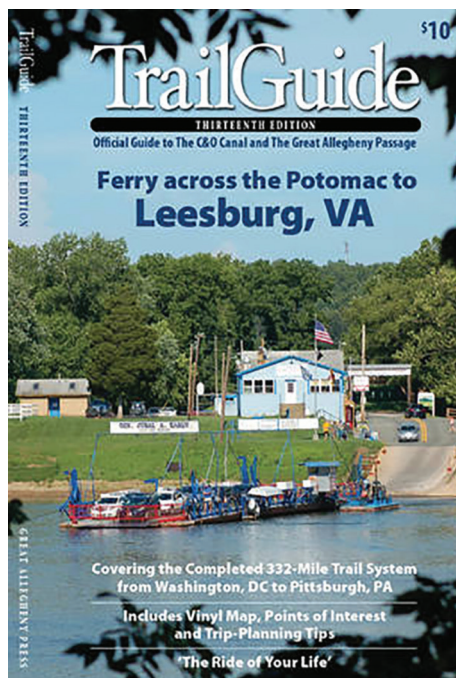
8. *Hagerstown Daily Mail*, April 29, 1920. That Myers's boat bumped the aqueduct wall before it began to collapse, see Elizabeth Kytle, *Home on the Canal: An Informal History of the Chesapeake and Ohio Canal, and Recollections of Eleven Men and Women Who Lived and Worked on it* (Seven Locks Press, 1983), 188. Photographs taken soon after the accident show that only the wall over the two lower arches had fallen into the creek. The portion of the wall over the upper arch was still intact, although certainly it was damaged and in unstable condition. Compare, for example, the photographs on pages 14–16, with those on pages 18–20, in John F. Luzader, *Historic Structures Report, Conococheague Aqueduct, Chesapeake and Ohio Canal, C&O Canal National Historical Park*, <https://www.nps.gov/choh/learn/historyculture/upload/Aqueduct-Conococheague-HSR-Luzader.pdf>

9. HAER, MD-123, 29–30.

## Across the Berm Harry Thayer

The Association notes, with regret, the death of Harry Thayer in Washington D.C. on January 21, 2017. Ambassador Thayer had a long, distinguished career in the United States Foreign Service. He served as the U.S. Ambassador to Singapore from 1980 to 1984.

Ambassador Thayer appreciated the outdoors, and was a long-time member of the C&O Canal Association as well as a member of the Potomac Conservancy. He was a frequent supporter of the Association.



## 2017 TrailGuide

The 13th edition of the *TrailGuide* is available from the C&O Canal Association on-line book store at [www.candocanal.org/store.html](http://www.candocanal.org/store.html). The *TrailGuide* is the official lodging & dining guide for C&O Canal Trail and Great Allegheny Passage rail trail.

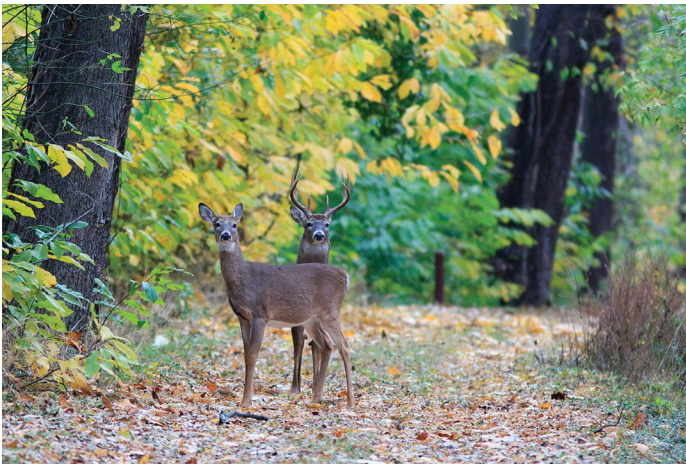
While you are at the book store, don't forget to check out our other books to prepare for your canal adventures, including the *C&O Canal Official National Park Handbook*, the *Towpath Guide to the C&O Canal*, and the *Pocket Guide to the C&O Canal National Historical Park*.

# Environmental Committee Report

By Rod Mackler, with Ned Preston

A number of ongoing or proposed projects are currently being tracked by the environmental committee.

**Deer Management.** The White-tailed Deer Management Plan and Environmental Assessment for culling the white-tailed herds in the C&O Canal and Harpers Ferry NHPs was released April 17. The plan has four alternatives, from no action to a combination of lethal and nonlethal actions for the short and medium term. (The life of the plan is 15 years.) Implementation of the plan would begin at the Gold Mine tract at Great Falls (C&O Canal) and on Maryland Heights (Harpers Ferry). The Association submitted an official comment supporting the most comprehensive alternative, which was the parks' preferred alternative. The parks also held three information sessions for the public, at the Hagerstown headquarters, Harpers Ferry, and Great Falls; the meetings were sparsely attended and the preferred action was generally supported.



*While deer in the wild are often a welcome sight for park visitors, an uncontrolled deer population is unhealthy for both the park's environment and the deer. Photo by Steve Dean*

**Wetland Restoration.** Another environmental assessment addressed restoration of wetlands along the C&O Canal, as well as in Catoctin Mountain Park, Harpers Ferry and Monocacy National Battlefield. The Association submitted a comment supporting wetland restoration, but requested more information, particularly about cultural resources that might be damaged in restoring wetlands. For instance, the appendices to the report indicated that man-made structures at Swain's Lock and near the Seneca stonecutting mill might be damaged, but did not tell which structures were threatened nor what steps would be taken to mitigate that harm. We also asked about the NPS's priorities among the 18 wetlands to be restored along the C&O Canal.

**Georgetown Redevelopment.** Georgetown Heritage hosted an introductory public meeting March 29 to announce that it had selected James Corner Field Operations, the designer of New York's High Line, to draft a Georgetown Canal Plan for the mile of the park that goes through Georgetown. The Park and the DC Office of Planning are partnering. A second public meeting is to be held June 14.

**Gas Pipeline Under the Park Near Hancock.** Action has shifted to the Federal Energy Regulatory Commission to solicit public input and issue permits for the TransCanada pipeline. I received two letters from sixth graders at the French School in Bethesda. I answered, thanking them for their concern. I also wrote a letter to FERC, stating my personal opposition to the pipeline and requesting that they go through a full-blown Environmental Impact Statement process, with public input.

**Canal Draining, Lock 5 to Georgetown.** The park has drained the canal from Lock 5 (Inlet 1) to Georgetown for about 18 months, in order to rebuild Lock 3 and repair Lock 4. The detour is in place around Lock 3. With the mild winter, work is on schedule. A park ranger, Brendan Wilson, is on board, temporarily working out of Georgetown Heritage. Refurbishing/rewatering of Locks 5–22 is also planned, but yet not funded.

**Upper Potomac Interceptor.** DC Water announced May 1 that its contractor would be cleaning and rehabilitating sewer structures on the Upper Potomac Interceptor near the Foundry Branch and the Capital Crescent Trail. The work will take place mainly during business hours, 9 a.m. to 5 p.m., Monday through Friday, with occasional night or weekend work, from May to December 2017. They do not say whether there will be closures of the CCT or the towpath.



*The wetlands restoration plan notes that Culvert 71, which spans Tuscarora Creek, requires repairs to protect the potential restoration of the surrounding wetlands area. Photo by Steve Dean*



# Donors to Association Funds – February 1 to April 30, 2017

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Evelyn & Ronald Williams  
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Mary Woodward  
Linda Worthington

### In Memory of Clark Brown

Debra Lynn Summers

### In Memory of Bill Burton

Steve & Diana Dean  
William & Christine Holdsworth

### In Memory of Jerry Stryker

Gerald Stryker

### In Memory of Carl Stumpf

Steve & Diana Dean

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*C&OCA President Bill Holdsworth presents a check to Ranger Rita Knox to fund a seasonal ranger for the Cumberland Visitor Center in 2017. This support helps overcome staffing shortfalls. Photo by Tom Dulz*

# Jim Heins and Jim Tomlin Receive Hartzog Awards

Two C&O Canal Association members received 2016 George and Helen Hartzog Awards for the National Capital Region. Jim Heins received the Outstanding Enduring Service Award, and Jim Tomlin received the Individual Volunteer Award. This recognition was well deserved for all of the support they have provided the C&O Canal National Historical Park.

Jim Heins began volunteering for the park in the mid-1990s. He has served as a level walker, was one of the original bike patrol members in Great Falls, served as a boat crew member at Great Falls, and was a key factor in the effort to raise funds to build the Great Falls boat *Charles F Mercer*. Since then his level of involvement as a volunteer has made him one of the most impactful volunteers this park has ever seen. Each year Jim contributes hundreds of hours of labor to remove and replace waysides and bulletin boards, install park benches and battle the invasive garlic mustard.

In 2005, Jim Heins revived the Association Volunteers-in-Parks team, and for the past 12 years has worked tirelessly to improve the condition of the park. Over the years, Jim has assembled a trusty and hard-working group of volunteers that travels from one end of the park to the other to complete improvement projects. It is safe to say that many of the improvements to park waysides, bulletin boards, and signs would not have happened without Jim's determination and direction. He is also the only volunteer willing to take on the park bench installs for the C&O Canal Trust. These projects are simply ones that park maintenance staff do not have the resources to undertake.

Since 2006, Jim Heins has partnered with the Alice Ferguson Foundation (AFF) for the annual Potomac River Watershed Cleanup. Every year Jim is responsible for 10 – 12 sites. He recruits volunteers, secures the cleanup materials from AFF, and oversees the trash cleanup sites.



*Superintendent Kevin Brandt assisted Jim Heins with the installation of the last lock sign, at Lock 16. Photo by Joshua Nolen*

In 2016 Jim Heins conceived, undertook, and completed a significant project to recognize the NPS Centennial year. There are 74 lift locks stretched along the 184.5 miles of the C&O Canal National Historical Park. Jim proposed the rehabilitation of every lock sign along the C&O Canal. This was a massive undertaking involving coordination with the National Park Service, arrangements shared funding through the C&O Canal Association, and assistance in getting the new signs through the compliance process. The signs were finally ordered and arrived in early summer 2016. In the course of the following two months, Jim and his team successfully replaced lock signs at 71 locks along the 184.5 miles of the C&O Canal. Signs for locks 3 & 4 were intentionally not replaced because those two locks are under construction for rehabilitation. The 72<sup>nd</sup> sign replacement was completed in early May at Lock 16, with the assistance of C&O Canal NHP Superintendent Kevin Brandt.

Jim Tomlin recently retired, and spent his first year of retirement helping the park record GPS data for over 1500 signs in the park. He coordinated a team of "GPS Rangers" from the Potomac Appalachian Trail Club (PATC) to assist with this documentation project. He organized people for extensive work days on all areas of the 184.5 miles of the tow-path. This was a huge project for the park – it's one of those "behind the scenes" projects that really supports the day-to-day operations in interpretation. It's also the first time all of the park's signage has been recorded and saved. 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 Tomlin has been a level walker for eight years with the Association. He walks "Level 37" between Falling Waters and Lock 44 on a regular basis. This level is nearly five miles



*Jim Tomlin with his wife Cindy Walczak during a level walk in Williamsport. Photo by Steve Dean*



# Karen Gray Receives Maryland Preservation Award

Dr. Karen Gray was the recipient of the Outstanding Individual Leadership award at the 2017 Maryland Preservation Awards. The Maryland Preservation Awards, presented annually by the Board of Trustees of the Maryland Historical Trust, are the highest level of recognition for historic preservation, heritage education and community development projects in the state.



*Dr. Karen Gray in the park library. Photo courtesy of the National Park Service, C&O Canal NHP*

Dr. Gray began volunteering for the Chesapeake and Ohio Canal National Historical Park in 1977. For the past 40 years, she has devoted her talents as an historian and scholar to the park. She is the longest serving member of the C&O Canal Association Level Walkers, a volunteer group commit-

ted to stewardship of the C&O Canal towpath. She is also a past chair of that program, and it thrived under her excellent leadership. Throughout her service she has provided consistent leadership and advice on historical content and context for the park. Gray works as volunteer park historian and librarian managing the photographic collection and archives, reviewing documents, and addressing canal history queries from staff, researchers, and the visiting public. She provides a variety of educational presentations including the "Trails & Rails" program for passengers riding the Capitol Limited train, an innovative partnership between the National Park Service and Amtrak.

Dr. Gray's contributions to the C&O Canal include substantial original research that has improved the accuracy and understanding of canal histories and provide current scholarship for interpretive programs at the park. She currently manages the work of two additional volunteers who assist with transcriptions to improve research and archival records. The park's oral history transcriptions are ongoing with over 738 pages and 1,262 footnotes compiled for a manuscript for public distribution.

Dr. Gray holds a Ph.D. from the University of Edinburgh in theology and religious philosophy, and retired as the developer of Smithsonian Institution educational study tours for adults. In addition to her substantial work at C&O Canal, Karen teaches at both Frederick Community College and Hagerstown Community College.

– National Park Service

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## Hartzog Awards (Continued)

and is one of the longest levels in the program. Jim hauls out large volumes of trash, tackles tree branches and brush that obstruct the towpath, and knows his level very well. He has even created his own innovative level walker cart to haul out more trash. 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 collected a significant amount of the GPS data on his own in fulfillment of these projects.

Jim Tomlin has recently taken on a leadership role of the PATC team that performs trail maintenance and other support of the Billy Goat Trails and other trails in the Great Falls area of the park.

– Steve Dean, with National Park Service content

## Volunteers-in-Parks Spring Activity

The Volunteers-In-Parks schedule this spring has been varied. Eight sites were worked for the annual Potomac River Watershed Cleanup in April involving a number of members and non-members. In addition, a day of installing benches provided work for some hardy members. A day in the rain gathering garlic mustard was supported by a group that didn't seem to know when to come in out of the rain but we did cancel a couple of other activities due to poor weather conditions including a scheduled cleanup at Swains and another garlic mustard outing. More bench installations and a Swains cleanup are on tap soon.

– Jim Heins

## On The Level By Level Walker Chair Steve Dean

*Our level walkers are already busy with the added need that spring and summer bring for level walking. Contact me via email at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org) if you would like to help!*

*We now have a level walker blog at [levelwalker.blog](http://levelwalker.blog) – if I haven't emailed you about it yet check it out! It has proven to be a great way to keep in touch and exchange info. See you on the towpath!*

**Level 1 Tidelock to Incline Plane: John and Valerie Wheeler report March 9:** Other than construction workers, we did not see a lot of people. I assume that was because the reconstruction and repairs of Locks 3 and 4, which closed the towpath in that area. The canal was unwatered because of the lock reconstruction, which is getting ready for canal boats in 2018.

**Level 2 Incline Plane to Lock 5: Rod Mackler reports March 29:** There were a few ruts on the towpath on both sides; none were serious enough to hinder walkers or bikers. I noted a hanging limb over the towpath and reported it. Workers were dismantling the old Georgetown boat. The canal was mostly drained, flowing very slowly. It has been drained since October, when the Georgetown lock renovations began.

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

**Level 5 Lock 14 to Bridge at Cropley: Linda and James Paige report Feb. 23:** Level 5 is in really good shape with very little debris. There were no signs of spring yet. There was not lot of people activity on this part of the canal. The canal was in a winter beautiful state as we gazed over to the Virginia side.

**Level 6 Bridge at Cropley to Lock 20: Jan Kuhl reports February through April (12 walks):** The parking lot at Great Falls typically has a wide range of out of state tags. On Feb. 18 it was unseasonably warm, and I noticed 106 cars in line to get in to the park as I was departing. Generally, the level had light trash. As the warm weather returned an increase in runners was observed. It was great to see Charles F Mercer operating again and to see the prism at Lock 20 and points south a little fuller.

**Level 7 Lock 20 to Lock 21: William James reports Feb. 23:** It was a rare 73° February day; turtles were out! The towpath is well maintained, and there were no branches to be moved off. There were two downed trees on the River Trail. **Nancy Benco reports March 21:** Spent some time removing smaller, moveable branches from the edge of the canal and depositing them on the west side of the towpath. This provided some entertainment during the walk since there was so little trash to pick up. Spring beauties and early stages of bluebells were popping up along the wooded areas. Spice bushes were beginning to flower. **Bridget Sisson and Oren Swain report April 14:** We noted 194 towpath users. Five campsites at Swains Lock were occupied. Turtles and wildflowers were abundant, as was garlic mustard. **Jim and Lisa Goheen report May 9:** The towpath was in good shape considering all the recent rain. We spoke to a fisherman who said he had caught five snakeheads near Swains Lock. We only found two bags of dog waste!

**Level 8 Lock 21 to Lock 22: Joe D'Amico and Amy Profit report May 8:** The towpath was in good shape with one "caution" area of erosion on the river side just above Swain's. This area has been seen for several years and is noted periodically as part of our Level 8

reporting. The canal was watered along the entire level, with some beginning signs of algae blooms in a couple of spots.

**Level 9 Lock 22 to Seneca Aqueduct: John McGraw reports March 12 and 13:** The canal was nicely watered on the level. The approach road to Pennyfield was getting some much-needed improvements. It was great to be out on a beautiful Monday, ahead of an expected storm. **Paul and Rita Marth report Feb. 24, April 9 and May 3:** On a warm February day, we noted a canoeist and a kayaker on the canal. In April, we noted that wild flowers had spread and filled in an area and where invasive plants were previously removed near Violette's Lock.

**Level 10 Seneca Aqueduct to Milepost 25: Carol Purcell reports April 18:** Two NPS trucks with crews taking down trees killed by emerald ash borers. There were numerous plant sightings; such fun in the spring. The sightings included purple violet, dandelion, tiny buttercup, gill-over-the-ground, garlic mustard, bed straw, lesser stitch wort, buttercup, spring beauty, blue phlox, Solomon seal in bud, white (or pale) violet, white phlox, may apple, yellow violet, pink vetch, toad trillium, daisy fleabane, paw paw blossoms on trees, bush honey suckle and red bud.

**Level 11 Milepost 25 to Sycamore Landing: Pat Hopson reports April 8:** There was very little trash along the towpath; and there was surprisingly little trash at the Horsepen Hiker-Biker. The spring wildflowers were in glorious bloom. I saw abundant stands of Virginia bluebells, spring beauty, purple violets, sessile trillium, Dutchman's breeches, dandelions and mayapples (not yet blooming); and occasional phlox, trout lily, yellow violets, grape hyacinth, cutleaved toothwort and kidneyleaf buttercup.

**Level 12 Sycamore Landing to Lock 25: Pat Hopson, with Elizabeth Dame, Jim Finucane, Carol Ivory, Janet Kegg, Margaret Neuse, Ron Wise and Frank Wodarczyk reports March 11:** The towpath was in good shape. A large-scale cleanup was conducted, especially around Sycamore Landing and around Edwards Ferry. At Edwards Ferry two scout leaders were setting up a hot lunch for a group of 20 or so Boy Scouts doing a 20-mile hike that day; they promised they'd take out all their trash. The highlight was that most of us saw a group of eastern bluebirds on the towpath just downstream from the Chisel Branch Hiker Biker camp. Their brilliant iridescent blue is always such a delight. We saw lots of bluebell leaves (and garlic mustard leaves) and one or two partially-blooming bluebells.

**Level 15 Whites Ferry to Lock 26: Jon Wolz, sometimes with Patricia Wolz, reports Feb. 28, March 29, April 23, and May 15:** Frequent walks are conducted on this level. Trash buildup from the river remains a concern on this level, as it is on many spots on the canal. In May NPS contractors were out clearing downed trees. Visitors frequently comment on the level walker efforts in the area.

**Level 16 Lock 26 to the Monocacy Aqueduct: Jon Wolz reports Feb. 22, March 27, April 27 and May 10:** Pothole repairs were conducted in the Monocacy parking area. A large sink hole near Lock 27 is



being monitored. It has been stabilized by the NPS but not filled in yet. A tree fell on the Lock 27 house on March 1 and caused significant damage. Wildlife sightings on this level frequently include Canada geese, blue herons, pileated woodpeckers and wild turkeys.

*Level 17 Monocacy Aqueduct to Nolands Ferry:* **Earl Porter reports March 25, April 27 and May 16:** Several stones have recently collapsed on the towpath side bridge abutment at Nolands Ferry. Typically arches 1,2, 6 and 7 are open at the Monocacy Aqueduct. In March 76 cars were noted at Monocacy – including a 1930 Ford Model A! This area is frequently used and the bathrooms are often dirty or vandalized. In May, a black snake was noted under the Indian Flats porta-potty. (Note – Earl is back on the towpath after a short break – welcome back!) **Laura Gilliam and Marion Robertson report March 11:** Three of the Monocacy Aqueduct arches were blocked; the prism was clean. There was extensive trash at the boat ramp, and evidence of fires in unauthorized locations, which is a regular problem in this area. Snow drops, forsythia and squirrel corn were in bloom.

*Level 19 Point of Rocks to Catoctin Aqueduct:* **James Spangenberg reports April 26:** It was a damp day and there were puddles in places from rain on the previous two days. There were a few bikers and runners. I met the quartermaster at Lock 28 and a birder looking for warblers.

*Levels 19 through 21 Point of Rocks to Lock 31:* **Don Peterson reports February through May:** Towpath was monitored over numerous walks. Conditions are generally good on all three levels, and no significant issues were reported. In late March cloudless sulphur and spring azure butterflies, redbuds in bloom, red-backed salamander, snapping turtle and snakes were noted. A red-shouldered hawk sitting on eggs in a nest was reported.

*Level 20 Catoctin Creek Aqueduct to Lock 30:* **Doug Zveare reports Feb. 20:** A section of canal prism in Brunswick was recently cleaned out by the railroad and the Maryland Department of Environment. Towpath erosion under the wooden walkway above Culvert 82 continues to be a concern. Plants were already starting to green up and I heard spring peeper frogs in the canal. I've never heard them this early before. **Mike and Judi Bucci report March 29:** We picked up trash along the towpath section above Mile Marker 54 and staged it to pick up on our return from the lower part of the level; on our return found that someone had picked it all up. Flora and fauna sightings included a bluebird at the Brunswick picnic area, peepers singing, bluebells, Dutchmans breeches, spring beauties, celandine and understory green.

*Level 21 Lock 30 to Lock 31:* **John Ferguson reports Feb. 19:** There were lots of families, large and small, out on the towpath. The towpath was very nearly devoid of trash.

*Level 22 Lock 31 to Lock 33:* **Karlen Keto, with Don Peterson, reports Feb. 22:** We did a winter level walk with our dogs Chessie and Pippy. Conditions were good and trash was light.

*Level 23 Lock 33 to Dam 3:* **Karlen Keto reports April 18:** My granddaughters, 8 & 12, and I walked the level. As the older one is deeply into photography, we spent three hours on this short distance! She photographed water snakes in Lock 34 - four big ones! There was also a skink and frogs. We think she interrupted one of the snakes as it was about to capture the skink or a frog. The snake splashed into the water with a big splash when she got too close while taking a photo.

*Level 25 Dargan Bend to Lock 37:* **Dave and Barb Collins report Feb. 18:** Beautiful weather. We couldn't believe it was still February. It was quiet, except for a few woodpeckers and squirrels. **Lynn and John DiCarlo report April 4:** Conditions were good and towpath use was light.

*Level 26 Lock 37 to Antietam Aqueduct:* **Jack and Karen Forster report March 26:** There was much downed wood and recent cuttings evident but nothing across the towpath. This walk tied for the lowest usage we've ever seen in 12 years of level walking. **Lynn and John DiCarlo report April 18 and May 2:** Conditions were good on both walks. We removed light tree debris.

*Level 28 Lock 38 to Lock 39:* **Bill Warren reports April 12:** There was no trash on the towpath. Right under the Trash-Free Park bag dispenser was one of the bags filled with beer bottles, beer cans and cigarette boxes. Someone had used it to collect their trash and leave it for volunteers to collect; very disappointing.

*Levels 28 and 29 Lock 38 to Snyders Landing:* **Clifford Smith reports April 18:** Conditions were excellent – nothing serious to report. About 200 yards upriver from mile 75 a large tree from the canal side had fallen and some of the top branches were overhanging the towpath. I had a small handsaw with me and managed to clear all the branches off the towpath. Garlic mustard is prolific on these levels.

*Level 30 Snyders Landing to Lock 40:* **Margie Knott reports Feb. 18:** Gorgeous mild sunny weather for an afternoon on the towpath. It really lifts the spirits. A great day to be out enjoying nature before the dreary skies of winter returned. The towpath was clear and in good condition. **Charles Connolly and Kathy Cox report March 11:** The towpath was in excellent shape. Conditions were normal for late winter.

*Level 32 Marsh Run Culvert to Dam 4:* **David Plume reports Feb. 20:** I took a President's Day walk with my dog Tip. There was quite a bit of trash at the Dam 4 parking lot. I encountered Cub Scout Pack 23 from Funkstown, Maryland exploring the Dam 4 cave. The canal prism was mostly dry, with some standing water in places.

*Level 34 McMabons Mill to Opequon Junction Hiker Biker:* **Trent Carbaugh reports Feb. 25 and April 21:** Towpath conditions were good overall; repairs from the recent survey work are well done and smooth. I removed minor tree limbs and wood chunks. I saw four fox squirrels; songbirds, mostly cardinals; two bald eagles with a possible nest across the river from the hiker-biker; and frogs in lock 42, which had standing water. There is an old Baltimore oriole nest just down from the mill; hopefully they will be back in the area this spring. There is also more sign of beaver activity with some beaver sculpture. I cleaned dirt off all the signs. In April I saw a hatchling snapping turtle on the towpath. **Tom Perry reports March 9 and April 18:** In March the towpath was amazingly clear, except for a lot of tree debris, which I disposed of. In April I saw more people than I ever remember seeing on our level; I held brief conversations with ones who stopped. I noted the remains of a small illegal fire near Culvert 118 ½.

*Level 35 Opequon Junction Hiker-Biker camp to Lock 43:* **Stephen Williams reports March 26:** There was nothing unusual on the towpath. Lock 43 had shallow water in it, unlike earlier visits. The camp site looked inviting, and wild turkeys were sighted nearby. It was great to see Dutchmans breeches back.

*Level 40 Nettle Railroad Piers to Dam 5:* **Vallie Compher, Catherine Bragaw and Len Schalck report March 25:** It was a warm spring day. The small trees along the canal had the beginnings of the tiniest green buds and the blue bells were beginning to bloom. Unfortunately, there were some large items of trash along the towpath. Two large branches were hanging over the towpath near Dam 5. These and all other issues were reported and resolved.

*Level 41 Dam 5 to Four Locks:* **Vallie Compher reports April 28:** It was a beautiful day, spring was finally in bloom. It was quiet on the canal with a few walkers and bikers. The river was very high, keeping the boaters and fisherman away. Very little trash, everything looked in good condition, water pump at Dam 5 was on and working.

*Level 42 Four Locks to McCoys Ferry:* **Jack Ebersole reports May 15:** It was a beautiful morning to be on the canal. The parking areas at McCoys Ferry and Four Locks were the cleanest I've ever seen. There is a crack between the stones in the stop gate at McCoys Ferry. It may have been there before and I just haven't noticed it, but it will be monitored.

*Level 43 McCoys Ferry to Fort Frederick:* **Jill Craig reports April 21:** Several very large trees have been cut along either side of the towpath, and at least two have quite recently been uprooted. I wondered if there was a major wind event in the area. The two biggest ones, with roots now in the air, fell in opposite directions. Three of the culverts have been cleared recently; grass and trees were cut back and this year's growth has not yet begun.

*Level 45 Ernstville to Licking Creek Aqueduct:* **Dennis Kubicki reports May 7:** There are numerous trees that appear to be dead or dying from the emerald ash infestation on this level. There was quite a bit of trash and a still smoldering fire at the Licking Creek hiker biker campsite. Multi-flora rose seems to be pervasive throughout the level.

*Levels 47 (upper) and 48 Lock 51 to Round Top Cement Mill:* **Philip M. Clemans reports April 18:** Conditions were mostly good, though there was plenty of trash. I found bricks under Devils Eye-brow, which seem to be displaced from the mill ruins. There appears to be activity there that is degrading the structures. I sighted robins galore, titmice, one fat goose, a pair of woodland ducks, a couple of birds that were possibly young cormorants, four pileated woodpeckers, plus some deer and a chipmunk.

*Level 49 Round Top Cement Mill to Lock 53:* **Paul Petkus and Sue Muller report Feb. 18 and April 15:** The amount of trash on the level is the only thing that marred what was an otherwise beautiful spring-like afternoon. It was the most garbage I've seen on the level by far. The worst of it was a large collection of trash in the woods adjacent to the Leopards Mill camping area. Sue Muller joined me on this walk. She is a member of the Howard County Bird Club and while I checked out structures and did other things that I normally do on a level walk, she performed a bird count. The birds she identified on Level 49 included American crows (6), ravens (4), turkey vultures (2), cardinals (2), downy woodpeckers (2), mourning doves (10), tufted titmouse (2), dark-eyed juncos (3), Carolina wrens (2), Carolina chickadees (3), white-throated sparrows (4), white-breasted nuthatches (3), a belted kingfisher and a red-shouldered hawk. The count was performed while walking in the downstream direction only to avoid double-counting. In April conditions on the level were good and typical for spring.

*Level 51 Dam 6 to Sideling Hill Creek Aqueduct:* **Bill and Chris Holdsworth report March 25:** It looked like the Lock House 56 cellar was broken into. This was reported to the NPS. After years of watching a small forest of maple trees grow in Lock 55, we were thrilled to see that someone has cleared them out. We spotted a pheasant in the canal prism on this lovely spring day.

*Level 52 Sideling Hill Creek Aqueduct to Fifteen Mile Creek Aqueduct:* **Tom Aitken and Candee Schneider report Jan. 15:** The level was in good condition. It's always good to have the towpath to ourselves, as it makes for a quiet hike with better opportunities to view wildlife. The solidarity worked out well today, and we could get a good look at 20+ wild turkeys crossing the towpath below Lock 57.

*Level 53 Fifteen Mile Creek Aqueduct to Lock 59:* **Tom and Marsha Dulz report April 23:** The towpath was in good condition and the river was higher than normal. Flora sightings included Virginia blue bells, columbine, dandelions, mayapples, garlic mustard, white violets, spring beauties, redbud, honeysuckle and dogwood. Fauna sightings included titmice, red belly, song sparrows, cardinal, squirrels, juncos, nuthatch, pileated, hawks, chickadees, butterflies and damselflies.

*Level 54 Lock 59 to Lock 60:* **Dennis Kubicki reports May 9:** Trash was light along the level. The area had not been mowed yet so vegetation was relatively high. Four bikers were encountered who were on of an east-to-west cross-country journey. The previous week witnessed some torrential rain in the area. As a result, there was a good deal of mud, ruts and pooled water on the level.

*Level 55 Lock 60 to Culvert 208:* **Paul Petkus reports March 25:** As expected for this time of the year, the prism contained water for the entire stretch of the level. Given that I cleared branches off the towpath on my previous visit six weeks prior, I was a bit surprised by the number of them present on this visit. Recent high winds were the cause. Spring peepers were active throughout the afternoon. The biggest concentration of them existed in a half-mile area around Mile Marker 150. In the late afternoon, the decibel level of their calls was impressive!

*Level 60 Opposite Little Cacapon to Town Creek Aqueduct:* **Trent Carbaugh reports March 25:** The towpath was in good condition. I took a close look at the waste weir at Mile 160.26. Turtles, turtles, turtles – I stopped counting at 150, most were red eared and yellow eared sliders. Leopard frogs were in great abundance as well. Found tracks of wild turkey, raccoon and whitetail deer. I noted a beaver cut tree and a chimney swift nest in the waste weir. I encountered two backpackers, who said they were doing a section of the Potomac Heritage National Scenic Trail; and a cyclist who was an NPS Goodwill Ambassador volunteer.

*Level 61 Town Creek Aqueduct to Lock 68:* **Trent Carbaugh reports May 16:** It is a very clean level, most trash was at the easy access end (Town Creek Aqueduct) of the fishing area. I saw carp, young smallmouth bass and sunfish in the canal. There was a high number of visible snapping turtles, two medium sized black snakes were on the towpath, and two muskrats were swimming.

*Level 63 Lock 70 to Kellys Road Culvert:* **Steve Dean reports May 6:** It rained before and during the walk. Because of the recent rains, the prism had standing water that was nearly waist high in places over much of the level. Culvert 221 had the highest water level I've ever seen there. I found more trash than I usually do on this level; all trash was at the Lock 70 parking area and Pigmans Ferry.



# Appreciation of Dolly

By Ann Lochstampfor

## *Dolly (Year 1 – 2008)*

*"Hey, Baby Doll," I said to you  
When you were the canal's newest mule.  
Although your five-year teeth were just coming through,  
You were nearly as big as the canal's biggest mule.*

*Far from home and eager to please,  
You were quick to learn  
"Gee" means "Move Right"  
And "Haw" means "Move Left."*

*Pulling a boat in a national historical park  
In Georgetown, in Washington, D.C.  
Was quite a feat for a young mule  
Fresh from the farm.*

*Lovely to look at and  
So anxious to please,  
The love that you gave  
Was the love you received.*

*"Dolly" was the name that you came with  
And the name that you kept,  
But I called you "Baby Doll"  
From the moment we met.*



## *Dolly (Year 2 – 2009)*

*How's my darling Dolly,  
So big and so strong  
Yet as delicate as dew  
On a morning song?  
Some called you a "ditz"  
And made you feel down.  
But beautiful dreamer,  
Don't wake to their world.  
Share your dreams with me,  
Dear little Dolly,  
Sweet day-dreaming mule.  
Then you'll be happy  
And I'll be happy too.*

## *Daddy's Darling*

*Dolly's daddy was a dandy dude.  
That little donkey was a rodeo.  
Her mother was a thoroughbred, but  
Dolly's daddy was a dandy dude!*

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## Mules in Retirement



Two of the canal's beloved mules are enjoying retirement. During a recent visit from the farrier, they took advantage of a photo op. Ada is the dark colored mule and Nell is the bay with a white nose. They seem to appreciate the regular visits from the farrier. They especially enjoy their carrots after having their hooves taken care of. Courtesy of Rita and William Bauman



# Spring Tree Walk at Carderock

With trees just beginning to leaf out (not to mention a welter of wildflowers in stunning bloom), the C&O Canal Association joined with Maryland Native Plant Society to offer a tree identification hike on what turned out to be a spectacular spring afternoon.

Fifteen participants from both organizations sharpened their skills in identifying various trees at Carderock Recreation Area and nearby along the towpath, including various kinds of maples, oaks, elms, hickories and ashes (many of which—alas—displayed damage wrought by an invasive insect). Paw paw (with its short-lived springtime distinctive deep purple flowers), sycamore, hackberry, and persimmon were among other species spotted. Led by Ralph Buglass, the hike also took in two Montgomery County “champion” trees (the largest of their kind)—a chinkapin oak and slippery elm—as well as a silver maple with a number of massive burls.

The April 15 walk was the first of two planned in the same locale; on Oct. 7 the same route will be traversed to witness seasonal changes and the beginning of autumn’s colorful show. All are welcome to join in then!

– Ralph Buglass



*Tree walk participants test their tree ID skills on this red maple in bud at Carderock. Photo by Pat Hopson*

# Shepherdstown Area Wildflower Walk

The wildflower hike on April 2<sup>nd</sup> was a three-mile out-and-back walk, heading downstream from the large parking lot below Lock 38. A total of seven Association members attended, and the group was both enthusiastic and knowledgeable.

The week heading into the hike didn't look promising, as several of our old favorites had yet to make an appearance. My primary concern was to at least have some trout lilies blooming along the towpath, and co-leader Candee Schneider and I were pleased to see several last minute arrivals as we did our pre-hike preparation.

As it turned out, the trout lilies were just the beginning of the show. In all we were able to identify sixteen plant-types, including wild ginger, Dutchmans breeches, blood root, purple dead nettle, star of Bethlehem, and several others. Unfortunately, among these others, the dreaded garlic mustard stood out in droves.

One of the highlights of the day occurred after the hike, when both Bonnie O'Donoghue and John Ziegler emailed us with the answer to the identity of our mystery plant – lesser celandine.



*Lesser celandine*

In all, the wildflower hike was one of the most enjoyable experiences I've ever had on the towpath. Candee and I got to meet a great group of people, and we can hardly wait to do it again next year.

– Tom Aitken



*Wildflower admirers near Shepherdstown (l-r) Bonnie O'Donoghue, Coleman O'Donoghue, James Webb, Donna Bartlett Dobbin, John Ziegler, Tom Aitken. Photos by Candee Schneider*



# Nature Notes

By Marjorie Richman

## Heron on Conn Island

Birds seem to gravitate to Conn Island. Each year bird watchers wait for the return of a pair of eagles that use Conn Island to raise their young. Less well-known, but equally reliable for photographers and birders, is a large heron rookery that is home to hundreds of birds each year. The colony also is located on Conn Island, upstream from the eagle nest. It is easily seen from the River Trail near Great Falls on the Maryland side. Ornithologists call a breeding colony of this size a “heronry.”

The annual courtship ritual in our area begins sometime in February, depending on weather. Herons mate for a season, not for life. Each year they take new partners, which means the entire courtship ritual is repeated as males attempt to impress females. Males arrive in the colony first and establish their preferred nesting sites by either selecting an existing nest or building a new one. Then they wait for the females.

To announce their readiness to mate, both males and females grow extended feathery plumage on their heads, throats and backs. For the rest of the year, we see them as shown in the picture, with long plume-like feathers on the lower neck.

The courtship is quite elaborate. A male may begin with the Circle Flight, flying in a wide, slow loop around the colony, exhibiting his powerful wing flap and his graceful curved neck. Once he has the attention of a female, he might perform the Stretch display, extending his neck and bill vertically then bending his neck backward. Other gestures include the snapping of bills, head wagging and the fluffing of breeding plumage. The male indicates acceptance of a female by presenting her with a stick for the nest.

Heron are not natural socializers, which means that life in a colony takes a good deal of restraint from their normal behavior. Although herons look quite peaceful when we see them, they are actually very aggressive toward other birds and solitary in nature. They are usually seen alone, unlike many water birds that typically travel in pairs. Acquiring special plumage is a first step toward mitigating their aggressive nature and announcing that they can be approached. Once a courtship begins, energy that might be expended fighting for

territory is devoted to courtship activities. Regardless, living in close quarters for the duration of the season can be a noisy prospect as squabbles often occur. Since herons have one of nature’s loudest voices, you might hear the colony before you see it.

On Conn Island, females begin laying eggs in early March. They may lay as many as five eggs. The incubation period is about 30 days and the nesting period extends for about three months. Males and females share the job of sitting on the eggs and gathering food.

From about April to June, there is great activity as parents fly away from the heronry to gather food and return to feed the chicks. By June chicks are almost the same size as adults and fledging begins. The juveniles practice their hunting skills, but continue to return to the nest to be fed by the parents for several more weeks. By the time the colony disperses, usually in late summer, a young bird’s hunting ability must be well developed if it is to survive the winter.

Although the birds disperse, leaving an empty heronry on Conn Island, the large, cup-shaped nests are visible the entire year. They are particularly noticeable after the leaves fall off the trees. The nests will be waiting for the birds to return the following year.

There are still several months to observe the heronry before the birds leave the nests. Both adults and juveniles will be very active flying back and forth between the rookery and the river. The adults will be teaching survival skills; the juveniles will be practicing.

To see the rookery, walk along the River trail. If coming from upstream of the Great Falls visitor center, walk downstream and watch for buoys warning of the falls ahead. When you spot the buoys, look across the river at Conn Island. If coming from the direction of the Great Falls visitor center, walk upstream on the river trail and watch for the nests.



Great blue heron. Photos by Marjorie Richman

# Calendar of Events - 2017

June 18, Sun, Nature walk focusing on butterfly identification, 11:00 a.m., Carderock Recreation Area. Meeting place at Carderock: After entering the recreation area, turn right after the tunnel under the canal, then take an immediate left into the first parking lot. Contact Paul Petkus at papetkus@gmail.com or 773-450-6039 (cell).

June 24-25, Sat-Sun, Montgomery County Heritage Days. Association volunteers will provide interpretative tours of the Seneca Aqueduct, the only canal combo lock/aqueduct; tours of the lockhouse; and talks on the history of the C&O Canal. Tours will be Sat 11:00 a.m. - 4:00 p.m. and Sun 1:00 - 4:00 p.m.

July 15, Sat, Paddle trip in the C&O Canal from Violettes Lock to Great Falls (7.6 miles) with portage around two locks. Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information and to make reservations, contact canoemaster@candocanal.org.

Aug 5, Sat, Paddle trip from Rileys Lock (Seneca) through the old Potowmack Canal on the Virginia side of the Potomac to Pennyfield Lock (approx. 4.5 miles). This trip takes only about 4 or 5 hours, but is challenging with numerous rocks and ledges in the old canal. Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information, contact canoemaster@candocanal.org.

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. Meet at 10 a.m. at the Dickerson Conservation area. The group will head downstream. Contact Steve Dean for details at levelwalker@candocanal.org or 301-904-9068

Aug 25-27, Fri-Sun, Paddle trip in the Paw Paw Bends area of the Potomac River from Paw Paw, WV to Little Orleans, MD (22 miles). This 3-day paddle trip includes 2 nights camping out. Reservations are required and paddlers must provide their own canoe/kayak and associated paddling/camping gear. Paddlers are expected to contribute to community-type meals and help out in camp. For more information and to make reservations, contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

Aug 26-27, Sat-Sun, Williamsport C&O Canal Days. Events will be taking place in various areas of the town. Contact: Tom Perry, 301-223-7010.

Sept 16, Sat, Park After Dark, 6 p.m., Historic Great Falls Tavern. The C&O Canal Trust fund-raising event features chili, libations, and tunes. For more information see [www.CanalTrust.org](http://www.CanalTrust.org) or [ParkAfterDark.org](http://ParkAfterDark.org)

Sept 23, Sat, Nature walk focusing on birds, 8 a.m. to about 11 a.m., at Sycamore Landing. Association member Kurt Schwarz of the Maryland Ornithological Society will lead the group. For more information, contact Kurt at [krschwa1@verizon.net](mailto:krschwa1@verizon.net) or 410-461-1643 (home) or 443-538-2370 (cell). Walk will be canceled in case of inclement weather. If in doubt, contact Kurt.

Sept 24-28, Sun-Thu, *World Canals Conference*, Syracuse, NY. For more information, see [wcc2017syracuse.com/](http://wcc2017syracuse.com/). Further information is on page 7

Oct 4-9, Wed-Mon, Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required, no later than September 1. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or [phopson727@verizon.net](mailto:phopson727@verizon.net).

Oct 7, Sat, Nature Walk focusing on tree identification, 1-3 p.m., Carderock Recreation Area. Second of two walks in the same area to observe seasonal changes. Semi-brisk pace and a few semi-steep hills to see two Montgomery County champion trees, among other species. Wear sturdy shoes; optional: bring a hiking stick, water, snack and tree ID book. Meet at the eastern-most parking lot (turn left after the tunnel under the canal). See Google map. Leader: Ralph Buglass, [rbuglass@verizon.net](mailto:rbuglass@verizon.net); 617-571-0312 (cell for day of the walk).

Oct 7-8 Sat-Sun, 34th Annual Railroad Days, downtown Brunswick, 10 a.m.-5 p.m. Train rides, live music, arts and crafts vendors.

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

Oct 28, Sat, Annual Heritage Hike and Dinner. Details will be published in September newsletter. For more information, contact Steve Dean at [programs@candocanal.org](mailto:programs@candocanal.org) or 301-904-9068.

Nov 19, Sun, Continuing Hike Series, 10:30 a.m., Fort Frederick (mile 112.4) downstream. Contact Pat White (301-977-5628 or [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org))

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., starting at Half Street entrance to the Navy Yard-Ballpark Metro station. The group will follow the path of the Washington City Canal, which interchanged with the C&O Canal in the 19th century. The group will hike 5.7 miles from the Anacostia River to Georgetown. Afterwards you can take advantage of the many eateries in Georgetown for lunch. Contact Bill Holdsworth (301-762-9376 or [website@candocanal.org](http://website@candocanal.org)).



Six people joined Champ Zumbrun for a 4-mile loop wildflower walk in the Paw Paw Tunnel area on April 29. True to the name, Paw Paw blooms were the star attraction. Photo by Champ Zumbrun



Association members will offer tours of the area and discuss canal history on June 24 and 25 at Seneca as part of Montgomery County Heritage Days. Photo by Steve Dean

Liability waivers are required for many of these Association activities. Hikes require proper footwear.

For all nature walks bring your favorite identification book, water, and a snack; a walking stick is optional.

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.



# 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	Kris Butcher
Chief of Resource Mgmt.	301-714-2225	Jeri DeYoung
Chief of Maintenance	301-714-2211	Greg Kniesler
Chief of Interpretation, Education and Volunteers	301-714-2238	Catherine Bragaw
Partnerships Coordinator	301-714-2218	Ben Helwig
Grants Management Specialist	301-714-2205	Allan Brambila
Volunteer Coordinator	301-491-7309	Emily Hewitt
Cultural Resources Manager/Historian	301-491-2236	Sophia Kelly
Librarian	301-714-2220	Karen Gray
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

#### Palisades District Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)

11710 MacArthur Blvd, Potomac MD 20854

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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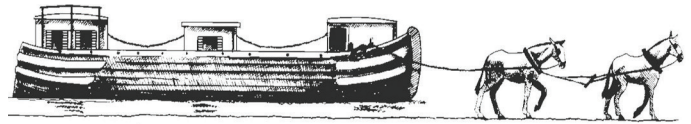


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**Associate Editors:** Tom Aitken, Dave Johnson, Don Juran, Nancy Long, and Ned Preston.

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

#### 2017 Association Officers

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

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

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

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

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

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

**Board of Directors:** (terms expire in 2020): Chris Cerniglia, Jill Craig, Jonnie Lefebure, Bert Lustig, Doug Zveare. (terms expire in 2019): Tom Aitken, Nancy Benco, Barbara Sheridan, William R. Stewart, Jim Tomlin. (terms expire in 2018): Dick Ebersole, Kerry Gruber, Jim Heins, Christine Holdsworth, Anthony Laing.

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CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

## Along The Towpath

Chesapeake & Ohio Canal Association

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*Culvert 15 is located just a short distance upstream from the modern road viaduct used to access the Carderock Recreational Area. The culvert was originally built in 1829-30, and was rebuilt in the 1960s. This culvert is a good example of the recent brush clearing by the National Park Service that helps preserve culverts by reducing the impact of overgrowth on the stone work. Photo by Steve Dean*



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