

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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2017 World Canals Conference

By Rod Mackler

The C&O Canal was well-represented at the 30th annual World Canals Conference, hosted this year by the New York State Canal Corporation and the Erie Canalway National Heritage Corridor, Sept. 24 to 28. Over 20 of us drove up Interstate 81 or came from other directions on Syracuse, in central upstate New York, where three of the four canals of the New York State Canals system converge. The Association sponsored two members of the C&O Canal NHP staff, Catherine Bragaw and Matt Graves, to join us at the conference, so that they could compare notes with others who work on canals professionally, including several from other units in the National Park Service system and Parks Canada.

The city of Syracuse welcomed us the day before the conference opened, with music, food trucks, boat tours, beer tasting, and exhibits on the Inner Harbor, a branch of Lake Onondaga. The major museums in town had free admission, including the Erie Canal Museum, built around the sole remaining weigh lock on the canal and probably the only one extant in North America. The original Erie Canal ran through the center of Syracuse, and here the weight of loaded barges was compared with the empty weight of record as measured at the beginning of each season. There is a reproduction canal boat in the lock, and exhibitions throughout the building.

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The C&O Canal was well represented by Association members and park staff at the World Canals Conference in Syracuse, New York during Sept. 24 to 28. Here the group takes a break at Paper Mill Island in the Seneca River near Lock 24 of the modern Erie Canal. Front row, kneeling (l-r): Bill Holdsworth, Bill Trout, Sandy Doveikis, Pat White, Barbara Sheridan. Second row: Dave Johnson, Brenda Turnbull (Northern Ireland), Rod Mackler, Susan VanHaften, Tom Lightfoot, Kay Barber, Catherine Bragaw, Dan Mick, Kerry Gruber, Dorothea Malsbary; Back row: Dan Van Haften, Jill Craig, Chris Holdsworth, Linda Lightfoot, Jon Wolz, Patricia Wolz, Matt Graves (C&O Canal NHP), Tony Laing, Dick Malsbary; Photo by Lynn Smith



C&O Canal Association supports transportation for Canal Classrooms in Allegany County. Students hold a check that represents the Association's \$6,000 donation to Allegany County Public Schools to fund field trips to the canal. Others in the photo include Hollie Lynch, park education coordinator (front left), C&OCA president Bill Holdsworth (rear left), Ranger Rita Knox (rear right) and park superintendent Kevin Brandt (right). The photo was taken at Lockhouse 70 in Oldtown. Further details are in the President's Report on page 2. Photo by Linzy French, C&O Canal NHP, NPS.

President's Report

By Bill Holdsworth

On Oct. 27 I had the pleasure of presenting a \$6,000 check to Allegany County Public Schools to help fund field trips to the C&O Canal. I was able to watch the Canal Classrooms in action at Oldtown, Maryland.

Three park rangers and four Canal Classrooms teachers educated students about the rich history of the area. Students had the opportunity to participate in a simulated archeological exercise, as well as a scavenger hunt along the towpath. When I watch the Canal Classroom teachers engage a new generation, I am sure the Association's donation was a good investment in the future of the park.

Our Special Projects committee is working to bring attention to the restoration work of the Civilian Conservation Corps along the canal. This New Deal work relief program offered employment to young unmarried men in military-style units. We want to create a wayside exhibit at Carderock. Two African-American units camped in that area between 1938 and 1942. Nancy Benco and Pat White are working with the C&O Canal Trust and the park to create the exhibit.

The Association was well represented at the World Canals Conference in September, as Rod Mackler's article describes. A donation by the Association funded the participation of

two C&O Canal NHP rangers, Matt Graves and Catherine Bragaw. If the Association pursues a bid to host the 2021 WCC in Hagerstown, the park would be a vital partner. Matt and Catherine now have experience that will help them advise their management.

We are working with the Hagerstown/Washington County Convention & Visitors Bureau as we assess the feasibility of hosting the 2021 WCC. That year represents the 50th anniversary of the C&O Canal NHP. We hope to make a decision soon.

I am excited about the developments in Georgetown. I attended the public meeting which presented early-stage design concepts for the first mile of the canal. The concepts address some long-standing issues in that area and would showcase the canal. Alas, the approval process is even more complicated than in other areas of the canal and no funding has been designated.

This long approval process is still an essential first step in Georgetown. As fans of the canal, we have learned that often our patience is rewarded. Look at the Monocacy Aqueduct, Catoctin Aqueduct and Big Slackwater.

Hollie Lynch Receives Freeman Tilden Award

Hollie Lynch, the education coordinator for the Chesapeake and Ohio Canal National Historical Park, is the recipient of the 2017 Freeman Tilden Award, the National Park Service's highest honor for excellence in interpretation and education. Lynch was recognized for her role in developing and implementing a series of innovative curriculum-based park programs for 200 schools in Maryland, West Virginia, and Washington, D.C.

"Hollie turned the historic C&O Canal into an outdoor classroom for more than 10,000 elementary and high school students last year," said Acting National Park Service Director Michael T. Reynolds. "Her unique educational programs brought history and science to life, turning textbook subjects into multisensory experiences that will be long remembered."

In multiple locations along the 185-mile long C&O Canal, the park provides a classroom without walls for teachers and Pre-K-12 students in neighboring school districts. The programs support national and state learning

standards, feature pre/post visit materials, and offer students hands-on and STEM-based activities.

Lynch designed the programs in partnership with local educators. She also recruited and trained volunteers for the Canal Classroom Corps which helped lead the presentations. Through their combined efforts, many teachers now view the park as a dynamic classroom that enhances curriculum and provides students with meaningful learning experiences.

Since 1981, the annual Freeman Tilden Award has recognized outstanding contributions to the practice of interpretation and education by a National Park Service employee. The award was created to stimulate and reward creative thinking that results in positive impacts upon the preservation of the parks and the visiting public. The award is named for Freeman Tilden, who has inspired generations of interpreters across the world and whose *Interpreting Our Heritage* continues to be a definitive text for the discipline.

— National Park Service



Hollie Lynch

Sunday also saw meetings of Inland Waterways International, which chooses the site of the World Canals Conference, and the American Canals Society. At the latter, Association president Bill Holdsworth presented Bob Barth with a framed photo of the Delaware & Raritan Canal for the Canal Society of New Jersey museum in Waterloo.

The principle venue for the conference was the Marriott Syracuse Downtown. Opened as the Syracuse Hotel in 1924, it was extensively restored and remodeled for Marriott in 2014-2016, at a cost of \$76 million. What was a 600-room classic hotel now has half that number of rooms, each twice as large and with modern bathrooms and plenty of electrical hookups. The original wooden room doors have been retained, the ballroom and lobby have been lovingly restored, and the paneling in the efficient elevators is a beautiful inlay of oak and walnut. The hotel manager described the restoration process over dinner Monday evening.



Marriott Syracuse Downtown, the principal venue for the conference. Photo by Rod Mackler



Inland Waterways International President David Edwards-May opening the conference. Photo by Rod Mackler

The schedule of the conference followed a familiar format: we had lectures in the morning, a buffet lunch with speakers, then hopped on buses for field trips to see the region's historic and working canals. In the hallway, exhibitors extolled the services of engineering companies, boat-hire firms, national parks from the U.S., Canada and Ireland, and the Archives of the State of New York, among others.

All told, there were about 330 delegates from a dozen countries on three continents. The first day of lectures was a plenary session focusing on New York's canals, and, above all, on the Erie Canal. There were actually three Erie Canals. The first, "Clinton's Ditch," was started exactly two hundred years ago, in 1817, from the Hudson at Albany 363 miles to Lake Erie at Buffalo, with 83 lift locks. This initial canal was a single channel 40 feet wide and 4 feet deep, with a towpath created from the earth removed from the canal prism. Governor DeWitt Clinton inaugurated the completed canal in 1825, pouring a cask of Lake Erie water into New York Harbor.

The canal reduced shipping costs by as much as 90 percent and was an immediate commercial success, spurring a mania for canal building in the United States, and a demand for an "expanded canal" with greater capacity in New York. The second Erie Canal was begun in 1834, with the cut widened to 70 feet and deepened to 7 feet. The course was straightened, aqueducts over rivers were added, and parallel lock chambers built to allow boats to move in both directions at the same time.



The weigh lock in Syracuse. Photo by Chris Holdsworth

The third canal was driven by a change in technology as well as a need for greater capacity to compete better with the railroads. Steam power was replacing mules. From 1906 to 1918, rivers such as the Mohawk and Seneca were dammed, locks became deeper and fewer, and the canal was further shortened. Syracuse and Rochester were bypassed. This version, the “New York State Barge Canal,” is the backbone of the system now operated by the New York State Canal Corporation. Additional lateral canals were built. The Champlain Canal connects the Hudson River and the Erie Canal with Lake Champlain and, via the Richelieu River, to the St. Lawrence River near Montreal. The Oswego Canal connects the Erie Canal near Syracuse to Lake Ontario and Toronto. And the Cayuga-Seneca Canal connects the Erie Canal to two of the large Finger Lakes.

On Tuesday and Wednesday mornings, we had break-out sessions, necessitating difficult decisions among competing interesting lectures. These included subjects as diverse as

public art on canals, marketing and tourism, engineering, green technologies, old boats, and using canal restoration as job skills training.

For our afternoon field trips each day, two buses went east, two went west and two went north. The East trip took us to the Chittenango Landing Canal Boat Museum, on the expanded Erie Canal. Christine O’Neil, the executive director, and her colleagues did an excellent job of interpreting the site, which is in the hometown of L. Frank Baum, of Oz fame. We continued to Rome, where the first spade was turned July 4, 1817. The actual site is buried under a defunct factory in downtown Rome. Also in Rome, we toured Fort Stanwix National Monument, which was built for the French and Indian War and saw service in the Revolution.

The West trip showcased the restored four-arch aqueduct over Nine Mile Creek, at the Camillus Erie Canal Park. This is an excellent example of volunteer effort and community involvement, led for more than 45 years by Dr. Dave Bebee and Liz Bebee. We also took a boat ride through the two-chamber locks at Seneca Falls, on the Cayuga-Seneca Canal. Seneca Falls was the site of the 1848 Women’s Rights Convention; we were reminded that it is also the centennial of women’s suffrage as we were as we drove by the home of Elizabeth Cady Stanton. The last stop of the day was at the new Port Byron Old Erie Canal Heritage Park, which opened just a year ago, after more than 20 years of effort by Tom Grasso and the Canal Society of New York State. The locks here had been lengthened in the 1880s to handle two boats at a time and there was a mechanism to pull boats into the chamber. Tom himself introduced us to the visitor center, mule barn, and restored canal tavern at this special rest stop on the Thruway.

For the North trip we took a cruise on the Oswego Canal, from the town of Oswego on Lake Ontario, south to



Fort Stanwix. Photo by Chris Holdsworth



Liz Beebe shows how the wooden trunk fits into the restored stone aqueduct on the Old Erie Canal over Nine Mile Creek at Camillus. Photo by Rod Mackler



Tom Grasso explains the functioning and restoration of the extended Lock 52 of the Old Erie Canal at Port Byron, New York. It is now a rest stop on the New York Thruway. Photo by Rod Mackler

the locks at Fulton. From the boat we saw three bald eagles, several blue herons and egrets, and osprey nests. On the way to the boat, we toured the shops for one maintenance section of the Erie Canal, talking to the carpenters, machinists, and other experts who make the countless parts that comprise a functioning canal system. Their range of tools was most impressive, including a saw used to cut rounded gate quoins.

On Wednesday night, we had dinner at Papermill Island, at the village of Baldwinsville, on Lock 24 of the modern Erie Canal. We enjoyed an “upstate cookout” with pulled pork, Syracuse salt potatoes, Utica greens, corn on the cob, craft beers, Finger Lakes wines and good company. Glass blowers on the GlassBarge from the Corning Museum of Glass, the replica 1862 canal schooner Lois McClure, and the classic tugboat Seneca joined us there.

On Thursday morning the conference closed with a “passing of the water.” The final plenary was held in the electric company building. Previously called Niagara Hudson and Niagara Mohawk (both describing the reach of the Erie Canal), the Art Deco masterpiece is now owned by British energy conglomerate National Grid, one of the prime financial underwriters of the conference. In generational terms, the torch was passed to a panel of young professional women, who detailed their work on the canal and their dreams for it. In more literal terms, a Corning glass cask of Erie Canal water was passed from this year’s hosts to next year’s – the Irish on the Shannon navigation. Dorothea Malsbary won a drawing for free accommodation at next year’s conference. We are looking forward to World Canals Conference 2018 in Athlone, in the center of Ireland.

The conference organizers also provided the opportunity to visit other sites on the New York State Canal System, through pre- and post-conference tours. The pre-conference tour centered in Albany, at the eastern end of the Erie Canal,

and featured a trip up the Champlain Canal to Lake Champlain. There was even a bit of underwater archaeology, as tour participants got to see some of the shipwrecks preserved in the cold water of Lake Champlain. A two-day bike ride along the Old Erie Canal from Rome to Syracuse was an optional add-on. The post-conference tour focused on the western end of the Erie Canal, including the Finger Lakes, the flight of five locks at Lockport, Niagara Falls, and the Canalside waterfront in Buffalo.



Erie House Tavern at Port Byron, on the Old Erie Canal, on a Sept. 26 study trip. The tavern is now incorporated into a rest area on the New York Thruway. (l-r): Eric Fisher, Robin Fisher, Paul Ayres (Windsor, England), Jon Wolz, Rod Mackler, Dave Johnson, Dan Van Hafften, Susan VanHafften, Chris Holdsworth, Dick Malsbary, Dorothea Malsbary, Tony Laing, Bill Holdsworth. Photo courtesy of Rod Mackler



New York State Canal Corporation tug Seneca. Photo by Rod Mackler



The former Niagara Mohawk, now National Grid, was the venue for the closing session. Photo by Rod Mackler

The Georgetown Plan

By Rod Mackler

The Association was well represented at the second public meeting for the Georgetown Plan, an ambitious project to re-imagine the first mile of the C&O Canal. Ned Preston, Bill Holdsworth, Nancy Benco and I were among a crowd of about 200 at Georgetown Park on November 2.

The plan is a joint effort by the Park and Georgetown Heritage, an off-shoot of the area's Business Improvement District (BID). James Corner Field Operations, the designer of New York's Highline and other urban parks, has been hired to design the plan. One thing that distinguishes this effort from other attempts to improve the canal is that it is well funded – Georgetown has \$3.5 million in its pocket from the District government and from the Georgetown merchants to finance improvements there. This includes funds for the current rebuilding of Locks 2 and 3 and for the future purchase of a new mule-drawn boat.

The public meeting was part of the process mandated by the National Environmental Policy Act (NEPA) and National Historic Preservation Act, which require public input to decisions that impact national parks and historic structures. The first step was “scoping,” or gathering information on existing conditions; a public meeting on that stage was held June 14. The second step was developing conceptual alternatives – these were the ideas to which the public was introduced on November 2 and on which some the public is invited to comment by January 5, 2018. The Association is providing input in an official comment. The next step will be to consult with other government, public sector, and individual actors to evaluate adverse effects on cultural resources and the environment. That will lead to an environmental assessment, a major document detailing impacts and mitigation strategies. There will be additional opportunities to comment at those stages.

Maggie Downing and Allison Greenberg of Georgetown Heritage, Park Superintendent Kevin Brandt, and head designer James Corner introduced the November meeting. Then we fanned out around the room to examine displays highlighting potential changes in eight “landscapes”: the Zero Mile marker; along Rock Creek; at the canal's confluence with the creek; alongside the locks; in the grove of trees between the locks and Wisconsin Avenue; between the high walls in the industrial heart of canal; Market Square and the Fish Market; and, lastly, the Alexandria Aqueduct.

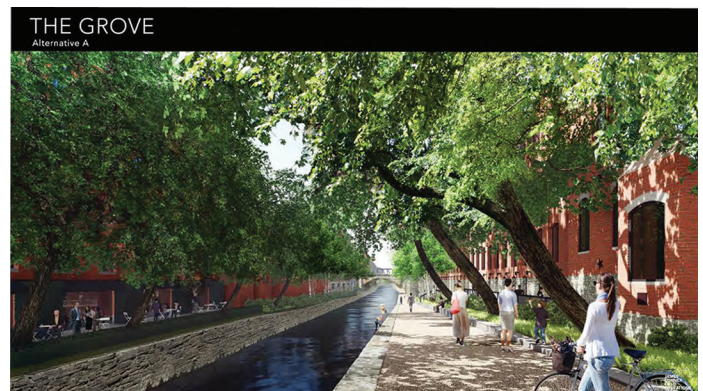
There is a slight tension between the objectives of the Georgetown BID and other advocates for the C&O Canal National Historical Park. The Georgetown merchants want to get more visitors to the Park as potential customers

for Georgetown shops and restaurants. This could include glitzy new attractions. The Association wants to preserve the historic character of the Park. But both the BID and the Association can agree on the need to stabilize deteriorating structures, to improve accessibility to and movement through the park, and to upgrade lighting, seating, signage, towpath surfaces, and so forth.

One of the signature achievements of the Georgetown Plan so far is the inclusion of the Zero Mile marker in the overall plan. The route from Lock 1 to the beginning of the canal next to Thompson's Boat House is poorly marked and difficult to negotiate. It is lost in a tangle of the Whitehurst Freeway and Rock Creek Parkway. Since the June meeting, Rock Creek Park has been brought into the process – the key to getting to the Zero Mile marker is through Rock Creek Park. Once one arrives at the Zero Mile, the shortcomings are many – a silted-in tide lock, crumbling walls in the basin of what was once the Port of Georgetown, deteriorating ruins of the dam that once impounded that basin, no visitor services, and overall lack of interpretation.

The other end of Georgetown's mile of the canal is the Alexandria Aqueduct. Even in its ruined state, the aqueduct

(Continued on next page)



Potential changes to area landscapes are highlighted in renderings of the alternative approaches. Renderings courtesy of Georgetown Heritage



Along the Towpath, December 2017

Lock 3 and 4 Repair Progress

By Nancy Benco

As part of the revitalization of the C&O Canal in Georgetown, the National Park Service is about 70 percent through its \$6.5 million rehabilitation of Locks 3 and 4 near Thomas Jefferson Street. The work started in November 2016.

Most of the effort has focused on Lock 3, a 186-year-old structure whose walls were leaning inward and whose wooden timber foundation was rotting. Dismantled by last summer, the lock's salvageable ashlar stones were carefully marked before being stored for reuse in NPS's nearby "mule yard." Stone rubble fill from the prism was also removed and stored upstream. In rebuilding Lock 3, workmen laid a concrete floor featuring a stamped and colored surface to resemble the original wooden bottom. They are rebuilding the lock

walls, using a small excavator with a lift attachment to hoist the heavy stones. When completed, the lock will be about 15 courses high. Workmen will also rebuild the area behind the lock walls, reusing the rubble stone and tying it together with the rest of the structure with mortar to stabilize the lock. In addition, new wooden upper and lower lock gates will be installed before the project is completed in late spring 2018.

Work on Lock 4 is nearly complete. Workmen have finished repointing (removing and replacing weathered mortar) the lock's predominantly sandstone walls. Before the project is completed, new wooden lock gates will be installed, repairs made to the breast wall, and flowable fill added to preserve the filling ports inside the lock walls.



Repointed south wall of Lock 4, view toward Thomas Jefferson Street



View of Lock 3 toward Thomas Jefferson Street – Photos by Nancy Benco

The Georgetown Plan (Continued from previous page)

area is a popular place to study, read, sunbathe, or just hang out. The Plan includes options to clean up the ruined structure, remove graffiti, install railings for safety, improve the link between the towpath and the Capital Crescent Trail, and perhaps build a trestle over the aqueduct to frame the view and remind the visitor of historic versions of the structure – aqueduct for boats, railway bridge, and roadway. The illustrations for proposed alternatives at this end also show a proposed boathouse above the aqueduct, a position the Association has opposed for decades.

In the center of the Georgetown stretch of the canal, the area around the old visitor center is to be completely redone. The Mule Yard, which some of us have used as a parking lot

when we work on the canal, is to be terraced and landscaped. Restrooms may be added to a kiosk selling tickets for the canal boat rides. The mule staging area may be moved across the canal. And the bust of Justice Douglass should be restored to its place of honor.

Georgetown sees a revitalized canal as the centerpiece of a revitalized historic Georgetown. Other ideas include an aerial gondola to the Rosslyn Metro, pocket parks along the major streets, lighting to accent Key Bridge, and, of course, a non-motorized boathouse. The Association is committed to working to ensure that development of the canal is consistent with its historic character.

To see the proposed alternatives in more detail, visit parkplanning.nps.gov/Georgetowncanalplan.

Notice of 2018

C&O Canal Association Annual Meeting

The annual meeting of the membership of the Chesapeake and Ohio Canal Association will be held at 2:00 p.m. Saturday, March 3, 2018, at the Moose Lodge, 119 North Conococheague Street, Williamsport, Maryland. The meeting will be for the purpose of electing officers for 2018, electing a nominating committee for 2019, receiving reports of officers and committees, and any other business that may properly come before it. All members of the Association in good standing are invited to attend. This notice constitutes the call for the meeting, pursuant to articles II.2, III.1, and IX of the bylaws.

Nominations for Officers and Directors

Officers, except directors, are elected at each annual meeting to serve a term of one year. In addition, five directors are elected at each annual meeting to serve a term of three years. The nominating committee, chosen at the preceding annual meeting, will present a slate of candidates. Additional nominations may be made from the floor at the annual meeting. Members attending the 2017 annual meeting elected Steve Dean, Chris Cerniglia, Barbara Sheridan, Nancy Benco, Tony Laing, and Jim Heins to form the 2018 nominating committee. The committee has nominated the following candidates for election in 2018:

Bill Holdsworth – President, Rockville, Md.

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

Rod Mackler – First Vice President, Arlington, Va.

I am the first vice president and chair of the environmental committee of the C&O Canal Association, a volunteer organization which has provided support to the C&O Canal National Historical park for over 50 years. I am an active volunteer in the park. I am also a regular participant in global canal affairs and have now attended 10 World Canals Conferences on three continents. In July 2016, Interior Secretary Sally Jewell appointed me to the C&O Canal National Historical Park Commission. Finally, I enjoy writing and the opportunity to share my love of the canal with others, including presentations and articles for several canal journals.

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

I am completing my seventh year as the 2nd vice president. I serve as the level walker program chair, the program coordinator and as the editor for *Along the Towpath*. It is a privilege to work with volunteers and park staff in these capacities. I have also served as the editor and producer of the revised editions of the *Chesapeake and Ohio Canal NHP Official National Park Handbook* and the *Pocket Guide to the Chesapeake & Ohio Canal National Historical Park*. I plan to continue my efforts as a historic culvert documentarian for the park. I welcome the opportunity to continue to support the C&O Canal Association and the National Park Service.

Susan VanHaften – Secretary, Arlington Va.

Over the years I have enjoyed walking on the C&O Canal towpath, visiting its aqueducts, riding on the canal boats in Georgetown and Great Falls, introducing friends and family to the canal, and taking pleasure in knowing that there was such a great natural and historical treasure practically in my own backyard. I also realized there was a way not only to enjoy the canal, but also to help out with protecting and promoting it. In 2005, I joined the C&O Canal Association. In 2007, I became a Level Walker. In 2010, I became a Director on the Association's Board. In 2012, I accepted the position of Secretary for the Association's Board, and have served in that position for the past six years. I would be pleased to continue my service as the C&O Canal Association's Secretary in 2018.

Richard Radhe – Treasurer, Columbia Md.

I have been a member of the C&O Canal Association for 15 years. For 10 of those years I enjoyed the hikes, canoe trips, dinners and the efforts of many dedicated members. Five years ago, I decided it was my time to contribute to the Association by accepting the treasurer position. It is an honor to work with former and current board members. It was exciting to implement inventory into QuickBooks to track the sales and distribution of Steve Dean's 3000 revised NPS 142 Handbooks and the 1000 updated Pocket Guides. I am an Enrolled Agent with a small tax practice which gives me the resources to prepare annual 990 nonprofit Tax Return, Sales Tax and Personal Property Returns. I look forward to serving in 2018.

Pat White – Information Officer, Gaithersburg, Md.

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

Trent Carbaugh – Director, Hagerstown, Md.

I grew up on the Potomac River and C&O Canal, fished it with my grandfather and my father, as well as spending many happy hours when I was young walking the towpath and traveling by boat on the river with my parents and younger brother. I am looking for a meaningful way to give back for some of the joy and solace that the canal has given me over the years.

I have been a level walker for a year and spend much of my free time on the river or in the park. I have experience in the historic restoration business as a historian for Maryland Department of Natural Resources, as an archeological field technician, and have extensive experience climbing, hiking and paddling. Currently, I am the director of education and co-owner of Birds of a Feather School which uses fine arts and interpretive history to enrich the lives of autistic adults and those suffering with memory disorders. I am also a volunteer at Little Antietam Creek Inc., an archeological teaching non-profit in Waynesboro, Pennsylvania

Dick Ebersole – Director, Hagerstown, Md.

My wife and I live in Hagerstown, but I grew up in Williamsport and I remember playing on the canal in my youth. I've been a member of the C&O Canal Association since 2007, and a level walker since 2007. I've volunteered at the Williamsport Visitors Center for the last nine years, and have had the pleasure of aiding William Bauman in writing several canal family histories. I have a special interest in the section of canal from Dam 5 to Four Locks; my wife's great-grandfather was the lock tender at Dam 5 from 1898 till 1914, and many other family members lived in this section and worked for the canal company. If elected, I would like to focus some attention on the stabilization and restoration on the many historical structures that are in dire need of maintenance. I would like to thank the nominating committee for giving me the opportunity to serve the Association.

Kerry Gruber – Director, Gaithersburg, Md.

I've been an Association member since 2010 and have participated in hikes and the World Canal Conference. I was born in Baltimore and raised in North Chevy Chase, Md. and Washington, D.C. My grandparents lived in the Burleith

neighborhood of Washington, D.C. and painted scenes of the Canal and Georgetown back in the 1930s. I retired from the federal government in 2012 as an education statistician and I enjoy taking photos of wildflowers and landscapes along the canal. As someone who is an amateur historian, I would consider it an honor to learn more of the local history and to serve as a director.

Christine Holdsworth – Director, Rockville, Md.

I have enjoyed my term as a director of the C&O Canal Association. I have learned a lot about the canal, the park and the Association. I have been a member of the Association for over 20 years and am proud of our efforts that support the park. I am a level walker, a volunteer at Lock House 75, and I enjoy the Association's hikes, nature walks and other activities. I am also a member of the Association's special projects committee. If elected to another term I will work with the Association to help preserve and maintain the C&O Canal National Historical Park and encourage others to explore the park and learn the history of the canal.

Anthony Laing – Director, Olney, Md.

I have been a member of the C&O Canal Association for over 13 years. During this time, I have enjoyed participating in the paddling trips that the group sponsors, including the Paw Paw Bends weekend trip, the Monocacy River trip, the Brunswick to Monocacy trip on the Potomac, and trips on the canal itself. I backpacked the canal from Cumberland to Harpers Ferry in 1980, and I cycled the entire length from Cumberland to Georgetown in 2009 and am attempting another thru ride this year.

I have a certain historical affinity with the C&O Canal, as my great-grandfather helped construct the canal in the 1830s. He and his two brothers got jobs as laborers on the canal after they disembarked from a ship sailing from Hamburg, Germany to Baltimore. At one point they operated a boarding house in Oldtown before settling in Cumberland. I was born in Cumberland and now live in Olney, where I've retired from the federal government.

This year I took on the additional responsibility of Canoe-master in charge of some of the paddling trips. I would like to serve on the board to give back for all of the fun and growth that the Association has given me.

Note – there were no proposed bylaws amendments submitted for consideration at the 2018 annual meeting.

Refer to the enclosed reservation form for details of the annual meeting. Note the change in venue this year. Dinner will be catered by Desert Rose Café and Catering, and meatless options will be available. Contact Steve Dean at programs@candocanal.org for further information.

Uncertain and Precarious: C&O Canal Navigation at the Beginning of the Civil War

By Timothy R. Snyder

The following is a revised version of a presentation the author first gave at the Nov. 10, 2012, "Frederick Historic Transportation Forum: By Road, Rail and Water," held at the Delaplaine Visual Arts Education Center, Frederick, Md., sponsored in part by the C&O Canal Association. This second part of the article resumes a discussion of the reaction in 1861 of Maryland authorities to Confederate interference with canal operations.

The matters were taken up by the Committee on Federal Relations from the House of Delegates. But except for Wenner's canal boat, the Committee dismissed most of the other border transgressions committed by the southern troops, explaining that with Jackson in command, a former officer from the U.S. regular army, the troops at Harpers Ferry would be under stricter discipline. It did not look so lightly at the detention of Wenner's boat and the seizure of his grain, however. It wrote: "These difficulties, unless prevented, or some definite understanding had . . . between the two states, are likely to produce serious conflicts and embarrassments, and to disturb the friendly relations, which now, more than ever, ought to exist between their authorities and [our] citizens."

The General Assembly agreed to appoint a commissioner to investigate the detention of Wenner's canal boat and other border incidents. Its response inaugurated a brief period of frenzied negotiation between Maryland and Virginia as the two states attempted to resolve these issues by a familiar and tested political method: diplomacy. It selected Outerbridge Horsey, a distiller from Burkittsville in Frederick County, Maryland, who produced a well-known rye whiskey. Horsey also had both political connections and influence. His father had been a U.S. Senator from Delaware and his mother was the daughter of former Maryland Governor Thomas Sim Lee. The General Assembly directed Horsey to proceed to Richmond and undertake discussions to protect Marylanders and their property from the actions of Virginia's military forces, to obtain compensation for damages already incurred—such as the seizure of Wenner's grain—and to maintain good relations between the two states. Horsey left for Richmond immediately.

The diplomacy between the two states is a unique feature in the region's Civil War history that hasn't received much attention. While much of the nation mobilized for war, for a brief period Maryland and Virginia—because of the former's undetermined political allegiance and the two states' unique relationship to one another—entered into negotiations to resolve the impasse over Wenner's grain and other matters. Horsey arrived in Richmond soon thereafter, and Virginia Governor Letcher received him and expressed regret at the detention of Wenner's boat and the seizure of his grain. He appointed a commissioner to accompany Horsey to the Potomac to ascertain the facts of the grain confiscation and other border disturbances. The commissioners spent portions of the next three weeks on the border investigating these matters.

The seizure of Wenner's grain was part of a broader pattern of border violations committed by Virginia state forces and other southern troops who garrisoned Harpers Ferry in the spring of 1861. Ironically, the actions of the troops at Harpers Ferry worked at cross purposes with the desires of both Virginia and Confederate leadership. Virginia, of course, had already seceded from the Union, while Maryland's General Assembly, due to Hicks's intransigence, had just convened and had not yet spoken on secession. Virginia, and the Confederacy in general, were reluctant to do anything that might offend or threaten Maryland, which would put at risk its hope that its northern neighbor would join the South. Its leaders advocated a defensive posture at Harpers Ferry with regard to Maryland, not a provocative or aggressive stance. Confederate officers along the Potomac, most notably Jackson, often ignored this advice. General Robert E. Lee, who initially commanded Virginia state troops, wrote to Jackson at Harpers Ferry May 6. He advised him to watch both the B&O Railroad and the C&O Canal because the U.S. Army might utilize either carrier to move against Harpers Ferry. If Jackson learned that the canal was to be used for that purpose, Lee suggested that he have sympathetic Marylanders let the water out of the canal, not troops from Virginia or another Confederate state, presumably because it would be viewed as less offensive to Maryland. Lee also advised Jackson to withdraw troops from Maryland soil—such as on the Maryland side of the turnpike bridges at Berlin and Point of Rocks—because he was concerned that their presence might cause antagonisms between the two states. Of Jackson's proposed occupation of Maryland Heights, Lee wrote his subordinate: "Your intention to fortify the heights of Maryland may interrupt our friendly arrangements with that State, and we have no right to intrude upon her soil, unless . . . for defense."

After the two state commissioners investigated the seizure of Wenner's grain, they returned to Richmond and apprised Gov. Letcher of their findings. Letcher referred the matter to his five member advisory council, which recommended that Virginia compensate Wenner for the value of his grain. Accordingly, on June 4, 1861, the state of Virginia paid Charles Wenner \$1,693.75 in compensation for 2,000 bushels of oats, 600 bushels of yellow corn, 200 bushels of white corn and 25 bushels of wheat that had been seized by the troops from Harpers Ferry, which Wenner acknowledged as full compensation for the value of his grain. In his report to the House of Delegates, Commissioner Horsey noted that he had received assurances that Virginia's military forces would not interfere further with canal navigation. He wrote: "Your commissioner may be permitted to remark that the people of the western counties of the State adjacent to the canal are much interested in preserving from molestation the trade along its lines of navigation, and he has been particularly solicitous in removing all obstacles which threatened it."

Conditions along the Potomac did not remain static, however. The period of diplomacy between Maryland and Virginia quickly ended. When the first session of Maryland's General Assembly adjourned May 14, it had not taken any steps leading toward secession, instead offering to mediate the strife between the sections. Although its published resolutions displayed sympathy toward the South, including one that advocated the recognition of the Confederacy as an independent nation, the General Assembly had denied that it had the authority to consider secession, and it refused to call for a sovereign convention by which elected delegates might consider withdrawal from the Union. Additionally, by mid-May, a Union army was gathering in Chambersburg, Pennsylvania for the sole purpose of contesting the Confederate occupation of Harpers Ferry. Then May 24 the Union army crossed the bridges linking Washington to Virginia and occupied the Virginia side of the river, including Alexandria and Arlington. As a result of these three events, Virginia and the South in general were less inclined to treat Maryland, its citizens and their property with kid gloves. Instead, it had to prepare to meet and resist a Union military advance from Chambersburg, and to monitor and prevent the use of the canal and railroad as Union supply lines and/or troop carriers.

On May 27 the canal company president, Alfred Spates, went to Harpers Ferry to meet with the new commanding general, Joseph E. Johnston, who had replaced Jackson a few days earlier. Spates wished to determine if Johnston, unlike Jackson, would allow canal boats to pass. Indicative of the revised Confederate posture toward Maryland, Spates learned that Virginia troops stationed at Point of Rocks had detonated a black powder charge at Bollman's Rock. Bollman's Rock was a natural rock formation that was supported by masonry to keep it from toppling. The detonation had brought down the rock onto the tracks of the B&O Railroad, some of which ended up in the adjacent canal. Spates wrote that the rock didn't completely obstruct the canal, but he was warned that if boats tried to pass, other rock would be blasted into the canal that would indeed halt navigation. As a result, canal navigation remained at a standstill.

Finally, in the second week of June—nearly two full months after the opening of hostilities—the Union army began sending troops out into the interior of Maryland with orders to protect both canal and railroad, and in one instance it utilized the canal as a supply line, just as the Confederates had feared. One Union force was commanded by Col. Lew Wallace, later of Battle of Monocacy fame, whose Eleventh Indiana Zouaves occupied Cumberland, Maryland, in the second week of June. He was ordered to protect "lines of communication," meaning railroad and canal, in that region. On June 10 Col. Charles P. Stone, later of the Battle of Ball's Bluff infamy, led a 2,500-man force from Washington, D.C. that would take positions along the Potomac in Montgomery County, Maryland, reaching into the southeastern portion of Frederick County as far as Noland's Ferry. One of Stone's columns used the canal towpath to advance up the river, utilizing two canal boats to transport supplies, which is the first documented use of the canal to supply a Union command in the field. Finally, Maj. Gen. Robert

Patterson brought his army from Chambersburg into Washington County, Maryland, on June 15, preparing to contest the Confederate occupation of Harpers Ferry. The southern troops had evacuated Harpers Ferry a day earlier, however, after first heavily damaging both the canal and railroad. As a result of the arrival of Union troops into Maryland's interior, no further mediation between the states was possible.

Lest you think that only the Confederates harmed the business of the canal company, navigation on the C&O Canal Company was also inhibited by Union military activity, and Charles F. Wenner had firsthand experience of this as well.

Soon after the Confederates had left Harpers Ferry, the C&O Canal company began to make repairs to the waterway and navigation was restored in late August 1861. The main stem of the B&O Railroad, meanwhile, would remain in disrepair for the rest of the year. After about five weeks of boating, a flood put the canal out of commission for a month. By early December it was repaired again, which caught the attention of Confederate general Stonewall Jackson in Winchester. He sent no less than four separate expeditions to the Potomac to attempt to damage the canal company's dams above and below Williamsport. Jackson was not successful, but in late January a serious winter flood accomplished the objective for him.

After the flood, the Union army initially prevented canal company officials from making repairs and seized company property to suit its own needs. Between mid-February and early March 1862, Union military officials seized about 160 canal boats, which represented about two-thirds of all boats on the canal. The first 59 were intended to be utilized as the base of a bridge across the Potomac at Harpers Ferry, while the remainder were intended to supplement General McClellan's transport fleet for his Peninsular Campaign. The Quartermaster's Department of the Union army inventoried the first lot of boats, including the names of boats, their estimated value, the value of furniture onboard, and the names of the boats' owners. This inventory showed that Charles F. Wenner's two boats were seized by the Union army at this time, the *Col. Dunlop* Feb. 17 and the *A.C. Blackman* Feb. 27, for the proposed (and ultimately abandoned) canal boat bridge at Harpers Ferry. On April 21, Secretary of War Edwin Stanton issued orders for the army to release the canal boats it held and assist the canal company in keeping the canal in repair.

As the C&O Canal Company predicted at the beginning of the Civil War, navigation was indeed uncertain and precarious, and would continue to be so throughout the war. The detention of Charles Wenner's canal boat and the seizure of his grain by the Confederates, and the later seizure of his boats by the Union army, were but two examples of the difficult ordeal the canal company, the boatmen, and merchants would face in trying to do business on the border between the North and South.

Nature Notes

By Marjorie Richman

Book Review of

The Hidden Life of Trees: What They Feel, How They Communicate by Peter Wohlleben

Warning, if you read this book you will not be able to look at trees the same way again. Why? Because we are accustomed to only looking at what can be seen in plain sight. What we miss, and what this book reveals, is that most of a tree's life cycle takes place underground or deep within the bark. It is only recently that research has focused on the hidden life of trees, particularly those in unmanaged forests that are protected from commercial enterprises. In other words, this applies to the trees we see as we walk along the C&O Canal towpath and in the magnificent forests of our country and the world.

Unfortunately, the title of the book is misleading. The author is not trying to convince us that trees are human. Rather he provides insight into the results of research both past and present at universities and in government forestry organizations. He also contributes his own insights based on over 20 years of experience as a manager for a forestry commission in Germany. Most importantly, he's an engaging writer and a great storyteller.

Until recently little attention has been given to trees except to determine how to best use them for lumber and food. In the 1990s this changed with the discovery of "mycorrhizae," associations of specialized fungi that bind to the roots of trees. The mycorrhizal fungi/root connections form vast underground networks that play an essential role in the cycling of nutrients and water. They also function as a warning system in case of threat. Both the trees and the fungi benefit. The journal, "Nature," gave this connectivity a name, the "wood wide web," and the phenomenon has been the subject of much research ever since.

Since trees have a very long life span, over time the fungi/root system of a single tree may extend over many miles and connect with many other trees. This networked root system, it is now known, is in charge of all a tree's chemical activity. The tree's fungal partners receive the products

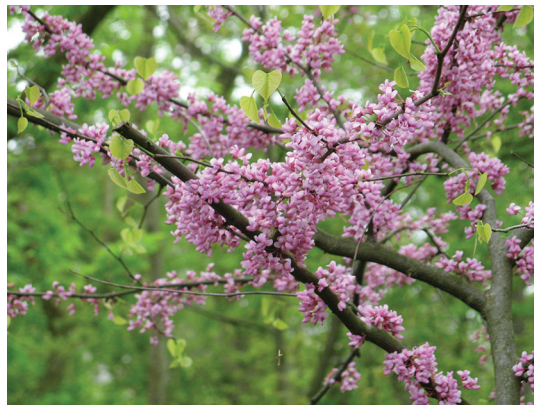
of photosynthesis and the roots bring substances into the tree through absorption. The root tips have been found to be sensitive to stimuli. As they spread out and encounter impenetrable ground or toxic substances, they transmit this information to the tree via their own form of language, chemical signals and electrical impulses. In response the root tips change direction. One might be skeptical about calling this intelligence, but it does show an ability to adapt that was not previously understood.

Chemical signals are also used to send out a warning when a predator enters the neighborhood. If an insect nibbles on a leaf, the affected tree responds by releasing chemical scent compounds into the air. We can't perceive these signals, but trees are able to detect them within a range of about 100 yards. Both the tree under attack and its neighbors respond by releasing toxins that alter the taste of the leaf. The predator hopefully will then go elsewhere.

Another thought provoking discovery is that a forest acts as a community when it comes to ensuring the survival of the entire ecosystem. Mature trees take action to help young trees grow. Before I read this book I wondered how young trees could possibly survive many years so low in the forest that only a trickle of sunlight makes it to the forest floor. Sunlight is the basic food source for trees, but canopy trees are in the way. Fortunately these same trees come to the rescue. They nurture the young, sharing nutrients via the connected

root system until the newcomers can get some space and more sunlight. As a result, young trees are forced to grow slowly, which is now recognized as one of the key factors to amazing longevity. Some trees live to almost 1,000 years, while others die at a mere 100-200 years. The trees that live the longest spend many years dependent on the nurturing of the forest's ancients.

The author explores many other issues, but the bottom line is we are just beginning to understand that trees in a forest community interact with each other in ways that are unique and can only be detected with sophisticated technology. Once you have read this book, as you walk along the towpath you might want to think about all you cannot see: chemical and electronic communication, mycorrhizae, nutrient exchanges, and interactions among several generations of trees. In other words, a very different world that co-exists with our own.



Above – Redbud; Below – Paw Paw
Photos by Marjorie Richman



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Fall Bird Walk

By Kurt Schwarz

On September 23 several eager birders arrived for the Fall Bird Walk at Sycamore Landing. The weather was delightful, a cool 60 degrees, no wind, and abundant sunshine. We began at the edge of the Potomac, and were afforded views of basking, drying, double-crested cormorants, and distant great egrets with a single great blue heron. There were also three distant wood ducks. Finally, the sky was filled with chimney swifts, with a guess as to numbers, which I placed at 150.

We tramped roughly a mile downstream and were able to rack up 18 species for the walk. On the walk back, we spotted one of the great egrets, with another apparently white bird we could not figure out. Only long study, and a fortuitous long-distant photo allowed us to determine it was really a great blue heron. Apparently the white color was a trick of the light.

After we returned to the parking lot, I proposed a short hop over to nearby Hughes Hollow in hopes of closer looks at herons and egrets. Only one of the group took me up on it. We found no egrets or herons, but were treated to two soaring ravens. We added seven more species for the trip list, for a

total of 25 species for the day. Note that ravens appear to be somewhat regular visitors at Hughes Hollow now.

The spring walk is set for May 19, 2018, at Riley's Lock, and the fall walk will be September 22 in the Big Pool area.



Double-crested cormorants. Photo by Kurt Schwarz

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 Collapse of the Conococheague Wall: In Search of the Truth

Most of us think of history as about the past. And it is. But it **never gives us back the real past** and *in truth our history is nothing more than what we think we know about some piece of the past at a given time, based on our sources at that time.* As such, history changes and this is especially true in the present when, to an increasing extent and at an increasing speed, knowledge in almost every area of historical study has been changing and growing. This growth is due to the flood of new data and materials that subsequently require critical and scholarly analysis and interpretation.

One of the most important insights coming from the current state of changing C&O Canal history is that the documents on which we relied in the past need to be revised from time to time to keep them current with the best and most accurate information. But our unfortunate situation at the C&O Canal National *Historical* Park is that not since the 1970s have staff historians had the time and other resources necessary to engage in the kind of research and writing required to keep the park's history accurate and reflecting current data and scholarship.

The result is that we—park staff, volunteers, contractors writing new studies, and independent researchers—continue to draw heavily on previous secondary sources, perpetuating into the future any misunderstandings and errors they contain. A further troubling reality is that even when we know the changes that need to be made, there is no system for getting them into the increasingly-diverse C&O Canal history media used by almost everyone from the general public to serious researchers who work primarily in secondary resources.

An excellent example of the problems in using the most common sources of C&O history came to light a couple of years ago. It was discovered that the date for the collapse of the Conococheague Aqueduct's upstream wall that resulted in Captain Frank Myers' boat being washed out into the Conococheague, was Thursday, April 29, 1920—not 9 days earlier on Tuesday, April 20 as most sources stated.

Although I and others made many efforts to spread news of the date correction to park staff, volunteers, and canal buffs in various ways such as emails, a news article in the *Along the Towpath*, and personal contacts, the error continues to appear in multiple sources. As recently as an article in the Nov. 11 Hagerstown *Herald-Mail* the incorrect date was used and further, the author portrayed Captain Myers as the cause—rather than the victim—reporting that Myers “crashed his cargo boat through the wall of the Conococheague Aqueduct.” As such, it becomes a new example of the errors of fact and understanding in what immediately on publication became another source of information on the event.

As it happens, the Conococheague wall collapse is a particularly illuminating example of the difficulty researchers often have in determining what really happened and when. When I was propelled into this thorny issue upon the discovery (and subsequent validation) of the April 29 date for the event, I first attempted to find the source of the error and determine the most likely accurate version of the **entire** episode if possible.

I quickly discovered that National Park Service historian, John Luzader, in his 1970s Historic Structure Report on the Conococheague Aqueduct had only a very vague knowledge of the event. He could, for example, place it only “sometime during that year [1920]” and he noted that no one “has been located who can give the date of the collapse, and local newspapers that have been examined contain no references to the event.”

The latter comment is curious as it is precisely the contemporaneous local newspaper files that reveal the correct date in same-day articles and multiple follow-up reports. But just as significant is Luzader's reference to his search for people who would know the date. Anyone working in the canal sources quickly discovers that among the most common are anecdotal memories and personal reports of individuals who knew the canal back in its operating days. C&O Canal historian Thomas Hahn, who published multiple works on the canal, including his frequently-revised *Towpath Guide*, particularly relied on what he was told by people in their senior years.

Such anecdotal information is preserved also in C&O NHP oral histories and most notably in Elizabeth Kytel's 1983 work, *At Home on the Canal*. In addition there are endless small articles in local publications and idiosyncratic published memoirs such as George “Hooper” Wolfe's *I Drove Mules on the C&O Canal* that was self-published in 1969 and has become renowned for its fictions and factual inaccuracies.

In any case, the first publication of the erroneous April 20 date that I found occurred in Kytel's work, where the wrong date is given twice in a long footnote on the Conococheague collapse (pp. 187–188). In the footnote, Kytel tells us her information came from Melvin Kaplan, David Wolfe, McKinley Shank (said to be an eyewitness), and Lauren Myers, Sr. (son of Captain Myers). But she also cites the “Hagerstown *Daily Mail* for the evening of April 20, 1920.” In reality, of course, we now know that the *Daily Mail* has no report on April 20 of the collapse of the aqueduct wall as that event and its report on it didn't occur for another nine days.

Kytel was a good researcher and is generally reliable in her introductory history given her sources at the time she wrote. She was also likely similarly accurate in her transcriptions of the oral histories that she collected and that form the majority of the book. (Those, of course, reflect all the weaknesses and strengths typical of oral histories.) So how do we explain Kytel's use of the incorrect April 20 date? My own suspicion is that it simply was a mistake in her research notes (written or typed), or her later reading of them that found its way into her final, published version. As such it represents a typical human recording error and is by no means the only such plugging our canal histories (or my own work, I suspect).

But the error's occurrence in Kytel helps to illustrate the problems with canal history due to the common presence of many

contradictions in the details and repetitions of basic misunderstandings and mistakes. The following is a summary of the multiple problems that arise when trying to arrive at an accurate account of the collapse of the Conococheague wall in 1920.

According to Kytle's sources, with Captain Myers were his "crew members"—his stepchildren Viola and Joseph Davis. However, Viola was "dropped off to visit the family" at Big Pool (14 miles up the towpath from Williamsport). Therefore Myers had only his stepson, Joseph Davis, with him when he delivered coal the evening before to Steffey and Findlay near Lock 44 (according to Kytle). Other minor sources disagree on where the coal was delivered (some imply Cushwa's) and who was with Captain Myers. However, they are even less credible than the ones I use here.

In any case, Captain Myers was operating with a light crew—two of whom are "children"—and with only three mules. This very much reflects the general decline in the standards for the operation of C&O cargo boats as the trusteeship era wore on. The day when many (possibly most) boats ran with a crew of four to five men and four to five tow animals, are well in the past. By 1920 a Captain's pay was utterly inadequate to hire experienced, adult crew and around 60–70 percent of the coal boats may have been operated for the Canal Towage Company by families and working children.

Kytle states that as they entered the aqueduct, Joseph was with the three mules on the towpath and:

The boat struck the east end of the berm wall a glancing blow. Captain Myers later told how he saw the aqueduct wall shudder and shouted to his stepson who was almost at the opposite end of the aqueduct, to cut the mules loose. The wall collapsed and, as the boat was being swept through the break, Myers jumped onto the berm parapet.

It must be noted that Hahn's first version of the complete *Towpath Guide* came out in April 1982, a year before Kytle's book in which there is no reference to Hahn or his writings. All editions of the *Towpath Guide* have the erroneous April 20 date (including, unfortunately, the most recent in which many corrections *were* made). Otherwise however, Hahn provided an account that is a close version of Hagerstown's *Morning Herald* report as is Kytle's. Hahn's slightly varies in describing the boat as striking "the east end of the berm wall a light blow" after which Myers saw the wall begin to "waver" and called to his stepson to release the mules before jumping to the berm abutment as the wall broke.

The Hagerstown *Morning Herald's* first report was in an edition published that very morning (i.e., April 29) and it even specifies that the collapse took place at 5 a.m. It confirms that Myer had only his son was him, although it does not name the boy nor specify that he was a stepson. It also reports that they had only three mules. Subsequent articles are consistent on those details and I tend to take them as likely certain facts.

The April 30 edition of the Washington, DC, *Evening Star* erroneously reported that the wall collapsed on Wednesday, April 28, but the April 30 Washington, DC *Post* got it right. The *Evening Star* also states:

The mule team had nearly reached the upper end of the aqueduct and the boat was midway of the structure when Myers saw

the five-foot wall begin to topple outward. He shouted to his son to release the mules and made a flying leap from the boat.

Almost certainly the stern of the boat where Captain Myers would have been at the tiller was adjacent to the eastern berm abutment or wing wall of the aqueduct and not midway in the 196 ft. long (between abutments) aqueduct. Myers could not have jumped to the abutment had the boat been more than a few feet from it.

The Hagerstown *Herald Mail* reports that the boat was Canal Towage Company Boat No. 73, as does Kytle. The April 30 *Washington Post*, however, states that it was No. 72—likely a typographical error with no support elsewhere. The *Washington Herald* of April 30 adds this to our information:

The aqueduct is believed to have been weakened by freezing weather during the winter and the heavy five-foot wall of masonry was forced out by the pressure of the water when the canal was refilled following the closing of the break at Miller's Bend [mi. 105] this week.

The Historic American Engineering Record report (HAER No. MD-23) on the aqueduct uses the incorrect April 20 date, citing Hahn's first edition of the *Towpath Guide* and Kytle's work as its source. It also states that the bow of the barge "nudged the berm wall, causing the wall to waver for a moment and then collapse" and that "the gaping breach created a waterfall that washed the canal boat into the creek, where it remained until the Flood of 1936." Significantly the HAER document illustrates how errors are perpetuated in official government reports that rely on flawed secondary sources. However, the description of the flood of water from the breach carrying the boat out of the aqueduct—likely the author's speculation—seems to me highly reasonable.

What subsequently happened to the boat is the subject of diverse reports however. Kytle states that "in 1936 the flood bore it off down the river [and] at one point it was washed aground and remained stuck until high waters broke it up and carried the pieces away." Wolfe in his memoir (p. 111) has Myers and an unnamed crew member on the boat, both jumping "to the berm bank," and says nothing of the mules or who was with them. But with regard to the fate of the boat, we have what is taken as one of his fictionalized accounts as he writes in great detail:

Several years later, a flash flood raised the creek, straightened up the boat and forced it through one of the arches of the aqueduct, out into the Potomac River where it was soon out of sight. It was later found lodged against the Maryland shore about 3 miles downstream, where it was dismantled piece by piece by anyone who happened to need a plank or a board. In a few years not even a trace of the boat could be seen except in neighborhood backyards, where could be found a boardwalk or a repaired building made from the salvaged boat parts.

We likely have the truth in a Hagerstown *Daily Mail* article that appears 8 ½ months later in the December 15, 1920 issue under the headline "Canal boat is on its last journey down the Potomac":

The canal boat that went through the C. & O. Canal aqueduct, when the east wall of that structure collapsed last June at Williamsport, and has been lying in the Conococheague

(Continued on next page)

2017 Bike Through-Ride

By Doug Danley

Preparations

When my wife, Teresa, and I first started contemplating joining the C&O Canal Association's Cumberland to Georgetown Through-Ride, organized by a group that called themselves the "COCAnuts," we had three concerns.

The first was physical – neither of us had done any long-distance biking. Based on emailed recommendations from Pat, we started a training program in early May that eventually totaled more than 560 miles, including doing the entire canal in sections – twice, as a matter of fact since we did each section out and back. Still, we wondered if we had it in us to do six days straight. We also collected gear based on recommendations from some person named "Norm" whom everyone seemed willing to pay attention to.

The second concern was riding in a group. We had not ridden with so many people and wondered exactly how that would work in terms of keeping up with others.

Lastly, we wondered whether we would get along with the group. Spending six days with a group of total strangers might prove difficult.

Day One – Introductions

Finally, the day arrived for us to meet in Cumberland. After a last-minute bottom bracket bearing change for my bike, we found a group of 14 brightly dressed cyclists clustered at the visitor's center. There were introductions. I immediately forgot everyone's names, except Pat, with her bright smile, and Norm, who was just plain hard-to-forget. As we saddled up, Norm offered advice for the trip "Remember, it's not about the destination, it's about the journey."

We set off on the towpath on a beautiful warm October day. We found a place in line and got a chance to start meeting the other riders during stops every few miles. The weather was perfect (if a little hot), the trail was dusty (but at least not muddy), and we found out that riding with a group was not a problem (concern 2 solved). The only mishap occurred when Jane's fender decided to wrap itself around her wheel, resulting in a fall.

Lunch was at the Schoolhouse Kitchen, a former high school kitchen in Oldtown converted into a restaurant, where the veterans tried to convince us that the newbies had to carry a heavy load of old books the rest of the way. It was our first introduction to the traditions of the COCANuts. It also cleared up concern 3 – this was obviously a great group of people who were just plain fun to be with.

We stopped for the night in Paw Paw, where some stayed at the Wrenwood Inn B&B while others camped, went back to Cumberland via shuttle or went off to alternative sleeping arrangements. The highlight of the evening was Norm's spirited talk on why we should all name our bikes.

Day Two – Tribulations

After Carol's delicious home-cooked breakfast at the Wrenwood, the Paw Paw group met with a shuttle to take us around a short gap in the towpath, which was closed at the far end of the Paw Paw Tunnel due to a repair project. (The other choice was a very steep two-mile hike OVER the mountain. Nobody wanted to do that.) An hour and 40 minutes later, after an unexpectedly harrowing tour of remote Maryland mountain roads, we met up with the rest of the group at Bond's Landing. That was the first of what turned into a day of tribulations.

Accompanied by the Past (Continued from previous page)

creek, cut loose from its moorings this morning and started on a crewless journey down the Potomac river. The boat was held by two strong cables fastened to trees on the creek bank. Rains yesterday caused the creek to rise suddenly and under the pressure of the water and a high wind the boat tore loose and floated away. It was to have been salvaged by the canal company.

Note the article's mistake on when the wall collapsed. Also the boat was owned by the Canal Towage Company, not the C&O Canal Company as implied. That mistake by the *Daily Mail*, is one of the most common found in the newspapers of the time, as they consistently confuse the CTC, the C&OCC, and other companies associated with the canal during this period, such as the Chesapeake and Ohio Transportation Company, and even the B&O Railroad that often is erroneously reported as the owner or manager of the canal. It requires a knowledge of the legal and other official documents of that time, not news reports, to recognize such confusions of corporate relationships and authorities.

I am inclined to believe that this is what most likely happened:

In the early morning of April 29, 1920, CTC Boat No. 73, under Captain Frank Myers entered the Concocheague aqueduct having disposed of its load of coal the evening before and therefore running light. His stepson Joseph Davis was with their 3 mules on the towpath and when the stern of the boat was near the eastern end of the aqueduct, the upstream wall began to give way, possibly because the boat lightly struck it or was pulled against it by water leaking or beginning to flow from breaks in the failing wall.

Captain Myers saw movement in the wall, realized it was beginning to collapse (or in danger of doing so), called to his stepson Joseph Davis to release the mules, and jumped to the adjacent berm abutment. The boat was subsequently carried out of the aqueduct by the escaping water as the breach developed. Seven and half months later, on Dec. 15, during a local high-water event involving strong winds, the boat was carried under an aqueduct arch and into the Potomac River. Its ultimate fate thereafter is uncertain.

Andrew's blown-out tire needed replacing using a new one brought in from Cumberland. Norm's bike had a flat, which was complicated by the fact that a well-meaning helper lost the end-nut for the front axle quick-release, resulting in the whole crew crawling through the grass looking for it. The problem was solved when Norm, being Norm, had a spare.

I thought I had left my bike shoes in Paw Paw and was ready to return with the shuttle driver until Teresa pointed out that I should look in my panniers. Oops!

Then we found out that Jon W's rear wheel had a broken spoke, which resulted in his decision to take the shuttle to Hancock to have it repaired. If more spokes failed, he realized that it was a long walk to the nearest town.

We had finally started when Teresa forgot to unclip during a pause, with predictable results. A couple of miles in, Donna's water bottle cage broke for no apparent reason. A big stick went up Pat's fender and shredded it, causing some quick bike surgery to remove the remaining bracket.

A short time later I heard a call from Pat, who was leading – “snake!” Then Teresa echoed “snake!” I was third in line and was looking for a snake across the path when I passed by a large black rat snake about an inch from my right pedal. I couldn't come up with the appropriate word, so I just let out a half-hearted shout. Two riders later we all heard Donna's classic scream as she passed the poor snake (harmless, unless it got caught up in someone's wheel, which would have been a real problem).

And that was all before lunch. We stopped for our mid-day meal at “Bill's Place” in Little Orleans – another C&O towpath landmark. The ceiling of the bar/restaurant was covered with signed dollar bills, so Teresa got out a bill which we all signed for posterity.

We resumed after a hearty (and inexpensive) lunch, only to find John B. at the bottom of the hill taking photos of us with his Nikon DSLR and telephoto lens, which he had hauled along with all the rest of his gear. The group split a few miles later as some riders (including me) decided to take the parallel (but paved) Western Maryland Rail Trail to Hancock, while the die-hards (Jane, Kathy, Debbie and Teresa, who dubbed themselves the “Wonder Women” or “Glamour Girls” or something like that) stayed on the towpath, hauling Paul along to take pictures of them.

Teresa and I had dinner with part of the group (and some friends from Berkeley Springs) at Buddy Lou's in Hancock, another COCANut tradition. Great fish & chips and fun décor.

Day Three – Apple Pie

Day Three dawned with a clear blue sky and rumors of a hurricane in the Gulf of Mexico that might be headed our way. We met at the Park 'n Dine for morning instructions, then split again, with most of the group headed down the Rail Trail while the purist Glamour Girls took the towpath again, this time with me to take pictures.

The two groups met up at Big Pool, then pedaled another couple of miles to the entrance to Fort Frederick, where John B had somehow gotten ahead of us again to take pictures as we huffed and puffed up the hill toward the fort.

Fort Frederick was the home of two more traditions. After lunch, we were treated to slices of fresh apple and mixed-berry pies, which Norm and Pam had carried from Hancock. Then, at

Andrew's urging, those of us who hadn't already seen it 10 times watched a screening of the ten-minute “History of Fort Frederick” film. I got a great photo of John B taking a nap on the rocking chair at the gift shop.

The afternoon ride to Williamsport was delightful. The main group stopped at the Mule Crossover, site of the infamous re-enactment orchestrated by Norm. I asked Pat where Teresa was and she said that my wife had gone racing ahead, following Frank. When I caught up with them at Dam 5, Teresa was smiling brilliantly. “That

was fun! Frank really rides fast.” I guess that took care of the last concern of whether we were strong enough for the ride.

We reached Williamsport and the detour around the aqueduct reconstruction, heading instead up a different hill into town. Dinner was at “Desert Rose's” (the owner really is named Desert Rose “My parents were hippies” she explained) where we got to hear more stories from our fellow travelers. Teresa and I were impressed by all the rides they had done, including Pam's bike trek from California to North Carolina in the '80s. They also shared crash stories, lost gear stories and stories about riders from previous trip.

We walked a couple of blocks over to Tom Perry's house after dinner. Tom started this whole C&O through-ride tradition over 30 years ago, but couldn't ride with us this year due to family issues. We had fantastic (and apparently traditional) apple cake and mulled cider prepared by his wife. Tom's house was chock full of curios, including a pipe organ in his living room. Really! A whole pipe organ.

Day Four – 42 Miles and a Circular Steel Staircase

I will admit that I had a little trepidation as we met at 8 a.m. Saturday for our longest ride – 42 miles from Williamsport to Harpers Ferry. But it was another beautiful day so we set off with high spirits.



The “COCANuts” at Whites Ferry. Photo by Mike Joyce

By now, we were used to the calls of “hiker up” or “stopping” that were used to keep us from crashing into each other. It didn’t hurt that this was some of the most spectacular scenery along the trip, with the trail winding along cliffs and riverside paths for the section where the river had been used instead of a separate canal.

We passed by the Killiansburg Cave, where Jon W. scrambled up the hill to the cave while we sang the theme to “Rocky.” Lunch was near the Antietam Aqueduct, where Norm’s magic panniers produced a whole load of granola bars for everyone. My favorite part was when Art, who was riding “sweep” with Norm for the trip, asked me what those weird-looking fruits were on the ground. “Osage oranges,” I answered, having just heard someone else answer the same question. Art looked over at Paul and said “I’m not sure I believe Doug. What are those things called?” “Osage oranges.” I was grinning from ear to ear.

The rest of the afternoon went smoothly and we kept racking up the miles until we neared Harpers Ferry around 2 p.m., where large groups of people were taking in the historical sights on a hot Saturday afternoon. We threaded through the crowds to the base of the dreaded “Circular Steel Staircase,” which led up to the old railroad bridge across the Potomac.

Getting 16 bikes and riders and gear up the narrow staircase in a coordinated fashion would have been hard enough on a quiet day, but the crowds made it especially challenging. Fortunately, we all survived the ordeal and headed up the West Virginia hills to the motel for the evening.

After a welcome rest, Andrew W., with his 13-year-old legs, led the charge up the steep hill behind the motel to the Anvil Restaurant for dinner (another tradition). Art ordered an \$18 bottle of wine for the table, explaining, “The restaurants around where I live charge that much for a single glass.”

Day Five – Mud and an Early Ending

We woke up on Day Five to the first rain of the trip. At our morning meeting, we reviewed the weather forecasts, which differed in detail but agreed that the remnants of Hurricane Nate were headed straight up the Appalachian Mountains toward us, and were expected to arrive by Monday morning. The group decided to try and schedule an early end to the trip to avoid slogging through the deep mud and potential falling trees that might accompany the storm’s rain and winds Monday.

With that decided, Pat was doing her best to coordinate the changes before we all set off back down the hill and across the bridge to the staircase. Going down the staircase was easier, both because of gravity and the lack of crowds on the drizzly Sunday morning.

The path was muddy, but not as muddy as it had been on some of our training trips. I rode without my raincoat since it was in the mid-70s and I would have been just as wet from sweat under the raincoat as I was from the warm rain. I had also learned to just ride straight through the puddles. That was what fenders were for. There was a group of 120 riders who were doing four days from Pittsburgh to Gaithersburg to raise money for the “Wounded Warriors” – they were riding without gear and were substantially faster than us, so we got used to calls of “on your left” followed by one or more riders

in muddy red-white-and-blue jerseys whizzing past. (“Fenderless Fools” is what one of our crowd called them.)

We stopped in Brunswick, which was hosting its annual Railroad Days Festival. Most of the crew hung out at Beans-in-the-Belfry, an old church that had been converted into a restaurant. As we gathered after lunch for our last stretch, we watched a group of “train-spotters” with their scanner-radios, cameras, binoculars and notebooks. As a hobby, I guess it is no stranger than riding down a dirt path in the rain and mud.

The rain petered out soon afterward, but left the mud behind. We gathered at the Monocacy Aqueduct for a traditional “stone staircase picture” and then a few miles later to take pictures of the men and women separately and to evaluate who was the muddiest. I think Jane won.

We had a fairly tight grouping for the last couple of miles, with either Denny or Paul in the lead as they had been for most of the trip. It was fun seeing the line of former “total strangers,” but now “good friends,” as we pedaled into the parking lot at White’s Ferry around three in the afternoon.

We had ridden almost 150 miles (not counting side trips) in mostly beautiful weather, with just enough mud to make for good stories. Aside from a few hiccups on the second day, we had not had any major problems. Sure, we were skipping the last day, but, with hugs and handshakes all around, we realized that what Norm had said at the beginning was true – “it was about the journey, not the destination.”



Construction on the Western Maryland Rail Trail extension at Pearre. Construction equipment was evident on November 15 on the old Western Maryland Railway bed at Pearre, Md. This appears to be the first stage of construction of the long awaited rail trail western extension. Photo by Steve Dean

Volunteers-In-Parks Wrapping it up for the Holidays

By Jim Heins

Your Volunteers-In-Parks (VIPs) group has now concluded the 2017 season.

In finishing out the year since September, the Swains Lock stewards put some final touches on the picnic grounds and the area around the lockhouse and parking lot. Following that, a couple of members returned later to provide one last mowing and trash pickup of the area.

In three long days, the inlet lock sign project was also completed. Ten inlet/river/guard lock signs were installed between the Tide Lock (MP 0) and Dam 6 (MP 134). Most of these signs are likely there for the first time and add clarity for visitors. This was a project initiated by the VIPs.

The bench project, which is an on-going project being coordinated between the association and the Canal Trust, saw the 18th bench installed in mid-November. Although the project has been in operation for several years, the VIP team installed 10 of them this year providing a fair amount of resting areas in the Palisades District. There is a movement afoot to try and get some benches installed further west along the towpath.

Another effort by your VIPs is replacing broken or worn-out grills at the various picnic areas. Earlier in the year, the VIPs also repaired a number of picnic tables.

Now, we have “folded up our tent” and put it away for the coldest part of the year.

We will welcome participation from any and all members next year when we open the 2018 season with the annual thrust to help with the Potomac River Watershed Cleanup in April, sponsored by the Alice Ferguson Foundation and with renewed effort and emphasis on ridding the park of garlic mustard with our annual GMC (garlic mustard challenge).

We wish everyone a wonderful winter season with all of its holidays and chances to recharge your batteries.



Guard lock sign at Dam 6. Photo by Steve Dean

Jim Heins Receives Canal Pride Award for Volunteer Service

Volunteers-In-Parks leader Jim Heins was recognized by the C&O Canal Trust with the **Canal Pride Award for Volunteer Service** at the 2017 Park After Dark event at Great Falls on Sept. 16, 2017. The award was presented by C&O Canal Trust Chairman Michael C. Mitchell and President Robin Zanotti.

Jim was recognized for his long-time support of the C&O Canal National Historical Park, the leadership he provides other volunteers, his willingness to take on any project that will benefit the park and his assistance in setting up other volunteer programs.

Congratulations to Jim Heins for well deserved recognition for his dedication and hard work!



(l-r) Michael Mitchell, Jim Heins, Kevin Brandt and Robin Zanotti.
Photo by Turner Photography

Across the Berm

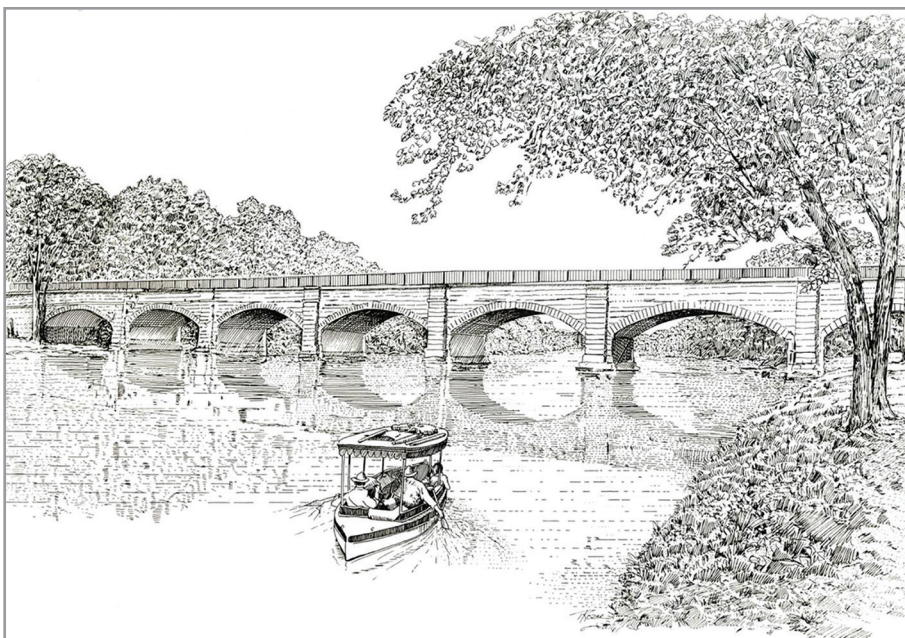
Tom Kozar

Tom Kozar, a longtime member of the C&O Canal Association, died on October 23 after an extended illness.

Tom was a talented and versatile artist and a strong supporter of the C&O Canal. Many regarded him as the artist-in-residence for the canal. The Association has sold his print of the Monocacy Aqueduct for many years. Tom's drawing of Catoctin Aqueduct emblazoned a mug that was sold to raise funds for the aqueduct restoration. Tom's canal art was featured on the very popular series of towpath pins that the Association produced for many years. In October, 1998 a portrait of Justice William O. Douglas painted by Tom was unveiled by the National Park Service in the Great Falls Visitor Center.

Tom was widely respected in the C&O Canal Association. Christine and Wayne Cerniglia commented "He has been a bright spirit and great help to the C&O Canal Association with both his presence and his artistic talent."

Karen Gray notes "My condo is full of his prints. I used to tease him that I have a Kozar gallery. We'd laugh about it as I'd buy yet another."



Continuing Hikes 2018

These are our small congenial hikes during which we learn about the canal while learning from one another. All hikes are out and back, and generally cover 6 to 9 miles depending on interest and the weather.

We'll investigate the Fletcher's Cove to Georgetown section Sunday, January 21, so we can check out the rebuilding of Locks 3 and 4. We'll go to the zero mile marker and briefly discuss the American Discovery and Potomac Heritage Trails which enter the park in Georgetown. We will get lunch in Georgetown.

Saturday, February 24, we will investigate Fort Duncan, a civil war fort overlooking Harpers Ferry, and a colonial era iron mine. The fort is a relatively easy walk 2-mile walk from the parking area, but the trail down to the mine is littered with fallen trees and the walk back up the hill is strenuous so the trip to the mine is optional.

Sunday, March 18, we will check out the recent stone scaling work on the downstream end of the tunnel. I'd like to include the walk over Tunnel Hill to locate the transit stones; however the current work at the tunnel may impact our usual routes to and from the stones. If interested, check with me in March. Additional hikes are scheduled for May, September and November; check the calendar for dates and directions for all hikes.

Hikes are held rain or shine, although we will cancel for hazardous winter weather. If in doubt, check the website or call me. For all hikes, dress for the weather, bring water and lunch (or money for lunch in January).

— Pat White, 301-977-5628, Hikemaster@candocanal.org



Continuing hike participants clean up tree debris on the towpath near Fort Frederick on November 19. Photo by Pat White

2017 World Canals Conference Pre-Conference Tour

By Pat White

The World Canals Conference pre-conference tour included two tours. I found the optional Lake Champlain Maritime Museum portion to be fascinating. This was billed as a chance to see sunken shipwrecks in real time via underwater video camera. The day was pleasant, if somewhat windy, and the tour lived up to its billing. We spent an hour or so exploring a sunken paddlewheel ferry originally constructed to ferry railroad cars across the lake. (Similar ferries operated in our own Chesapeake Bay in the early 20th century.) When we returned to shore, I saw a very strange boat docked among the standard motor boats – a replica 1776 gunboat.

Philadelphia II is a replica of a gunboat built by Benedict Arnold to harass the British on Lake Champlain during the first year of the Revolutionary War. The crew were never allowed off the boat, they had to live entirely within the relatively small confines of the deck. Accouterments did not seem to include a cabin or sleeping accommodations, but did include 11 cannon of assorted sizes and ammunition.



The dumbbell-shaped projectile shown here was designed to spin in flight and tear down sails and rigging. The white lump is a cloth bag of 1-inch metal balls, and the canister contains smaller shot in wax. A firepit was used for cooking. Details about the gunboats and *Philadelphia II* may be found at www.lcmm.org/our_fleet/philadelphia.htm



The second day we joined more people for tours of the Champlain and Erie Canals. Most fun was had at an innovative playground on the Champlain with an adult-sized slide. Yes, we all partook of the experience. Even our not-so-staid British friend, David. Other fun activities included a bike ride on the Glens Falls Feeder Canal – all downhill.



Originally most locks had their own powerhouses to operate the locks. We were given a tour of a restored powerhouse. Parts were still in operation and we were cautioned to avoid touching anything. Tools and drive mechanisms of the powerhouse are shown in these images. Along the way back to Syracuse we visited the Erie Canal main shop and the shipyard where our *Mercer* was built.



Cumberland Seasonal Park Ranger 2017

The C & O Canal Association funded a seasonal park ranger position to support the Cumberland Visitor Center during the summer season of 2017. This seasonal position provided vitally needed support to Ranger Rita Knox and the staff in the Cumberland area. The person selected for this position was Stephanie Siemek. Stephanie is currently a graduate student working towards a Ph.D. from the University of Maryland Center for Environmental Science located at the Appalachian Lab at Frostburg State University. She holds a Master's Degree from John Hopkins University in Environmental Sciences and Policy, and a Bachelor's Degree in Biology from Stevenson University. She has held numerous jobs as a laboratory assistant, assisted with multiple research projects involving water quality and various animal species, and worked as a veterinary technician. Stephanie hopes to complete her doctorate in May, 2018.

Stephanie supported activities during the summer season from the Paw Paw Tunnel to the canal terminus at Cumberland. She managed and monitored programs at the Paw Paw Tunnel, the Cumberland Visitor Center, Lockhouses 75 and 70, *The Cumberland* replica boat, and the Hancock Visitor Center.

Stephanie's enthusiasm, knowledge and dedication to National Park Service values impressed both park staff and visitors. We hope we see her back at the park some day.



Stephanie Siemek. Photo courtesy of the C&O Canal NHP, National Park Service

Heritage Montgomery Grant for Carderock Wayside

Heritage Montgomery has awarded a \$2,500 mini-grant to the C&O Canal Association to support the creation of a wayside exhibit at Carderock commemorating the work of the Civilian Conservation Corps between 1938 and 1942.



Civilian Conservation Corps was a New-Deal-era work relief program that organized unemployed young men into military-style units. Two African-American units had camps in the Carderock area and did restoration work on the C&O Canal.

The Association is working with the C&O Canal NHP and the C&O Canal Trust on the project. If events proceed as planned, the wayside exhibits will be in place for Montgomery County Heritage Days weekend June 23-24, 2018.



2017 Heritage Hike and Dinner

The 2017 Heritage Hike and Dinner was well attended, with three great hikes, an excellent dinner, and an engrossing and informative talk about the Chesapeake Watershed Cooperative Ecosystem Studies Unit presented by NPS Dan Filer.

Left – an intrepid group of hikers prepares to depart Cohill Station at the start of their trek to Hancock. Right – Everyone's favorite, Norm Liebow aka "The Ice Cream Man," dispenses ice cream and wisdom to a few hikers. Photos by Steve Dean.



On The Level By Level Walker Chair Steve Dean

Level Walkers are Association members who monitor a section of the canal and perform light trail maintenance. It is a popular way to get out on the towpath while you help the park you love. Contact me via email at levelwalker@candocanal.org if you would like learn more.

Our Level Walker team is ending a great year! I am always encouraged by our long-term volunteers with their dedication and experience, and the new volunteers who join our ranks and bring with them enthusiasm and an desire to help the park. Thanks for your hard work in 2017!

Level 1 Tidelock to Incline Plane: John and Valerie Wheeler report Sept. 17: The canal is not watered due to lock repairs in the area. The NPS has removed lots of trees and weeds that were growing out of walls in the canal prism. **John Barnett reports Oct. 4:** I hiked over to the aqueduct and canal. The park folks (I guess) have put up a more solid barrier to keep people out of the aqueduct. It should help a lot to accomplish this. The place looked good! I covered the towpath from aqueduct to Lock 1.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports September through November: The towpath was monitored over numerous walks, through all conditions. In September, I participated in the Great Tire Rodeo; 35 people collected 211 tires from the river.

Level 5 Lock 14 to Bridge at Cropley: Jim and Jan Heins report Oct. 10: It was a beautiful day, though a bit humid, and we saw about 50 bikers and walkers. A large tree fell across the towpath during our walk, and I helped the NPS team remove it.

Level 6 Bridge at Cropley to Lock 20: Jan Kuhl reports Aug. 26, Sept. 3 and Oct. 2: In September conditions were wet, with occasional small puddles, they were probably dry within a day or two. Conditions on the other two report dates were dry. Spots of erosion on the canal side of the towpath at Widewater are holding pretty much steady. The canal water level was low on every report date. The Great Falls parking lot was very full during the August and September visits. I observed two baby vultures in August.

Level 7 Lock 20 to Lock 21: Bill James reports Sept. 12: The towpath is well maintained. Several recently fallen branches were removed. Black walnuts and paw paws were also on the towpath and were moved to the side. There were bagged up beer cans in the Swains camp ground. **Jim and Lisa Goheen report Oct. 10:** There were numerous wind-blown branches on the towpath; we cleared the small ones. We observed several deer and ducks. The tow path in good shape, with no ruts, mud or obstructions. **Nancy Benco reports Oct. 18:** There was surprisingly light traffic considering the beautiful weather. Great Falls was teeming with schoolchildren there to take a ride on the canal boat. I saw a family of four deer strolling along the towpath. **Bridget Sisson and Oren Swain report Nov. 3:** The level was watered, but the section upriver from Swains Lock appeared to have very little water in it. Relatively little wildlife to be seen and most was on the river rather than the canal.

Level 9 Lock 22 to Seneca Aqueduct: Rita and Paul Marth report Sept. 8 It was a pleasant day out, with a few walkers and bikers. There was quite a bit of Japanese hops at Lock 22. We saw two turtles, three hawks and two herons. **John McGraw reports Sept. 23, 24 and 25:** Conditions were good and the weather was perfect. It doesn't get any better. **Sylvia and Ted Diss report Oct. 25:** There was trash in the inlet lock itself at Violettes Lock which can only be can only be gotten out by canoe. Additional picnic tables at Locks 23 and 24 would be helpful to visitor sand perhaps serve as an alternate to the busy Great Falls area.

Level 10 Seneca Aqueduct to Milepost 25: Carol Purcell reports Nov. 3: It was a great day for November, but almost too hot. There was NO debris field in front of or under the two lower aqueduct arches. There was a loose debris field in front of the section that is missing. It appeared to be caught by the big pipe holding the aqueduct in place. The towpath here is a well-supplied food source for wildlife. I identified black walnut, sycamore balls, hickory nuts, acorns (red oak and white oak), bladdernut, possibly red choke cherry, green briar and wild rose berries, and some black fruits at the boat basin that I couldn't get close enough to identify.

Level 12 Sycamore Landing to Edwards Ferry: Pat Hopson, with Ray Abercrombie, Jim Blasic, Larry Broadwell, Carol Ivory, Margaret Neuse, Edward Oklessen, Ron Wise, Frank Wodarczyk and Marcia Wolf, reports Nov. 11: We had wintry weather for our "fall" cleanup; it was about 29 degrees when we started and only 32 when we stopped. Fortunately, there was no wind. We did a large-scale cleanup. It seemed that there was far less trash than usual in the Edwards Ferry parking area and at the Chisel Branch Hiker-Biker. On the other hand, Frank reported more trash than usual along the towpath. We only saw three or four cyclists and just a couple of walkers; the low count was likely attributable to the very cold day.

Level 13 Edwards Ferry to Harrison Island: Liz Wagner reports Oct. 13: One of the wooden planks on the hand rail of the bridge rail at Broad Run Trunk is badly warped and in need of replacement. All other structures appear in good condition. The towpath is in good condition but there is some rutting on Mile 31.

Levels 13 and 14 Edwards Ferry to Whites Ferry: Bob Robinson reports Oct. 25: Each season brings something different to enjoy on these levels. On this fall visit the large number of falling Osage oranges, black walnuts, and hickory nuts were a special treat. I talked to several visitors who expressed appreciation for volunteers being out there picking up trash and clearing the path of fallen limbs.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports Sept. 20, Oct. 20, and Oct. 26: The debris dam at the Mile 39.17 waste weir is about three quarters of the way up against the waste weir exit. Stream water erodes the canal wall against the towpath when the water level rises during a heavy rain. The debris should be removed. The grill at the Marble Quarry Hiker-Biker camp is broken and needs to be replaced. This area may need a river cleanup in 2018.

Level 16 Lock 26 to the Monocacy Aqueduct: Mike Ciancoisi reports Sept. 4: The water was unusually clear in both the canal prism as well as in the Monocacy River. The water in the prism was unusually low, although I couldn't find any obvious leaks. I also noticed the Monocacy River was a bit low. The Monocacy parking lot was overflowing with 25 cars. It was busy – I saw 85 people on bikes and 28 people on foot, including four with dogs. I didn't see anyone fishing. **Jon Wolz reports Sept. 20 and Oct. 20:** I encountered numerous bikers in September. The Paw Paws were falling on the towpath and one of the bikers complained about them being a hazard. The canal

water level was still low, though the leak repair near Lock 27 was holding. The aqueduct arches were cleared out. Repair work was still in progress on Culvert 65 in October.

Level 17 Monocacy Aqueduct to Noland's Ferry: Earl Porter reports Sept. 28 and Nov. 2: It was a really nice fall day. The towpath was dry and firm, with a few puddles. All seven arches of the Monocacy Aqueduct were clear. The wooden rail is rotting in places along the canal prism in the aqueduct.

Level 18 Noland's Ferry to Point of Rocks: Kerry Gruber, with Pat White and Sandy Doveikis, reports Oct. 17: Towpath was in good condition, with minimal puddles or other hazards. Several large vines are hanging down, in the vicinity of Mile 47.4 to around Mile Marker 48. One was horizontal above the towpath and could fall, another hung vertically. These were reported to the NPS.

Level 19 Point of Rocks to Catoctin Aqueduct: June Miller, with Cathy Guzauskas, reports Sept. 18: The low hanging vines reported earlier along the level were trimmed. It was the cleanest I'd ever seen the Point of Rocks area.

Levels 19 and 20 Point of Rocks to Lock 30: Don Peterson reports September and October: Towpath was monitored over numerous walks. Conditions are generally good on both levels, and no significant issues were reported. An inventory of flowering plants is maintained; during October, 16 native species and 12 non-native species were noted.

Level 22 Lock 31 to Lock 33: Tom Crouch reports Sept. 30 (with Emma Wyatt) and Nov. 4: The towpath was clear of all obstructions in September and was bone dry with absolutely no mud. It was a sunny day with temperatures in the low 70s, a fine fall day that drew large numbers of hikers and bikers. We encountered perhaps 40 bikers, and the bike racks at the Harper's Ferry pedestrian bridge were full to overflowing. I estimate the number of hikers at 60. Cub Scout Pack 152 of Vienna was present in force and seems to have spent the better part of the day on the towpath. We found quite a bit of trash near the U.S. 340 bridge, and removed it with my bike trailer. In November fall foliage was at peak. For the first time, I didn't need to use my bike trailer to haul trash away. **Karlen Keto reports Oct. 12:** The level was very clean, without the usual mess at the rocks near the Harpers Ferry bridge! The towpath was in great shape.

Levels 22 and 23 Lock 31 to Dam 3: Karlen Keto reports Sept. 17: It was terrific weather! It started foggy and soon became bright. I got the last available parking space along Sandy Hook Road and thus started walk at Mile 61.27. It appeared that most were heading up to Maryland Heights. I was surprised that there were so many cars parked before 8:30 a.m.

Level 25 Dargan Bend to Lock 37: Randal Livingston reports Oct. 9: I walked the afternoon after Hurricane Nate moved through the mid-Atlantic. There were some soft ruts on Miles 65 and 66, but not many puddles. The path at the lime kilns is eroding into the towpath at Mile 65.31. The towpath repair over Culvert 97 seems to be maintaining its integrity. **Dave and Barbara Collins report Oct. 14:** The level was in good condition, with most trash at Dargan Bend. The safety fence around Culvert 97 has been reinforced. It looks like someone has driven a vehicle in front of the lock house at Lock 37.

Level 27 Antietam Aqueduct to Lock 38: Jonnie Lefebure reports Oct. 14: Foliage still very green. The only flowers seen were small purple asters. The sweet fragrance of ripe Paw Paw fruit was detected at two groves of Paw Paw trees although none were found. The Antietam camp site was very busy, and a camp host was present. I counted at least 15 dead ash trees hanging ominously over the towpath on this level.

Level 28 Lock 38 to Lock 39: Bill Warren reports Sept. 5: As usual for Level 28, there was no trash on the towpath. Lock 38 was even clean. There was a jogger pushing a baby stroller. Also, a first for me on this level, a horse with a rider.

Level 30 Snyders Landing to Lock 40: Hilary Walsh reports Sept. 2: My 12-year old son Tommy is working on his Citizenship in the Community Merit Badge for the Boy Scouts and decided to do his service hours for the badge on the canal! Today we surveyed the level and picked up trash, most of which was in the prism. We carefully retrieved the trash while trying not to slip and slide.

Level 33 Dam 4 to McMaho's Mill: Dick Stoner reports Oct. 22: There are now more hikers and daytime walkers at McMahon's Mill, which tells me that parking area is becoming more popular. It is wonderful that the Big Slackwater project was completed as a "shovel ready" project in 2010-2012 and that people can enjoy this stretch of calm water with its interesting cliffs. **Phil Shanholtzer reports Oct. 27:** This was my first walk on the level. The towpath inlet lock and Dam 4 were in good condition.

Level 34 McMaho's Mill to Opequon Junction Hiker Biker: Trent Carbaugh reports Sept. 19 and Oct. 29: The area around McMahon's Mill was clean because work release inmates had cleaned it the day before. Mowing and trimming look good; I had to cut back a few thorn branches in spots but overall conditions were very good. I talked to a contract photographer who was doing some survey work for the NPS, he was using an old large format film camera; pretty interesting, but I'll stick to my digital camera. In October, aside from the standing water from the rain, the towpath looked good. There were lots of leaves down and a few largish limbs to move. There was a tree limb broken but hung up over the towpath near Lock 41 (this was reported to the NPS). Water flow through Culvert 118 ½ was higher than it had been all summer.

Level 37 Falling Waters to Lock 44: Jim Tomlin reports Nov. 3: There was very little trash at all except for Cumberland Valley hiker-biker camp. The fire pit was full of trash. I removed numerous sticks from the towpath below Mile Marker 97. The level was clear, litter-free, and in good shape for walking and cycling.

Level 38 Lock 44 to High Rock Quarry: Steve Dean reports Oct. 4: I walked the upper part of the level to check on Culvert 134. It was unchanged from my last visit in April, and the towpath was clean and in good condition. **George and Mary Kennett report Oct. 14:** We covered the part of Level 38 from MP 99 to the construction area at the aqueduct. The area was clean and quite busy. There were a few people fishing in the canal.

Level 39 High Rock Quarry to Nettle Railroad Piers: Dave and Barbara Miller report Sept. 1 and 9: These were our first walks after a layoff. It was great to be back out. At approximately Mile 103.4 a large boulder from top of cliff previously broke loose and landed in the canal prism. The towpath is clear and there is no danger

for anyone. It must have made a tremendous sound. **Stefanie Boss reports Sept. 29:** There was very little trash and no towpath issues.

Level 41 Dam 5 to Four Locks: Roxanne and Rafi Krigman report Aug. 9: We usually go on the weekend so the level was deserted in comparison on this weekday visit. There were 20 children bathing at the cliffs. Everything looked good on the level.

Level 44 Fort Frederick to Ernstville: Jim Biasco reports July 2: The towpath very clean like usual. The towpath has recently been regraded over the complete level. The grading took care of all potholes and puddling locations. While on my return trip the NPS grader passed me going downriver. It appears it may be grading on Level 43. It appeared at Ernstville that grading had already occurred on Level 45 upriver from Level 44.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports Sept. 27: Generally, the towpath was in good condition with no significant rutting or obstructions. Noteworthy was the fact that the towpath surface was in the process of being reconditioned by the NPS. This involved dump trucks of new gravel, a road grader and a surface compactor. The surface had already been reconditioned east of Fort Frederick. Progress west of Big Pool extended about 100 yards west of Mile Marker 114.

Level 46 Licking Creek Aqueduct to Little Pool: Bert Lustig and Patricia Graybeal report Sept. 13: The towpath was clear with a few downed branches. The sections of new towpath surface appeared to be fully packed down with little evidence of rutting. We saw an antlerless deer on running along the towpath toward a cyclist, then it did an about face and ran toward us. We feared a close encounter, but at the last minute it veered off toward the river.

Level 47 Little Pool to Hancock: Lisa Hendrick-Hutzler reports Sept. 10: I accessed the level near the C&O Canal Hancock Visitor Center late in the morning. No visitors were observed on the path, but there were some people enjoying the grounds and the house at the Visitor Center. The towpath was in excellent shape with only a few limbs needing removed. Also, I was able to spot and retrieve some hidden litter along the sides of the towpath but it was very minimal.

Levels 47 (upper) and 48 Lock 51 to Round Top Cement Mill: Phillip M. Clemans reports Oct. 3: The leaves were just starting to turn. The towpath was fairly dry, with a few branches to remove. I noted seven deer between Mile Markers 125 and 126, and a huge number of blue jays. Near town I witnessed a verbal battle between a huge crow and a hawk. Sink holes over Culvert 185 need to be watched. It was a great day on the towpath!

Level 49 Round Top Cement Mill to Lock 53: Paul Petkus, with Sue Miller, reports Sept. 23: It was a sunny and an unseasonably warm afternoon. We chatted with a hiker who was following the American Discovery Trail. He started on his journey on Sept. 5 at Cape Henlopen, Delaware and was heading to Ohio. Sue surveyed the area for the Maryland Biodiversity Project. Records are organized by USGS quadrangles. In this project, they are also organized by county. She was able to add five new county flora and fauna records and 15 records at the quad level. A partial analysis of the condition of the ash trees on the level was completed. The analysis that I did June 25, 2016, noted 53 dead trees. That analysis included any tree that I could see. The analysis on this walk identified about half that many, because we only examined the trees along the towpath. We

geotagged the trees for future reference. The biggest groups of dead trees were in the upper reaches of Mile 127 and in Mile 129.

Level 50 Lock 53 to Dam 6: Steve Dean reports Nov. 11: It was a very cold and quiet Saturday on the level. The six culverts on the level (including the one at Dam 6) are unchanged from 2016. The prism wall on the river side of the Dam 6 inlet channel is progressively falling. The new guard lock sign at Dam 6 looked great; thanks is due to Jim Heins, Craig Roberts and the rest of the VIP sign installation team.

Level 51 Dam 6 to Sideling Hill Aqueduct: Bill and Chris Holdsworth report Sept. 10: Foliage was still at summer peak. We couldn't see the Western Maryland Rail Trail from the Polly Pond bridge. On this beautiful fall Sunday, traffic seemed light on the level and the parallel WMRT, perhaps due to the start of football season. The streams through the four culverts on this level were dry, or nearly dry.

Level 53 15 Mile Creek Aqueduct to Lock 59: Marsha and Tom Dulz report Oct. 21: The towpath was in good condition with light trash. There were numerous campers at 15 Mile Creek. We observed a red belly woodpecker, crows, geese, sparrows, a black snake that nearly got run over by bikers.

Level 54 Lock 59 to Lock 60: Dennis Kubicki reports Sept. 29: It was a great day to be on the towpath. I was a bit surprised at the number of bikers that I encountered on a weekday. Typically, I see only a handful, but it was a beautiful fall day. The vegetation along the path was quite high, however the grass around Locks 59 and 60 and in the canal at the culverts seems to have been mowed recently and looked very good. There were no significant changes in structures since my previous report. Culvert 207 still has a partial obstruction.

Level 55 Lock 60 to Culvert 208: Paul Petkus reports June 24: It was an overcast day to start, but by afternoon turned sunny and pleasant. I ran into several groups, including a group of 14 hikers. I inspected the culverts. No change was detected on the towpath arch of Culvert 207, but on the berm side it appears that one of the large spandrel stones has fallen out. Fauna was plentiful, as always, but the stars of the afternoon were the dragonflies. Many of them were very active. They were pairing off and apparently laying eggs as they bobbed up and down, dipping to the water in the canal and then regaining their previous elevation above the surface.

Levels 60 and 61 Opposite Little Cacapon to Lock 68: Trent Carbaugh reports Sept. 29 and Nov. 14: The towpath was in very good condition and freshly mown in September. I cut back some thorn branches and removed a few large branches. Wildlife is abundant on these levels, with a possible nutria sighting in September. A beaver dam was evident above Mile 164 in November. I also noted in November that the towpath was scraped and leveled off, and brush was trimmed.

Levels 62 and 63 Lock 68 to Kellys Road Culvert: Steve Dean reports Nov. 13: The towpath was in great condition. It was apparent that loose rock was cleared from the towpath at the Alum Hill deep cut. Culvert 216 was very clear; thanks, NPS Maintenance!

Level 64 Kellys Road Culvert to spring Gap Recreational Area: Nasra Sakran reports August and September: The level was clean on both dates. In September, it appeared that someone had dug a trench to drain a puddle on the towpath.

Calendar of Events - 2018

Jan. 21, Sun. **Continuing Hike Series**, 10:30 a.m., Fletchers Cove Mile 3.1 at intersection of Canal Road and Reservoir Road. Contact Pat White at 301-977-5628 or hikemaster@candocanal.org.

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

Feb. 23, Fri. Reservation deadline for March 3 banquet. Reservation form is available in this issue or at www.candocanal.org/calendar.html

Feb. 24, Sat. **Continuing Hike Series**, 10:30 a.m., Fort Duncan. Meet at parking lot at the end of Pleasantville Road. From US 340, turn onto Keep Tryst Road, take the first right onto Sandy Hook Road and follow Sandy Hook Road down the hill and past the canal and Maryland Heights access. Sandy Hook Road becomes Harpers Ferry Road as it turns up the hill. Turn left onto Pleasantville Road and follow it to parking at the end. Contact Pat White at 301-977-5628 or hikemaster@candocanal.org.

Mar. 3, Sat. **Annual Meeting** at the Williamsport Moose Lodge, 119 North Conococheague Street, Williamsport, Maryland. A "meet the candidates" hour begins at 1 p.m. Meeting starts at 2 p.m. Happy hour follows at approximately 4:30 p.m. Buffet dinner catered by Desert Rose Café is scheduled for 5:30 p.m. Reservation form is available in this issue or at www.candocanal.org/calendar.html

Mar. 17, Sat. **Tree Nature Walk**, 1-3 p.m., Blockhouse Point, MD. First of three walks to observe seasonal changes. Meet at Blockhouse Point parking area on River Road, opposite Pettit Way. Parking is also permitted on Pettit Way. Contact Ralph Buglass at rbuglass@verizon.net; 617-571-0312, or Carol Ivory at 703-476-8730 or 703-869-1538.

Mar. 18, Sun. **Continuing Hike Series**, 10:30 a.m., Paw Paw Tunnel parking lot, Contact Pat White at hikemaster@candocanal.org or 301-977-5628.

Apr. 8, Sun. **Wildflower Nature Walk**, 10 a.m., Lock 38. Contact Tom Aitken at 304-279-0521 or thomasaitken01@comcast.net.

Apr. 8, Sun. **Board Meeting**, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave. *Note: One week later because Easter falls on April 1.*

Apr. 14, Sat. **Potomac Watershed Cleanup**, 9 a.m. to noon. The Association will be operating or coordinating various sites. Contact Jim Heins at 301-949-3518 or vip@candocanal.org.

Apr. 28, Sat. **Annual Douglas Hike and Dinner**, with program to follow. Details will be in March *Along the Towpath*. Contact Steve Dean at programs@candocanal.org or 301-904-9068.

May 19, Sat. **Bird Nature Walk**, Rileys Lock, 8 a.m. to about 11 a.m. Contact Kurt Schwarz at krschwa1@verizon.net, 410-461-1643 or 443-538-2370.

May 19, Sat. **Potomac Paddle Trip** from Brunswick to Monocacy Aqueduct (13 miles). Reservations and canoe required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

May 27 Sun. **Continuing Hike Series**, 10:30 a.m., hike to Blockhouse Point. Meet at Pennyfield Lock, Mile 19.6. Contact Pat White at hikemaster@candocanal.org or 301-977-5628.

June 2, Sat. **Presidents' Day Breakfast** at 9 a.m. at Bill's Place in Little Orleans, Md. Contact Steve Dean at programs@candocanal.org or 301-904-9068.

June 3, Sun. **Board Meeting**, 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.

June 9, Sat. **Butterfly Nature Walk**, 11 a.m., Carderock Recreation area. Contact Paul Petkus at papetkus@gmail.com or 773-450-6039.

June 10, Sun. **Monocacy River Paddle Trip** (one-day). Reservations and canoe required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

June 23, Sat. **Tree Nature Walk**, 10 a.m.-noon, Blockhouse Point. Contact Ralph Buglass or Carol Ivory.

Aug. 4, 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). Reservations and canoe required. Contact canoemaster@candocanal.org.

Aug. 5, Sun. **Board Meeting**, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 24-26, Fri.-Sun. **Paw Paw Bends Area Paddle Trip** in the Potomac River from Paw Paw, W.Va. to Little Orleans, Md. (22 miles). This 3-day paddle trip includes 2 nights camping out. Reservations and canoe required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

Aug. 25, Sat. **Dragonfly Nature Walk** in the Dickerson Conservation area. Contact Steve Dean at levelwalker@candocanal.org or 301-904-9068.

Sept. 10-12, Mon.-Wed. **World Canals Conference**, Athlone, Ireland. For more information, see <http://wccireland2018.com/>.

Sept. 22, Sat. **Bird Nature Walk**, 8 a.m. to about 11 a.m., in the Big Pool area. Contact Kurt Schwarz at krschwa1@verizon.net or 410-461-1643 or 443-538-2370.

Sept. 29, Sat. **Continuing Hike Series**, 10:30 a.m., Taylors Landing area. Contact Pat White at hikemaster@candocanal.org or 301-977-5628.

Oct. 3-8, Wed.-Mon. **Through Bike Ride**, Towpath Cumberland to Georgetown. Contact Pat Hopson at 703-379-1795 or phopson727@verizon.net.

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

Oct. 13, Sat. **Tree Nature Walk**, 10 a.m.-noon, Blockhouse Point. Contact Ralph Buglass or Carol Ivory.

Oct. 27, Sat. **Annual Heritage Hike and Dinner**, with program to follow. Details in June *Along the Towpath*. Contact Steve Dean at programs@candocanal.org or 301-904-9068.

Nov. 18, Sun. **Continuing Hike Series**, 10:30 a.m., upstream from Fifteen Mile Creek. Contact Pat White at 301-977-5628 or hikemaster@candocanal.org.

Dec. 2, Sun. **Board Meeting**, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Dec. 8, Sat. **Frostbite Hike**, Details in June *Along the Towpath*. Contact Bill Holdsworth at 301-762-9376 or website@candocanal.org.

Liability waivers are required for many 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.

Reservations are required for many events.

Hiking gear, paddling equipment and food is not provided.

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
Volunteer Coordinator	301-491-7309	Emily Hewitt
Cultural Resources Manager/Historian	301-491-2236	Sophia Kelly
Historian	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

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

205 West Potomac St., Williamsport MD 21795

Supervisory Park Ranger	240-625-2931	Matt Graves
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Hancock Visitor Center

439 East Main St., Hancock MD 21750

Supervisory Park Ranger		Rita Knox
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Cumberland Visitor Center

Western Maryland Station, Cumberland MD 21502

Supervisory Park Ranger		Rita Knox
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OTHER USEFUL TELEPHONE NUMBERS:

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

24-HOUR EMERGENCY

(TOLL FREE): 1-866-677-6677

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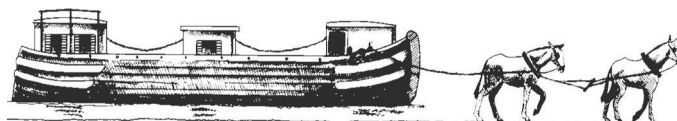
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C&O CANAL ASSOCIATION

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

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

2017 Association Officers

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

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

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

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

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

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

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CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

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Along The Towpath

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Culvert 217 carries Seven Springs Run under the canal at Mile 166.10 in Oldtown. This beauty had some significant repairs in the past and is leak-free in a watered section of the canal. A small "island" in the stream provides excellent photo opportunities. Nov. 13, 2017. Photo by Steve Dean



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