

# 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.

VOLUME I

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Number 3

## 2018 Heritage Hike

By Steve Dean on behalf of the Program Committee

The Association will hold its annual Heritage Hike in upper Montgomery County on October 27. Hike enthusiasts will have a choice of three walks ranging from nearly 13 miles to just under 5 miles. A happy hour and dinner will be held at the Upper Montgomery County Fire Department, which is always a popular spot for Association gatherings. The after-dinner program will feature a presentation on the aqueducts of the C&O Canal.

Hikers will meet at the Whites Ferry parking area at 24801 Whites Ferry Road in Dickerson. The first bus will depart promptly at 10 a.m. and will provide transportation to two drop-off points for the long and medium hikers. The second bus will depart at 11 a.m. and will drop hikers at one location for the short hike. Plan to arrive 10 to 15 minutes before the scheduled departure time.

The bus will drop the first group off at Lock 24 (Seneca) for the long hike. The hikers will immediately cross the Seneca Aqueduct as they start a 12.68 mile trek back to Whites Ferry. They will pass the Seneca basin and progress through a wooded part of the canal, crossing Culverts 35, 37 and 38 as they approach Sycamore Landing.

The second group will start the 8.29 mile medium hike at Sycamore Landing. They will proceed upstream toward Lock 25 (Edwards Ferry). This route crosses Culverts 39, 41 and 42.

(Continued on page 2)



Hikers approaching Whites Ferry will see the unique Culvert 51 (foreground), with its separate arches that were possibly connected by a wooden trunk, and the historic White's Ferry bridge – Photo by Steve Dean



### Volunteers-in-Parks at Work –

*It's been a busy summer for Jim Heins and his Volunteers-in-Parks team. They have installed numerous park benches, installed and repaired waysides, and built new picnic tables. In the above photo Doug Zveare and Barbara Sheridan paint picnic table boards that were donated and installed by the C&O Canal Association. See more about the VIP team's efforts on page 17. Photo by Jim Heins*



The hikers may want to stop and take a look at the Goose Creek River Locks (Mile 30.64); a crossover bridge with side trail toward the river will be the indicator of the river locks. The long and medium hikers will find that Edwards Ferry is an excellent stopping point for lunch.

The 11:00 a.m. bus will drop the short hike participants off at Edwards Ferry for a 4.64 mile walk. The walkers will cross Culvert 43 and the nearby waste weir, and head upstream. They will encounter the Broad Run Trunk crossing, which was at one time a twin arch culvert. This section of the walk crosses eight culverts. Of particular interest is Culvert 49, with its ornate stone work, and Culvert 51, which possibly had a wooden barrel. The walkers will finally cross under the iron bridge at Whites Ferry to end their hike.

A handout of the hike route will be provided to the bus riders. Refer to Karen Gray's *Accompanied by the Past* article on page 8 for an excellent overview of the features and history of this Heritage Hike route.

A happy hour will start at 4:30 p.m. at the Upper Montgomery County Volunteer Fire Department in Beallsville, followed by dinner at 5:30. The dinner will feature pulled pork and vegetarian ziti with sauce. The dinner is buffet and it is not necessary to indicate a preference on the reservation form. The program presentation is at approximately 6:30, and Steve Dean will discuss the 11 stone aqueducts of the C&O Canal, as well as the Broad Run Trunk wooden aqueduct and the Georgetown Aqueduct over the Potomac River.



Culvert 49, at Mile 34.82, is worth a short trip off the towpath to view its ornate stonework – Photos by Steve Dean

The cost for the happy hour and dinner is \$22. The bus ride is \$10 if paid in advance; \$12 on day of event. Please indicate the number of dinner attendees and bus riders on the enclosed form, or register and pay online at [www.candocanal.org/calendar.html](http://www.candocanal.org/calendar.html). Registration for dinner is required by October 12.

There are a number of ways to reach **Whites Ferry**, but from the Washington D.C. area take **Interstate 270 Exit 6B** to merge onto **Maryland Route 28 West** (West Montgomery Avenue) toward Poolesville/Darnestown. Continue to follow Route 28 West for 11.5 miles. Make a slight left turn onto **Maryland Route 107** and proceed 6.9 miles. Continue onto **Whites Ferry Road** and proceed 3.9 miles to Whites Ferry. The parking lot is on the right after crossing the towpath.

The fire department is located at **19801 Beallsville Road** (Maryland Route 109), just north of the junction with Maryland Route 28. One route from Whites Ferry to the fire department is to head east on **Whites Ferry Road** for 4.1 miles. Then turn left onto **Wasche Road** and proceed 1.4 miles. Turn right onto **West Hunter Road** and proceed 1.7 miles. Turn right on **Route 28 East** and at the light turn left on **Route 109 North**. The fire department is on the right.

These directions are for general reference only. Refer to [www.google.com/maps/](http://www.google.com/maps/), use the Google map application on your smart phone or use the map reference of your choice for your own custom directions.

Contact Steve Dean at [programs@candocanal.org](mailto:programs@candocanal.org) if further information is needed about this event.



The fine stonework and magnificent color of the stone in the Seneca Aqueduct is worth admiring before the Heritage Hike



# President's Report

By Bill Holdsworth

At a recent Park Partners meeting, I learned that a bipartisan bill making its way through Congress could provide an infusion of funds to address the national parks' maintenance backlog.

The *Restore Our Parks* act would create a fund to finance priority deferred maintenance projects. The bill would allocate up to \$1.3 billion a year from federal onshore, offshore and renewable energy revenue. If the legislation passes, it could represent a massive increase in spending for the parks, even larger than the 2010 stimulus spending that provided funding for the Big Slackwater and Catoctin Aqueduct restorations.

The bill is currently in the Senate Energy and Natural Resources Committee. The bill's prospects are viewed as good. It is sponsored by Senators Rob Portman (R-Ohio), Mark Warner (D-Va.), Lamar Alexander (R-Tenn.) and Angus King (I-Maine). Secretary of the Interior Ryan Zinke recently spoke at an event to promote the bill. A similar bill has been introduced in the House. I'll keep my fingers crossed.

The Association's Special Projects committee presented draft recommendations from its strategic planning process at the August board meeting. The committee has been working for over a year to identify issues facing the Association and prioritize actions to address those issues over the next few years.

We have made progress in our effort to place wayside exhibits at Carderock concerning the African-American Civilian Conservation Corps camps there between 1937 and 1942. We visited the site with representatives of the park and Heritage Montgomery. Together we identified locations for three waysides. The Association has hired a historian to develop the text and image for the waysides.

Our Volunteers-In-Park team, led by Jim Heins, continue their yeoman work. The crew has installed 10 benches this year. Those benches weigh 300 pounds each. These installations are not a task for the faint of heart.

Pittsburgh's public television station, WQED, plans to air documentary next spring about the The Great Allegheny Passage and the C&O Canal Towpath. The Association has donated \$1,500 to support the project.

## World Canals Conference 2021 Update

C&O Canal Association is awaiting official word on its bid to host the 2021 World Canals Conference in Hagerstown. The Association, in partnership with the Hagerstown-Washington County Convention and Visitors Bureau, filed the application with Inland Waterways International (IWI) July 10. The application package included letters of support from:

- C&O Canal National Historical Park
- C&O Canal Trust
- Heart of the Civil War Heritage Area
- Allegany County Tourism
- City of Hagerstown
- Maryland Office of Tourism
- Town of Williamsport

Association members will make a presentation in support of the bid at the IWI annual general meeting in Athlone, Ireland on Sept. 9.

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## C&OCA Welcomes New Members

*Thomas & Renata Baginski, Rockville, Md.*

*Daniel DelMonte, Cumberland, Md.*

*Philip de Vos, Monroe, Va.*

*Alexandra Glowniak & Norah, Springfield, Va.*

*Karla Graul, Franklin, Tenn.*

*Greg Humes, Chevy Chase, Md.*

*Julia Jackson, Cumberland, Md.*

*Stephen & Deborah Jones, Walkersville, Md.*

*Edward McFadd, Encinitas, Calif.*

*Marcia Swain, Williamsport, Md.*



# Paddling Trip on the Patowmack Canal

By Anthony Laing



*Approaching the Seneca Aqueduct –  
Photo by Mark Hornick*

After causing cancellation of our first two paddling trips of the year, the weather finally held on Saturday, July 14 and we had a picture-perfect day with 11 intrepid paddlers finally making it into the water. Our boats consisted of two tandem canoes and seven single kayaks.

Our destination was the remains of the Patowmack Canal on the Virginia side of the Potomac River, which date from the late 1700s and predate the C&O Canal. After departing Riley's Lock at 10 a.m. and paddling under the Seneca Creek Aqueduct, we crossed the river to the entrance of the canal which is just south of the flagpole on a local golf course.

The Patowmack Canal provides some swift currents with a few thrills including riffles and perhaps some Class 1 rapids. All of us made it down with only one upset and one broken paddle. Several great blue herons led us down the channel.

After leaving the canal, we rejoined the main channel and stopped at an island to eat our lunches. This particular location was a bird watcher's dream. We viewed two adult bald eagles, a juvenile bald eagle, a white egret, an osprey, several cormorants, a flock of swallows and, of course, Canada geese. When we spot a bald eagle, we take it as a good omen of the river's improving health and deem our paddling trip a success!

We then crossed the river to the Maryland side and floated downstream to Pennyfield Lock where we paddled through a culvert under the canal to the boat ramp. This was a relatively short trip covering a little over 3 miles but it was a thrilling and peaceful floating excursion.



*Passing under the aqueduct – Photo by Mark Hornick*



*The group of intrepid paddlers – Photo by Anthony Laing*



*Approaching Culvert 30 (Muddy Branch) – Photo by Anthony Laing*



# Frostbite Hike Returns to Great Falls

By Bill Holdsworth

The Frostbite Hike returns to Great Falls on December 8 after an absence of several years. The leaves will be off the trees, giving hikers an opportunity to enjoy five vistas overlooking the canal and the river. Hikers will also see the progress of the Locks 5-22 Watered Structures Project. See page 13 of this issue for details of that project.

Participants will meet at the tavern visitors center at 10:30 a.m. For more information contact Bill Holdsworth at 301-762-9376 or [website@candocanal.org](mailto:website@candocanal.org).

*Right – Hikers will meet at the Great Falls Tavern – Photo by Steve Dean*



## Continuing Hike Series

By Pat White

We will investigate the Taylors Landing area on Saturday, September 29. This is a semi-remote area between Shepherdstown and Dam 4. We will probably walk downstream from the boat ramp to investigate some interesting culverts and Killiansburg Cave, where Sharpsburg residents are alleged to have taken shelter during the battle of Antietam. The total round trip distance for this hike is 6 to 7 miles.

On Sunday, November 18 we will investigate an even more remote area upstream from Little Orleans and the Fifteen Mile Creek Aqueduct. Conditions permitting, we will probably return by way of the rail trail route. We'll meet at the entrance to the campground where there are "facilities," since Bill's Place will probably not be open until noon. The round trip distance for this hike will be 5 to 7 miles.

Details on meeting locations and time are in the calendar in this newsletter or on the Association website at [www.candocanal.org/calendar.html](http://www.candocanal.org/calendar.html). Please dress for the weather, bring water and lunch (or snack). Cancellations and updates will be posted on the website or by contacting Pat White at 301-977-5628 or at [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org).

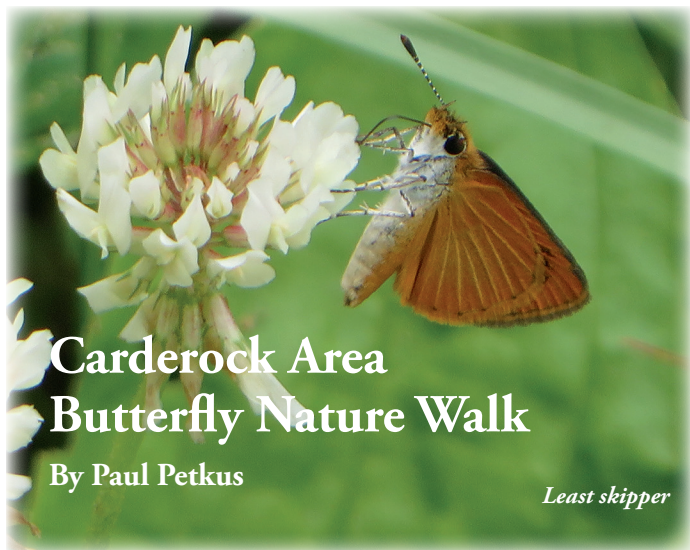
*Upper right photo – Culvert 115, in the Taylors Landing area, carries an actively flowing stream under the canal.*

*Lower right photo – The Western Maryland Railway Doe Gully trestle is 2 ½ miles above Little Orleans.*

*Photos by Steve Dean*







## Carderock Area Butterfly Nature Walk

By Paul Petkus

*Least skipper*

A group of enthusiastic participants met at the Carderock Recreational Area June 9 for a butterfly nature walk led by Paul Petkus. All of the participants considered themselves to be novices at identifying butterflies, but extra sets of eyes were very helpful in spotting specimens. In addition to a selection of butterfly guides, laminated identification placards, available from the park visitor centers, were very useful. The group went downstream on the towpath.

It was a warm but overcast day, and butterfly activity varied along the walk. Canadian thistle was in bloom, which attracted a good number of butterflies. Much of the activity was across the prism, making identification a bit of a challenge for some of the species. Butterflies also visited the white clover and dandelions that lined the towpath, providing some opportunities for close observation. The group walked to the Beltway because the red clover in that area was attractive to butterflies on previous surveys. Unfortunately, the red clover was being ignored on this afternoon, perhaps because of the overcast skies.

Eleven species were observed during the outing. The nine that were confirmed were cabbage white, eastern-tailed blue, summer azure, zabulon skipper, least skipper, orange sulphur, silvery checkerspot, little wood-satyr and hackberry emperor. Either an eastern comma or a question mark was observed, but it wasn't still long enough to discern the pattern on the wings to determine

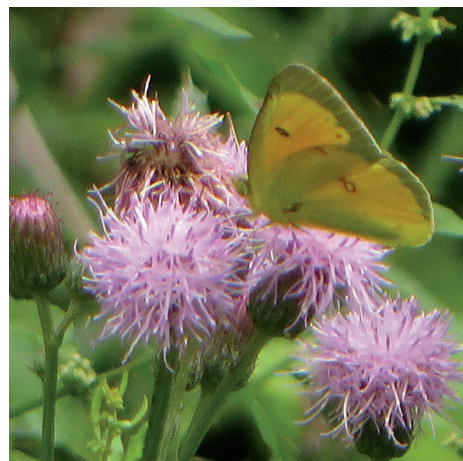
which of the species it was. A black-colored swallowtail was also observed, though the specific species was not identified. Cabbage whites were the most most frequently observed species. One female/male pair of zabulon skippers performed a courtship ritual. The vibrant blue coloring on the back of the wings of a summer azure was admired by the group. Most of the time one just sees the gray outside. The blue color is generally only evident when it flies or when it opens its wings to warm up.

The highlight of the day was our encounter with a hackberry emperor. It was sunning on the towpath and took to flight when it was approached. Instead of flying away it took turns landing on different individuals in the group.

Two scouting trips were made in the weeks before the walk. Few species were observed on May 28 due to cool weather, but on June 2 several species were observed, including several little wood-satyr, which were mostly gone during the June 9 walk. Notably absent this year were the zebra swallowtail and the silver-spotted skipper. They are typically present in June, but for whatever reason weren't this year. This was unusual and is typical of the variability that makes these outings so interesting.



*Summer azure – Photos by Paul Petkus*



*Orange sulphur*

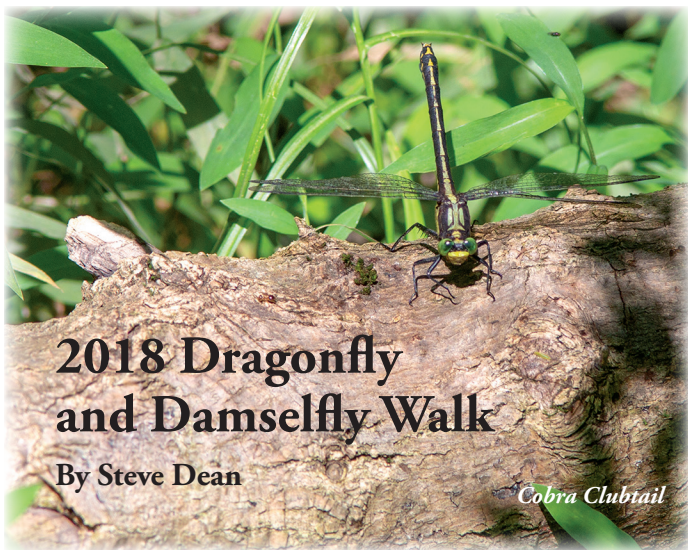


*Little wood-satyr*



*Eastern-tailed blue*





## 2018 Dragonfly and Damselfly Walk

By Steve Dean

*Cobra Clubtail*

Several odonate admirers gathered at Dickerson on August 25 to observe the variety of dragonflies and damselflies the area had to offer. Odonates are generally plentiful in the area, though the selection is not as wide as it is in some other locations. With the plentiful rains and warm weather the summer brought, there were numerous sightings.

Blue dasher dragonflies were the dominant sighting for the day. Other dragonfly sightings included slaty skimmers, widow skimmers, and eastern pondhawks. The most commonly sighted damselfly was the blue-fronted dancer. It's interesting to note that in different years alternate dragonflies appear to be dominant, or at least present, in the same area. In previous years slaty skimmers or eastern pondhawks were the most frequently seen; this year sightings of those were limited. A notable absence was the eastern amberwing, which is generally plentiful in the area.

The dragonflies were actively flitting around and many males appeared to be engaged in territorial disputes. Mating and egg laying activity was not observed during the walk. The group watched a female eastern pondhawk, which flew off and quickly came back with a fly.

New participants in dragonfly walks are always a bit skeptical at first, but once they take the time to observe the creatures in action and observe the variety of species, skepticism turns to amazement. Odonates are fascinating to watch and possess some of nature's finest beauty. The C&O Canal has the most diverse variety of odonates of any national park – take a summer walk sometime and see for yourself.



*Blue dashers (m) – Photos by Steve Dean*



*Eastern pondhawk (f) eating a fly*



*Odonates tend to return to the same spot ...*



*Blue-fronted dancer damselfly (f)*



*Widow skimmer (m)*



*This blue-fronted dancer (m) returned - with lunch!*

# 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 Fall Heritage Hike 2018: Seneca to Whites Ferry<sup>1</sup>

In 1828, as construction of the canal got underway, the name “Seneca” did not apply to the mouth of Seneca Creek as it does today, but to the Potomac’s low Seneca Falls some 7/10ths of a mile downstream as well as a small community on the Maryland side of the falls. The site was well-known to the early boatmen because of the falls that were more easily navigated after the Potomac Company completed a sluice system on the Virginia side to bypass them (still used by canoeists and kayakers today).

Anticipating that Dam No. 2 and the other canal structures there—Lift Lock No. 23 and Inlet Lock No. 2—would become a major point on the canal, the company named the place Rushville after Richard Rush. Rush held multiple important federal positions during his career and he was John Quincy Adams’ running mate in Adams’ unsuccessful bid for re-election in 1828. Subsequently Rush served abroad as an agent for a number of companies as well as the cities of the federal district. For the latter, in November 1829, he negotiated loans with the Dutch banking company of Daniel Crommelin & Sons in Amsterdam that allowed the cities to respond to payment calls on their C&O Canal stock pledges.<sup>2</sup>

When the first section of the canal was watered by Inlet No. 2 in 1831, neither Lock No. 23 beside it, nor Lock 24 at today’s Seneca, could yet be watered and put into use. That would have to wait until the end of the 1833 when the entire 40.15 mile section from Inlet Lock No. 3 to Inlet Lock No. 2 was completed and briefly watered (with 1834 its first full navigation season).

While Rushville failed to become a coherent community, the area around the mouth of Seneca Creek began to thrive. In addition to Lock 24, with its lockhouse and the first of the canal’s 11 stone aqueducts, the quarries would be developed just upstream and a large basin located on the downstream side of the lockhouse with a granary or warehouse and at times other commercial buildings such as a store that once stood alongside the towpath. Eventually, this small community became known as Seneca.

Lock 24 measures only 90 ft. 4 inches between gate pockets and thus is one of a dozen short C&O Canal locks that

have only 90 to 91 ft. of usable lockage. These locks tell us that boats could not have been 92 feet or more from bow to stern, canal records of such lengths notwithstanding. Further, because of boat movement back and forth in the lock as it is operated and the need to not hit either gate, some “wiggle room” would have been required, making maximum boat lengths something under 90 ft. in length.

Lock No. 24 and Aqueduct No. 1 are unique on the C&O in that they form one continuous structure. This had a number of implications, including that this aqueduct was only 15 ft. wide, like the lock. At the upstream end on the berm there was a large waste weir and photographs show that a tall post, painted white, was placed on the upstream end of its berm wall to help guide boats into the aqueduct. One of the canal company’s rules specified that boats could not enter a lock until given permission by the locktender and in the case of Lock 24 that extended to the aqueduct because it was “considered as forming part of the walls of the lock with which it is connected.”<sup>3</sup>

By the 1870s the aqueduct was leaking badly and its berm wall was rebuilt in 1873–74. The upstream arch collapsed in 1971 during a localized flood and today has a pedestrian bridge over the resultant gap. The Seneca Aqueduct’s Historic Structure Report includes this description of the loss of the upstream arch:

Heavy rain on Sept. 11, 1971, raised the level of Seneca Creek about 8 feet above the backwater of the Potomac River. The creek became a raging torrent, and houses, boats, trees, and debris were torn loose upstream and thrown against the east and middle arches of the aqueduct. As a result, the west arch took the brunt of heavy objects battering the bridge structure and collapsed. The entire arch was destroyed, leaving only five upper courses of stone in the upstream flume wall.

The lock contains a number of interesting mason’s marks and the pillar on top of the downstream river-side wing wall has had a line and “1889 June 2” caved in it, apparently marking the river level at the time of the flood.

Across from Seneca is the Trump National Golf Course Washington, D.C. where a “River of Blood” monument was added near the river. The monument bears the claim that “Many great American soldiers, both of the North and South, died at this spot. The casualties were so great that the water would turn red.” However, no battle took place at the site.

Also visible on the river bank is a structure connected with the diversion of water from the Potomac River for use in Virginia. It was the subject of a 2003 Supreme Court decision,<sup>4</sup> that ruled that Fairfax County, Virginia’s Water Authority could legally build it without being subject to regulation



by the State of Maryland. Despite the fact that the river lies entirely within Maryland's borders, the Court made its ruling on the basis of the 1875 Mount Vernon Accords and an 1877 binding arbitration agreement that gave Maryland the bed of the river to the low water mark on the Virginia shore, but to Virginia certain rights to the river beyond that mark.

What is now a lovely long pool formed by the canal upstream from the aqueduct was once a basin serving the quarries in the hillside on the berm. *The Smithsonian Castle and Seneca Quarries* by Garrett Peck and Richard Stamm is recommended for those seeking more information on the quarries. The canal significantly reduced the cost of transporting stone from the quarries to the federal district wharves. As the B&O Railroad's rolling stock, infrastructure, and motive power improved sufficiently for transporting significant amounts of stone, canal boats would transport stone blocks from the Seneca quarries to the west-Brunswick/Weverton yards for transshipment to the railroad.



*Boat entering Seneca Creek Aqueduct from upstream, circa 1880 – Photo courtesy of the National Park Service, C&O Canal NHP*

In the summer of 1877 a strike by the boatmen on the coal boats extended from June 21 to Aug. 20. When the striking boatmen tied up their boats on the level just above Seneca to block the canal they extended the effects of the strike to all the other carriers on the canal that transported everything from stone to agricultural products downstream as well as products moving upstream from the tidewater wharves. Ultimately the strike, combined with the flood of Nov. 24 (the worst in 150 years), made 1877 one of the most financially disastrous years of the operating canal's existence and resulted in the issuance of the 1878 bonds that mortgaged the canal company's real property and other assets.

The eight mile level between Lock No. 24 and Lock No. 25 at Edwards Ferry was known variously as the Riley's Lock Level, Seneca Level, Level to Goose Creek, and simply, Eight

Mile Level. (The names for levels changed at times over the years and varied with the individuals referring to them just as did the names for locks and other places along the canal.)

At Mile 30.64 is one of the canal's most important un-preserved structures: the staircase Edwards Ferry (AKA Goose Creek) River Locks—the only staircase locks on the C&O Canal. Staircase locks share a common gate, with the gate at the upstream end of the lower lock, also serving as the gate at the downstream end of the upper lock. Topography determined the design, as the elevation change and the space between the river and the canal did not lend itself to one very deep lock rather than two conjoined locks that split the elevation to be overcome between them.

A high bridge with steep ramps on both sides carried the towpath over a channel between the canal and a basin at the top of the upper lock. As with the towpath bridges over the other two river locks (Harpers Ferry and Shepherdstown), it would have been high enough for a light boat to pass underneath. As these high towpath bridges would have been a challenge for the mules, it is surprising that a swing bridge supported by masonry walls on either side of the channel was not used instead. In any case it should also be noted that operating these locks would have required a significant amount of canal water.

The river locks were built by the C&O Canal Company's most successful contractor, Michael Byrne between October 1835 and November 1838 at a cost of more than \$19,000. It was therefore, a project that the canal company undertook two years after the Dam 2 to Dam 3 section of the canal had been opened to navigation and was a direct response to the development of the Goose Creek and Little River Navigation System across the river in Northern Virginia. Organization for that canal and river navigation system began 1830 but its river locks were not finished until 1850.

We can assume that it was not coincidental that the large mill and extensive estate at Aldie, Virginia of Charles Mercer (the primary force behind the C&O Canal Company, its first president, and a powerful Virginia congressman 1818–1839) would be served by that navigation system as would a number of other mills and farms along Goose Creek and its Little River tributary. Unfortunately although completed to a minimal standard, the system was never operated commercially although it is clear that it was used informally by millers and others to reach the Potomac and, via the river locks here, to access to the C&O Canal.

Just 1/5<sup>th</sup> of a mile upstream is the Edwards Ferry's landing and Lock 25 at Mile 30.84. This location included the Jarboe store, the ruins of which remain across the road from



the lockhouse. There was also a warehouse on the berm side of the canal, a canal company carpenter shop (of uncertain dates) and there is a record of a dry dock in the basin here about 1872. The lock also had a substantial swing bridge over it for traffic to and from the ferry. At times the bridge was only appropriate for horses but most of the time it carried carriages, wagons and later cars. The Virginia landing, a short distance up the river, was about 3 miles from downtown Leesburg.

The level between Lock No. 25 and No. 26 is 8½ miles long, but was known variously as the Nine Mile Level of Whites Ferry, the Nine Mile Level of Woods Lock, or Charlie Woods Level (after the last lock-tender at Lock No. 26). Whites Ferry (the terminus of this hike), at Mile 35.5 is 5 1/3<sup>rd</sup> miles above Lock No. 25 and 3.87 miles below Lock No. 26.

At mile 31.84 is a canal curiosity known as the Broad Run Trunk. It was built between 1829 and 1833 as Culvert 44½ with three contracts being sequentially let and abandoned before it was finished by the fourth contractor. Originally consisting of two arches of 16 ft. each, the culvert washed out in the flood of 1846 and a temporary wood trunk aqueduct was built to carry the canal across the resultant gap. The walls supporting both ends of the wood trunk were built of stone from the destroyed culvert. However the “temporary” solution became permanent so that in a strict sense there were 12 aqueducts on the C&O Canal, 11 of which were had masonry trunks and only that at Broad Run had a wooden trunk such as prevailed on most American canals.

As one approaches Whites Ferry the towpath crosses Culvert 51 at Mile 35.47. In its current condition it is an anomaly and difficult to interpret. Tom Hahn in his *Towpath Guide* described the culvert as having had stone arches at each end, but wood sides that supported wood beams serving as both the top of the culvert and the wooden floor of the canal prism as it passed over it. The wooden part of the culvert would have been rectangular. As such the structure invites debate over whether it was closest to being a wooden aqueduct or an anomalous largely-wooden culvert.

However, William Davies in his *Geology and Engineering Structures of the Chesapeake and Ohio Canal* describes this structure as a standard culvert built in 1831–32 with a 10 ft. span and 5 ft. rise that collapsed. At that point the stone was removed and the berm arch, the prism gap, and a berm carrying the towing path are all that remain. Davies’ paragraph does not suggest that there was a functioning wooden



*Broad Run Trunk – Photo courtesy of the National Park Service, C&O Canal NHP*



*White's Ferry Bridge and granary – Photo courtesy of the National Park Service, C&O Canal NHP*



*Whites Ferry in 1936 – Photographer unknown. Photograph purchased on eBay Inc. by Karen Gray*



# Donors to Association Funds

*May 1 to July 31, 2018*

## **Ken Rollins C&O Canal Fund – R**

– *A revolving fund to support current projects and programs in and for the C&O Canal National Historical Park*

## **Davies Legal Fund – D**

– *Supports the Association's involvement in activities such as opposition to the transfer of public land to any individual or enterprise for private use.*

## **Rachel Stewart Swains Lock Area Fund – S**

– *Funds improvements to the area around Swains Lock, as they are identified in conjunction with the National Park Service.*

## **General Donations**

Harry & Phyllis Davis – R

Robert & Jane Dowler – D

Laura Grinnan – R

Jefferson Ruritan Club, Inc. – R

Carolyn Hoover Sung – R, D, S

Clark Palm – R

Linda & Michael Marmer – R

Judy Wyant – R

Francis Zumbrun – D

## **In Support of Picnic Table Replacement**

2016 and 2017 Through-Bike Riders – R

## **In Memory of Jimmy the Cat**

Steve & Diana Dean – R

## **In Memory of Rachel Stewart**

Adrian R. Stewart – S

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Accompanied by the Past (Continued)

structure here for a time in the operating period. As neither the date of the collapse nor Hahn's source for a functioning largely-wood culvert are known, we are left with unanswerable questions concerning this culvert's late history.

Initially access to the ferry had been through the 10 feet span Culvert No. 49 at Mile 34.82 until a bridge was built in 1865 or 1866 about a mile upstream from the culvert and about 1/3<sup>rd</sup> of a mile above the ferry. However that bridge had multiple design flaws including dangerously steep grades on both sides. Although significant modifications were made to stabilize and improve the structure, it was replaced in 1876 by a new iron bridge with a deck that would have been 12 feet above the water—high enough to pass boats with an awning over the crew cabin and tiller deck. Because of its historic significance, it was documented in the Historic American Engineering Record MD-69.

Immediately upstream of the bridge, a road now crosses the canal to the ferry landing. It branches off Whites Ferry Road from Poolesville where it meets the upriver terminus of the historic River Road that originates today down in suburban Washington's Tenley Town.

The history of ferries at this site is said in one source to date back to 1786 but in another only to 1817. Unfortunately there is much lore around this ferry and little documentable fact until about 1828 when it was established as Conrad's Ferry. There is good support for the fact that after the Civil War a former Confederate officer, Elijah V. White bought the busi-

ness, which was located near his Virginia farm, and named his ferry barge after Confederate Gen. Jubal Early—a name that has continued to be used for the successive boats although the business continues to bear White's name.

Upstream from the road to the ferry landing on the canal's berm are the foundation ruins of a two-story frame warehouse and granary that likely also served as a grocery and feed store. It was probably the one built by Daniel White who was granted a lease for the land by the canal company in 1863.<sup>6</sup> There must also have been a coal merchant here in some years as there is a record for the period 1879–1888 that shows deliveries made to Whites Ferry by the Blaen Avon and Maryland Coal Companies.<sup>7</sup>

## **Notes:**

1. It must be kept in mind that canal structures and buildings were at times changed, not used, or even not present throughout the canal's operating era. In a short, informal article of this nature it is not possible (or desirable) to be as precise as one would be in an article written to academic standards, and those doing serious canal research will want to work primarily with original and primary sources.

2. Unrau, Harlan D. *Historic Resource Study: Chesapeake and Ohio Canal*, 2007 edition, p. 64. This work can be downloaded free in pdf from: [www.nps.gov/parkhistory/online\\_books/choh/unrau\\_hrs.pdf](http://www.nps.gov/parkhistory/online_books/choh/unrau_hrs.pdf)

3. Ibid. p. 381

4. *Virginia v. Maryland*, 124 S.Ct. 598, 2003 LEXIS 9192 (2003).

5. Available as a free pdf from the C&O Canal Association's website: [www.candocanal.org/histdocs/Davies-book.pdf](http://www.candocanal.org/histdocs/Davies-book.pdf)

6. John F. Luzader, *Historic Structures Survey Report, Warehouse-Granary White's Ferry* (NPS Mss., 1962).

7. Unrau, p. 824 and 833.



# Nature Notes

By Marjorie Richman

## Human History and the Potomac River

Having read several books and articles about the long and complex history of prehistoric human settlement, I became curious enough about our own Maryland pre-history to sign up for a course in regional archeology at Montgomery College. As it turned out, most of the discussion focused on the Potomac River. It seems there is ample evidence of human habitation along the Potomac going back as far as 12,000 years.

There are many theories as to how humans arrived on our continent, too many to discuss. What we do know is that once here they began a long journey, probably by boat along the coast and by foot, from Alaska to South America, a miraculous journey considering the difficulty of travel. Why would people undertake such a long, arduous journey? We can only guess, but the theory is that resources became strained if the population in any one area became too large. Some people moved on, perhaps not too far, but over time settlement spread out.

With limited funding for archeology in Maryland, funds are typically dedicated to historic sites, places documented in written records from the time of European settlement. Prehistoric sites, therefore, are often identified by accident, by a naturalist or knowledgeable amateur spotting something on the ground and recognizing an ancient projectile point or a piece of pottery among a pile of stones.

The discovery process might be random, but over the years a picture has emerged thanks to the treasure trove of artifacts that archeologists have found near rock shelters located above the banks of rivers in our area, including the Potomac. A rock shelter is a cavity in the side of a hill formed by the action of water. A rocky projection hangs over the cavity, protecting anyone inside the cavity from the weather. Rock shelters tend to be located near a water source and high enough so that people could have a wide view of countryside. Height is an advantage when watching for passing game or possible enemies. A bonus characteristic: the presence of a type of rock that can be used to make projectile points (quartz, for example).

If artifacts are found near one of these rock shelters, the site is identified and the appropriate state or county office is informed. If funding can be found, an excavation takes place. Since there are few staff positions allocated for archeologists, the majority of the work is done by volunteers. The Archeological Society of Maryland sponsors many projects and gathers volunteers to do the hard work of excavation and the analysis of artifacts. In this manner the prehistory of our area has been uncovered. The artifacts found at Maryland sites have given archeologists clues as to where prehistoric bands of hunter-gatherers settled, either permanently or seasonally, and how they spent their day.

As you can imagine, it's a challenge to document the history of prehistoric humans who settled along the Potomac River. They left no written records, monuments or burial sites. What they did leave is tools and pottery. From these slender clues, laboriously excavated by volunteers and passionate archeologists, we are able to somewhat reconstruct the life and wanderings of these people. Much of it is guesswork, but their presence is undeniable.

With leaves off the trees, fall will be a perfect time to spot a likely rock shelter on a bank above the Potomac. If you see a rock overhang with the appropriate characteristics, you are right to think this might have been a prehistoric gathering place whether or not artifacts are present. Artifacts from such an ancient time period may be long gone. Objects in the

ground move around, whether from wind, rain, geologic changes or intrusion by animals (including humans). Nevertheless, considering the fact that there was a considerable prehistoric human population in this area, it's a sure bet that any available rock shelter was used.

If you want more information on Maryland prehistoric sites, there is an excellent resource available, the Jefferson Patterson Park and Museum in St. Leonard, Md. The park has an excellent museum and ex-

hibit area as well as an informative website: [jefpat.org](http://jefpat.org). Once in the website, click on "research tools" to find pictures and explanations of pottery and projectile points. Also of interest is the website for the Archeological Society of Maryland, [marylandarcheology.org](http://marylandarcheology.org). Volunteers are always welcome.



*Rock Shelter – By Doronenko [GFDL (<http://www.gnu.org/copyleft/fdl.html>) or CC BY 3.0 (<https://creativecommons.org/licenses/by/3.0/>)], from Wikimedia Commons [https://commons.wikimedia.org/wiki/File:Rock\\_shelter\\_Papula.jpg](https://commons.wikimedia.org/wiki/File:Rock_shelter_Papula.jpg)*





Canal boat replica Charles F. Mercer on the canal above Lock 19

# Preserving the Past for the Future: *Repair Watered Structures Locks 5-22*

By Stephanie Spencer

## Introducing the Project

If you visited the Great Falls Tavern recently, you probably noticed large cranes, orange fencing, and lots of activity along the towpath. This construction work is part of the large, ongoing *Repair Watered Structures Locks 5-22* (Locks 5-22) project that impacts eight different work areas within the first 22 miles of the towpath. The \$6.7 million contract was awarded in September 2017 to Corman Construction and is expected to end in the spring of 2019.

The purpose of this large, multi-area project is to “repair and stabilize a variety of historic structures along the Montgomery County section of the canal in order to preserve the towpath and canal for current and future visitors to experience,” as stated by the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) staff. This preservation involves structures within the area between Lock 5/Inlet Lock 1 (Mile 5.03) and Lock 22/Inlet Lock 2 (Mile 19.64), impacting structures ranging from lock gates to canal liners.

## Summarizing the Project’s Main Goals

While the purpose of the Locks 5-22 project is to repair and stabilize structures within a particular stretch of the canal, the goals reach deeper than that. They reach into preserving historic structures, providing towpath continuity, aiding in the watered canal process, and preventing flood damage within the Great Falls area in particular. “This project, meant to preserve some of the canal’s historic infrastructure near Great Falls Tavern, is vital to the visitor experience of understanding 19<sup>th</sup> century American history and technology,” explains Pete Peterson, Palisades District Interpreter.



Above – Lock 20 (Mile 14.32) Upstream Gates – Photos this page Steve Dean  
Below – Guard Lock 4 (Mile 85.60) is one of several guard locks in the park



When water control structures do not function properly, water levels can get too high, too low or drain out completely. An example of this is the 2008 Anglers Breach along towpath Mile 12, which resulted in low water levels, stagnant water and an incomplete towpath. The 125-foot breach was caused by a failing retaining wall holding up the riverside of the towpath. A similar instance



occurred in spring of 2018 when the canal-side towpath retaining wall below Lock 19 (Mile 14.18) failed due to water erosion, causing a portion of the towpath bank to slide into the canal prism. The storms of May and June 2018 also caused damage when floodwaters washed away the footbridge and a portion of the towpath above Culvert 82 (mile 52.51).

When walls fail, culverts collapse, waste weirs crumble, and other structures reach their limits, the park and its abundance of history and recreational opportunities feel the impacts. Water is the canal's most valuable asset but also its biggest downfall. Flooding was one of the main contributors to the canal shutting down and is still a recurring threat to the park and its historic structures.

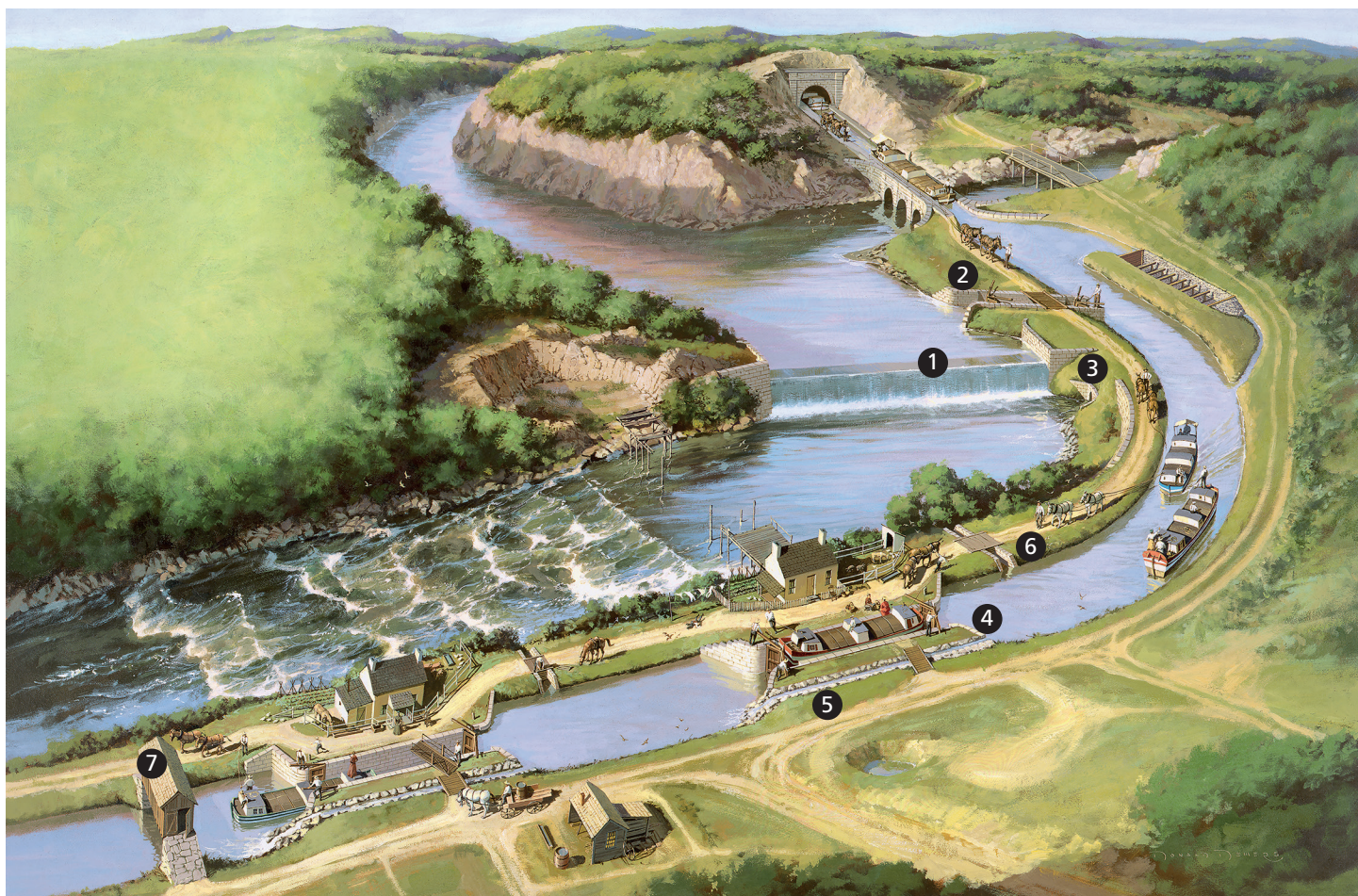
### Explaining the Watered Canal Process

All of the impacted structures in the Locks 5-22 project play important parts in the process of a watered canal. The canal was built to generally maintain a 6-foot water depth with a 2-3 miles-per-hour current. A system of water control structures is required to maintain these conditions, particularly since the terrain varies throughout the park.

Feeder dams (1) redirect a portion of the river water into guard locks (2), which control the water entering the canal from the Potomac River. Once water flows through the guard locks, it enters the canal prism, which is the water-conveying structure most often referred to as the canal itself. Following entry into the canal, the water level is maintained by waste weirs (6) that drain excess water back into the river.

As water flows through the canal, it reaches lift locks (4), commonly referred to simply as locks, which act as a lift system to raise or lower boats to the same level as the river. Viewing the canal as a staircase up the river, these locks work as steps for the boats to climb. If water begins to back up at the locks, adjacent bypass flumes (5) reroute the water around the lock and into the next section of the canal.

Over 150 culverts (3) carry streams and creeks under the canal and towpath in order to avoid potential flood and water damage. Some of the culverts carry roads for pedestrian or vehicle use, which allow access to riverside land and communities. Guard walls and guard gates (7), such as the ones at Miles 13.75 and 84.41, are located strategically along the canal to act as flood control by limiting water movement through portions of the canal.



Reference image of a watered canal and its control structures: 1) Feeder Dam, 2) Guard Lock, 3) Culvert, 4) Lift Lock, 5) Bypass Flume, 6) Waste Weir, and 7) Guard Wall and Gates (detail shown is not typical of actual designs) – Image by Donald Demers, courtesy of the National Park Service, C&O Canal NHP



All of these structures should work together to maintain a functioning watered canal system, but there are many structures throughout the canal that are failing and not functioning properly. The Locks 5-22 project will positively impact the watered canal within the lower section of the park by repairing several of these structures and “better preserv[ing] historic structures and reduc[ing] their risk of damage during flooding,” says Joe Reed, the park’s Civil Engineer.

### Exploring Project Areas

**Water Control Structures.** Within the Locks 5-22 project area, there are several iconic historic structures being repaired in order to maintain a watered canal. Locks 17 through 19 are undergoing masonry repairs, stonework repointing and gate replacement. Both sets of gates will be replaced on Lock 17 (mile 13.99), with masonry repairs to the lock walls. Both sets of gates will also be replaced on Lock 18 (mile 14.09), and the riverside retaining wall will be replaced. Only the lower gates of Lock 19 (mile 14.18) will be replaced, along with the vehicular towpath access bridges. The towpath retaining wall within the canal prism will also be repaired. Without stable walls and functioning gates, the locks would be inoperable during boat tours and water levels would be greatly impacted. The retaining walls play critical roles in ensuring towpath continuity and adequate water levels.

Culvert 15 (Mile 10.42) and Rock Run Culvert 12 (Mile 8.93) are also very important in maintaining water levels throughout the canal. Culvert 15, sometimes referred to as the “Car Wash Culvert” due to its many leaks, has a large sink hole in the prism above its barrel, the tunnel-like portion of the culvert. This is causing water to leak through and into the active stream below. With masonry repairs to the stonework, flowable concrete poured into the sinkhole, an underdrain system installed, and a liner put in place, the culvert will be more stable and better able to hold up the prism and towpath above it.

The top two-thirds of Rock Run Culvert’s dry-laid stone retaining wall that holds up the towpath became unstable and slid forward. This caused an unstable rock face with the potential for towpath damage. A portion of this same wall also collapsed, causing the bank to slide into the stream below. The retaining wall is being rebuilt from the ground up using as much of the original stone as possible. There will also be additional masonry repairs inside the barrel and on the adjacent walls, and the clay liner of the canal prism above will be repaired. Once these repairs are complete, the retaining wall will once more support the towpath.

**Flood Control.** With floods having the most destructive natural impact to the canal, it is critical to maintain structures that control water levels and limit water damage. The

Great Falls area is highly prone to flooding due to its proximity to the Potomac River, and there are several structures within this area that assist in controlling rising waters. If a water or flood control structure does not function properly, the impacts can be great.

The waste weir above Lock 20 (mile 14.32) was failing structurally and would have eventually given way without repairs. Reed says that the waste weir is being completely replaced in order to “create a more operable and easier to maintain structure and provide for heavier vehicles to access the towpath.” In addition to the waste weir replacement, the canal prism’s liner system, or clay liner, is being replaced and the excess sediment removed. Both of these repairs will better allow for maintenance and smoother boat operations.

Along the towpath there are two low areas for overtopping, sometimes referred to as fuse plugs, that are being installed during this project. These structures are composed of concrete slabs buried beneath the towpath surface. When water overtops the towpath, the design of the fuse plugs allows for water to erode the material down to the concrete slab. This then opens up a channel to allow for water flow out of the canal and into the river. The fuse plug at Mile 16.9 has



*Construction workers pour concrete to form the walls of the Lock 20 waste weir replacement – Photo by Stephanie Spencer*



already been installed and was tested for functionality by the flood in June 2018. It operated as expected and protected the towpath and canal from further damage. The fuse plug above Lock 7 (mile 7.03) will be installed at a later time, and the waste weir in this area will be completely replaced.

Not included in the Locks 5-22 project are the Stop Gate and Winch House (mile 13.75), which serve as critical elements in flood control along the canal. The Winch House is a storage building for the stop gate logs, and it houses a built-in crane for log placement and removal. When floodwaters threaten the canal, the logs are lowered from the Winch House and placed on top of one another until they block passage to the lower section of the canal. A gap was built into the middle of the gate in order to allow for minimum water flow through the canal.

When the stop logs, forming the stop gate, are in place and floodwaters rise, the gate forces most of the water out of the canal, over the towpath and into the river. Without the stop gate in place, the full force of the floodwaters would funnel through the canal and flood the downstream area, causing damage to structures and the towpath and posing a repeat of the 2008 breach at Anglers.



*Bicyclists and walkers use the towpath near the winch house at Mile 13.75 – Photo by Larry Goodman*

### Following Project Impacts

With the Locks 5-22 project covering many well-used areas of the park, it is important to understand its impacts and how to work with these impacts. Throughout the course of the project, there will be little to no water in the canal. This dewatering is necessary to maintain construction safety, moisture content of soil, and flood control within work areas. Sections of the towpath are closed off as each portion of the project begins, but there are local detours around the construction areas. These detours are marked with guidance and safety advisories, as extra caution is required through the detours. Bikes should be dismounted to avoid wipeouts and personal injuries.

Up until the project's completion in the spring of 2019, construction areas will be in place throughout the lower portion of the park as each structure is worked on. When planning your visit to the park, be sure to check out the park's website at [nps.gov/choh/planyourvisit/conditions.htm](https://nps.gov/choh/planyourvisit/conditions.htm). This "Current Park Conditions" page includes up-to-date information on closures and detours throughout the park and will better prepare you for what to expect when there.

As you come across noisy construction areas, an empty canal, and bright orange signs, remember that these are all happening in order to preserve historic structures for years to come. The noise and changes caused by the project may last for only a short time, but the memories made from the outcomes will last forever.



*Rock Run Culvert (Mile 8.93). Note the retaining wall failure on the right – Photo by Steve Dean*

*Stephanie Spencer is a professional photographer and journalist from Pennsylvania who graduated from the University of Maryland University College. She currently works at the C&O Canal National Historical Park headquarters as the Maintenance Division's Facility Services Assistant.*



# Volunteers-In-Parks

By Jim Heins

## VIPs Are Sitting Down on the Job

The main thrust of the VIPs this summer has been installing benches along the towpath. What is good for the public is not necessarily good for the bench team, however, since, for the first time since we started installing benches in the park several years ago, we are now putting in a number of them in the Western District. Most of the volunteers are from the Greater Washington area.

So far this summer, we have installed 10 benches, including ones at Paw Paw, Fifteen Mile Creek, Hancock, Four Locks, Snyders Landing and Shepherdstown. The remainder were in the Palisades District.

Unfortunately, due to repairs downstream, one of our benches had to be removed, to be re-installed at a later date. The positive aspect of this was the comment that the NPS maintenance team made that the bench was extremely difficult to remove. We are apparently doing a good job.

There are still eight more benches to be put in this fall, six of which will be between Point of Rocks and Oldtown. We will be very happy to sit down on the last one this fall.

In addition to the benches, we have put in a couple of waysides and done some sign repairs.

We have also initiated another project as a result of recent flooding in the canal. Many of the picnic tables have been washed away, most notably at Swains, Monocacy and Fletchers. Working with the park, which agreed to pay for 14 table frames, our association is purchasing the 70 boards needed for the table tops and seats. Members of the association will help with painting and assembly of these tables and then replacing some of those that have involuntarily departed. This is one more example of how we are supporting our wonderful park.



*Doug Zveare and Jennifer Matczak, with Claire Connor and Jim Tomlin, test out a newly installed bench at Paw Paw – Photo by Jim Heins*



*Linda Lightfoot (foreground) and Barbara Sheridan paint their share of 76 picnic table boards – Photo by Jim Heins*



*Skip Magee, Mike Bucci and Jim Biasco install a park bench at Hancock – Photo by Jim Heins*



# Bike Repair Station Installed at Williamsport

By Pat Hopson

Local bike users and through-riders alike will be delighted to know that there is now a bike repair station (BRS) at Williamsport in the Trolley Barn area opposite the Cushwa Basin Visitors Center. These self-service stands, equipped with attached standard bike-repair tools, are becoming increasingly common along many bike trails, notably the Great Allegheny Passage, which runs from Pittsburgh to Cumberland where it joins the C&O Canal Towpath. Our C&O through-riders believe that such stands would be a great help to bicyclists along the C&O, especially because the former bike shop in Williamsport closed a few years back.

Norman Liebow was the chief catalyst for the project. The stand was paid for by contributions from the C&O through-riders, and the installation labor was provided by Jim Heins and others of his Volunteers-in-Parks team, notably Skip Magee and Craig Roberts. Many thanks to all of them and to all who contributed to this project. There are too many to mention, but two who should be noted are John Betting,

who originated the idea and found a suitable manufacturer, and Norman Liebow, who, in addition to helping install the BRS, worked with the National Park Service nearly two years to secure approval to install the stand.

A towpath-side location was initially considered for the BRS, but park compliance policies prescribed a location off the trail. Hopefully a sign will eventually be installed along the towpath pointing to the BRS. In the meantime we want all Association members to know about the stand and to inform others of it. We hope it will get lots of use.



*Detail of the bike repair station tools*



*The bike repair station; ready for use – Photos by Pat Hopson*



*The bike repair station location at Williamsport*



# Cushwa Brewery Draws on Williamsport's Canal History

By Tim Snyder

When a visitor walks into Cushwa Brewery in Williamsport, on the right wall he or she will see the Cushwa logo painted in the large 3-D letters, complete with a canal boat over the “U.” On the front wall, framed photos of historical canal scenes are hung. On the back wall over the serving area, on a wooden bar plank, “Cushwa Brewing Company” is burned into the wood, again with the canal boat over the “U.” Much of the glassware also features the same Cushwa logo. Although the company has other logos, the canal boat is prominent on most.

Cushwa Brewing Company opened its doors on January 25, 2017. The company was named for Williamsport's Cushwa Basin on the Chesapeake and Ohio Canal. Victor Cushwa Company was once a mercantile business located on the canal at Williamsport beginning in the mid-nineteenth century, first as Embrey and Cushwa, later just Cushwa, where a large turning basin was located so that canal boats could unload and/or load then turn around for the return voyage. Although none of the three co-owners are descendants of the Cushwa family, the owners wanted to establish a community brewery with which local residents felt a connection. In addition to the canal imagery, the Cushwa Brick Plant of Redland Bricks, located in Williamsport, donated brick for the wall behind the bar and brick molds that the brewery uses to serve flights of beer—4-ounce samples—to customers.

Of the three owners, only Garrett Chambers works full-time at the company as the head brewer. Scott Coleman is the chief financial officer and Marcus Thomas is in charge of marketing and taproom operations; both of the latter work other full-time jobs. All three were friends and home brewers. Chambers is the only one to have professional work experience making beer prior to forming Cushwa, having worked for a year and a half in a brewery in Vermont. In addition to the owners, company employs nine other workers, one full-time.

The owners spent about \$60,000 cash on the brewing equipment. Delays receiving the equipment pushed back the brewery's opening. To replace the same equipment today, Coleman points out, would cost about \$100,000.

Chambers describes the company's first year and a half as “better than expected.” The brewery makes beer at its full capacity, which is 36 barrels a month (a barrel equals 31 gallons, although often the yield can be as low as 28 gallons per barrel). In addition to the beer that it serves to customers at the brewery, Cushwa Brewing Company also has 14 accounts to deliver beer to restaurants and bars, including establishments in Washington, Frederick and Montgomery counties, all of which border the old canal. Chambers added that the

brewery has a waiting list of restaurants and beer bars that would love to have their beer if the brewery had the capacity to brew more. The brewery also periodically sends its beer out to a contractor for canning. So far, four different beers have been canned and it quickly sells out to its devoted customers.

In its first year and a half, the company has experienced growing pains. Equipment malfunction, Coleman points out, has been a too frequent problem. In addition, at one point in its first year the company nearly ran out of beer and decided that, instead of offering only a small sampling of its product to customers, to close its doors until it could replenish its supply and offer a full range of beer. Cushwa's customers run the gamut from locals to out-of-towners. Being located close to both Interstates 70 and 81, it is easy for travelers to locate a nearby brewery using the search engine on their cellular phones.

Cushwa rotates its beer frequently to keep new and interesting selections on the tap list. Usually the brewery has a number of New England IPAs (India Pale Ale) on tap. The original IPA was developed during the British Colonial Era when sailors needed a beer that would survive the ocean voyage to India during a period before refrigeration. A NEIPA (New England India Pale Ale) is a variation of the IPA, which is unfiltered and hazy in appearance, fragrant on the nose and fruity on the palate, with a hop bite to balance the sweetness. NEIPAs are sometimes informally called “juice bombs” because of strong fruit notes in the aroma and flavor. Although some beer experts are convinced that demand for the NEIPA has crested in the U.S., Coleman disagrees and thinks that it will become a staple of the brewery's lineup because “it's so damn drinkable.” In a recent column in *Mid-Atlantic Brewing News* (vol. 20, no. 3: 5) George Rivers





# Across the Berm

## Leo Snarr

Leo Snarr died on April 2, 2018 at his home in Woodstock, Va. Leo and his wife Mary had six children and many grandchildren. He had a long time career with Valley Builders Supply and found the time to support numerous community service activities, including the fire department, Jaycees, Chamber of Commerce, Little League, and Boy Scouts. He was active in local and state politics, and a dedicated servant of the Lutheran Church in many ways. Leo served in the U.S. Army, and fought in the 25th Infantry Division during the Korean War.

Leo was a long-time member of the C&O Canal Association. Leo and Mary frequently donated to the Association and supported the C&O Canal. Leo completed the 1999 and 2004 Thru Hikes, as well as many other Association events. He was a welcome addition to any event. As Barbara Sheridan summarizes “Leo was quite a character and an all-around good guy. I will miss his smiling face and sunny attitude towards everything.”

Pat White recalls that Leo always pitched in to help set up camp for both the Thru Hikes and the paddle trips, and he was a great story teller. One Thru Hike account in *Along the Towpath* notes that on a particularly rainy evening a round of joke-telling followed a wet dinner. Those trying to

compete with Leo were quickly outclassed. John and Valerie Wheeler have very fond memories of Leo. They met him on the 2004 50th Anniversary Douglas hike where he was a very positive force. Leo, Bob Perry, and Wayne Cerniglia always hiked together.

Don Juran remembers: During the 1999 through-hike, Leo and I hiked together the last five miles to the Brunswick campground. I told him that the huskiness in his voice I'd noticed the first day had almost vanished. He then related that he had just quit smoking, due to a scary medical finding: a spot on his lung, possibly malignant. “I tossed my cigarettes in the doctor's trash can and thought to myself, ‘Snarr, ya dumb bastard, ya done killed yourself.’” Fortunately, it turned out otherwise. I also remember a local newspaper reporter interviewing him. Leo had sworn, after much time living in a tent in Korea, never to sleep in one again, “but here the Hell I am.” Getting to know Leo Snarr was one of my best memories of the 1999 hike.

Leo's talents showed themselves in many ways. During the Paw Paw Bends canoe trip in 1994 Director Ken Glace converted all canoeists to thespians for a performance Shakespeare's *Midsummer Night's Dream*. While all characters performed on the upper levels of their ability, Leo was noted for his sterling portrayal of Bottom.

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Cushwa Brewery (Continued)

compared Cushwa's NEIPAs favorably with those produced by Trillium and Tree House, two Massachusetts breweries renowned for the style.

Innovation is important to the brewery and new styles and variations of styles are frequently introduced. New offerings are on the horizon. Chambers has been working on introducing lagers onto Cushwa's tap list. The brewery typically offers 12 different beers on tap which are available as full pours, samples or as 32 ounce to-go “crowlers,” which is a can of beer filled and sealed to order.

Cushwa Brewing Company is a Class 5 brewery under state of Maryland code. The license allows the company to wholesale up to 3,000 barrels annually (far more than the brewery currently can produce in a year). It also allows the company to sell beer for off-site consumption

within specific limits. A Washington County permit allows the company to sell beer for on-site consumption of up to 500 barrels per year.



*Inside the brewery – Photos by Tim Snyder*

Cushwa Brewing Company is taking steps to deal with its production limitations. The company plans to double its production capacity within six months at its current location. The owners have also begun to discuss further expansion.

The brewery is located at 10212 Governor Lane Blvd., Suite 1012, in Williamsport, MD 21795. Its hours of operation are Wednesday from 4-9 p.m., Thursday from 4-10 p.m., Friday from 3-11 p.m., Saturday from 12-11 p.m. and Sunday from 12-6 p.m. It is closed on Monday and Tuesday.

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# Cresap's Rifles

## The Untold Story of the Riflemen Who Helped Save George Washington's Army

Robert L. Bantz, Karen E. Cresap, Nina Cresap and Champ Zumbrun

On June 14, 1775, the Continental Congress issued a request for ten rifle companies from Pennsylvania, Virginia and Maryland to join George Washington and his continental army in Massachusetts. Michael Cresap responded to this request and assembled a group of riflemen to answer the call. Champ Zumbrun, author of *A History of Green Ridge State Forest*, has collaborated with Robert L. Bantz, Karen E. Cresap and Nina Cresap to provide a detailed and fascinating account of Cresap's efforts to lead this group on a 550 mile trek from Oldtown, Maryland to Boston, Massachusetts. The men made their march over the "Upper Road" route to Boston, covering a grueling pace of often over 20 miles a day. In the late summer of 1775 the continental army was at a low point. The riflemen arrived in Massachusetts at the right time to provide some much needed support to General Washington.

Oldtown is of course now known as a stop on the C&O Canal, but in 1775 the canal was years away and the area was still somewhat of a frontier. Modern day visitors to Oldtown can explore the history of Michael Cresap's life at the Michael Cresap House and Museum, located at 9015 Opeesa Street near Lock 70.

*Cresap's Rifles* faithfully traces the route of the riflemen from Oldtown to Boston, and is well illustrated and documented. A table of the daily progress of the march, with mileages and stops, is provided. The authors made many road trips to research the route and the stops along the way. A surprising number of taverns and other structures still remain on the route, and Champ has provided photographs of the extant structures. Also of particular interest is a chapter entitled "Before There Was Glory," which describes the life of the Cresap family and their settlement in Oldtown in the 1740s.

Anyone who has ever attended one of Champ's talks or read his other writings is well aware of his gift for story telling. That talent is fully evident in *Cresap's Rifles*, making it not only an informative read, but an enjoyable one. This well-researched book tells a story that has long needed to be told, and does it in such a manner that both students of the American Revolutionary War and casual readers alike will find it of great interest and value.

— Steve Dean



### Cresap's Rifles

#### The Untold Story of the Riflemen Who Helped Save George Washington's Army

Robert L. Bantz, Karen E. Cresap, Nina Cresap  
and Champ Zumbrun

196 pp

2018 CreateSpace Independent Publishing Platform

ISBN-13: 978-1974128822



# On The Level

By Level Walker Chair Steve Dean

*The spring and summer rains took their toll, and we are all hoping for a moderate hurricane season that stays well clear of the canal. The already saturated earth simply can't take any more right now.*

*This report covers level walks that were taken between May 15 to August 15. Level Walkers braved heat, humidity, mosquitoes, ticks, stinging nettles and a few other things to conduct level walks on 39 levels. Despite the inconveniences, it is always worth it to be on the canal. As Level Walker Phillip M. Clemans aptly described it – the canal looked like a rain forest – lush and green! The greenery hides trash and structural details, so those of us (like me) who tend to venture out in the cooler months will see a completely different canal.*

*As always, on behalf of the Association board, the National Park Service, park users and me – a big THANK YOU to the dedicated group of level walkers who serve the park. Whether you get out on your level weekly, monthly, quarterly or annually, you are all playing a big part in supporting the park we love.*

*If you are not familiar with the level walker program and are interested in joining, contact me at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org).*

**Level 2 Incline Plane to Lock 5: Rod Mackler reports June 3:** The water in the canal itself was muddy, about ¼ full at Lock 5, over half at Chain Bridge. All in all, there was little trash along the towpath and in the canal. The towpath is in pretty good condition. There was some rutting, on the canal side, but nothing impeding movement. There was one large tree (about three feet in diameter) which had fallen across the towpath and most of the canal. Maintenance had removed a slice the width of the towpath. Good work.

**Level 4 Cabin John Creek to Lock 14: Larry Heflin reports June through August:** The towpath was monitored over numerous walks, through all conditions. No significant issues were reported during this period. **Allyson Miller reports June 28:** There was quite a bit of trash in the Lock 8 parking lot. One broken picnic table was on the edge of the grassy area at the parking lot, but another picnic table was fine. I encountered one hiker on his way to Cumberland. The grass around Lock 8 was very tall. English ivy and kudzu are really bad between locks 8 and 10.

**Level 6 Bridge at Cropley to Lock 20: Jan Kuhl reports June 14 and 16:** The towpath was remarkably free of debris and trash. There did not seem to be any additional damage to the roof of Lockhouse 16 from the May/June rains. Billy Goat Trail A was closed due to flooding. Note: Jan is departing the Level Walker program. We thank her for her excellent support on Level 6.

**Level 7 Lock 20 to Lock 21: Jim and Lisa Goheen report June 26:** There were no trees blocking tow path, but several were in the canal. The river trail and Swains campground were closed due to flooding. The towpath was not in bad condition. There were several low areas with pools of water between Mile 15 and Swains and some mud. I have seen worse conditions.

**Level 9 Lock 22 to Seneca Aqueduct: Sylvia Diss reports Aug. 1:** The canal prism was grassy, with an 8 foot wide strip of water. The Violettes area is used by picnickers and fisherpersons and would benefit from more picnic tables. There were two great blue herons, one white egret and a very large turtle. Beautiful Joe pye weed was on the canal banks and there many very nice, dark green Paw Paws.

**Level 13 Lock 25 to Harrison Island: Liz Wagner reports July 11:** There was more trash than usual to remove. Some trash had been placed in the small trash bags provided by the Park and left beside the trash free park signs. About 75 percent of the prism was dry or

muddy. There was some standing water between MP 32 and 33. The prism also had the usual summer vegetation and the overall condition appeared unchanged. In general, the towpath shows wear. The top gravel layer is absent in several patches along the length of the level.

**Level 15 Whites Ferry to Lock 26: Jon Wolz, with Steve Horvath, reports June 28 and July 19:** Quite a lot of trash, including bottles and tires, washed up from the flooding along this level. A cleanup may be coordinated at a later date. In June the towpath and around the granary ruins was cut by Whites Ferry staff. The towpath was mowed as far as the beginning of the trees along the towpath. We could see that most of the towpath had been flooded by the river by the mud (silt) that is present along the towpath. The towpath base is in good solid condition, but there are numerous tire ruts in the river mud that was left from the earlier June floods. In July the Potomac River was returning back to normal. The towpath had been recently mowed and all of the culverts had been recently weed whacked. The rutting from the previous month is now gone because of the cyclists and NPS vehicles flattening out the ruts that arose from the silt left from the spring floods.

**Level 16 Lock 26 to the Monocacy Aqueduct: Jon Wolz, with Steve Horvath, reports June 15, July 13 and Aug. 15:** In June the water levels in the canal had receded after the heavy spring rains. A small sinkhole remains near Culvert 68 and there are two small depressions in the towpath where repairs had been done previously in the area. The small sinkhole is above water because the water level in the prism is very low. In July it was noted that the towpath was smoothed out after the spring floods that left river silt on the towpath. The towpath had been mowed nicely, as well as the areas around the aqueduct and Locks 26 and 27. Bikers dismount signs were still missing at the aqueduct. We observed a turtle that appeared to be ready to lay eggs. In August most of the trash was at the Monocacy Aqueduct area, including a used disposable diaper in the aqueduct prism. The canal is leaking with a steady stream flowing into the Potomac near culvert 68. This area has had leaks since 2016. Grass had grown back and was high at the Monocacy Aqueduct area. **Michael Cinciosi reports June 30:** There was very little trash. Most was in the Monocacy Aqueduct area. The grass was recently mowed in the aqueduct parking area, and the area around the granary stone foundation was cleared of vegeta-



tion. Just below Mile 42 the area on both sides of the towpath was unusually full of water (like a swamp), and I could hear frogs chirping there. I moved many small branches off the towpath. I noted that the guide rail on the aqueduct is rotting and falling apart. I observed numerous turtles, including a small turtle on the towpath that looked like an alligator snapping turtle. I debated whether or not to move him, so he wouldn't get run over by a bicycle, but decided to leave him alone.

*Level 17 Monocacy Aqueduct to Nolands Ferry: Earl Porter reports June 12 and July 26:*

In June evidence of high rains and flooding present. The prism was watered on the entire level, which was the first time I've seen that. Arches 3 and 4 of the Monocacy Aqueduct were closed, and a beaver was sighted at Arch 7. In July arches 4 and 5 were blocked, and 3 was partially blocked. Continued erosion was noted on the berm side of Culvert 71.

*Level 19 Point of Rocks to Catoclin Aqueduct: James Spangenberg reports July 14:*

A group, led by James Spangenberg, from the Church of Redeemer cleaned up the Lander boat ramp and the neighboring river bank. Nine volunteers picked up 11 large trash bags, as well as large vinyl glass window frames, a tire, a massive blue plastic container and a grill.

*Level 20 Catoclin to Lock 30: Doug Zveare reports June 18:* It was very hot and humid. The towpath was deserted. Other than the breach at Mile 52.51 there are a couple of uprooted trees very close to the towpath along Mile 54. Sinkholes at Culverts 83 and 84 appear to be increasing, and Culvert 82 is completely washed away. **Comment:** Culvert 82 was heavily damaged in May 2018 and a significant towpath breach exists. Refer to the photo by Doug Zveare to see the extent of the breach. Construction of a bypass is in progress. Refer to [www.nps.gov/choh/planyourvisit/conditions.htm](http://www.nps.gov/choh/planyourvisit/conditions.htm) for a status of the bypass. Do not attempt to cross Little Catoclin Creek on the railroad grade; it is both illegal and extremely dangerous.

*Level 21 Lock 30 to Lock 31: John Ferguson reports July 26:* There was more miscellaneous trash, plastic bottles, cans and broken glass than I usually see on this level. There were no changes in the condition of Lock 31 and the lock house, but it was very overgrown. I saw several bicyclists.

*Levels 21 and 22 Lock 30 to Lock 33: Tom Crouch and Alex Wyatt report June 30:*

The towpath was in fine condition, especially in view of the heavy rains in May and June. There were soft spots, particularly in

shaded areas, and a few standing puddles, but nothing that would slow a cyclist down. I was stunned by the fact that the towpath was essentially trash free! We encountered two young ladies who were carrying garbage bags of trash, as well as their own picnic supplies. They admitted to having picked up some trash along the way. I assume that another level walker must also have swept through these two levels in the not-too-distant past and done a great job of picking up the trash. Whoever you are, my thanks!



*Culvert washout near Dargans Bend – Photo by Don Juran*



*Church of Redeemers group at Landers – Photo courtesy of James Spangenberg*



*Above – The breach at Culvert 82 – Photo by Doug Zveare*



*Water in the canal prism – Photo by Doug Zveare*

*Level 22 Lock 31 to Lock 33: Karlen Keto re-*

**ports July 17:** My dog Chessie and I found trash mostly concentrated on the path to the youth hostel. We met two walkers, four cyclists and one backpacker on the way to Maine from Georgia. There is a pile of beer party garbage, in and out of bags, at the signage on the towpath At Weverton. Towpath is in great shape. Erosion from recent rains is obvious. **Jim Tomlin reports July 18 and 30:** On both dates large piles of trash were noted in the Weverton area. The trash is apparently the residue of weekend parties in the area. The National Park Service has been made aware of the recurring issue.

*Level 25 Dargans Bend to Lock 37: Brigitta Shroyer and Joel Anderson report July 1:*

Most trash was behind the lock house at Lock 37 and there were tire ruts behind the house. It was beer related trash and there appears to party activity there. There were soft muddy spots on the towpath but no standing water. The limestone kilns on bank above berm near Dargan Bend look fine. Numerous bikers were out. **John and Carol Juran report Aug. 5:** The recent heavy rains have created numerous muddy spots, nothing that could not be easily skirted. The erosion around Culvert 97 at Mile 65 is much worse, the orange plastic fencing is down. It looks like the towpath has been reinforced on the other side, narrowing the prism considerably. We talked with two cyclists, a man and his daughter, who were doing the entire trail from Pittsburgh to Washington. They were very appreciative of what the Association does. We heard bullfrogs in Lock 25, the first time I ever heard any frogs along the towpath in 25 years.

*Level 26 Lock 37 to Antietam Aqueduct: Jack and Karen Forster report June 26:*

The river water level was very high. We didn't descend to front of Culvert 100, but water level seemed to cover entire stone work. There were many eroded road shoulders on the drive into the canal. All plants were very green but no flowers remaining anywhere. One turtle was seen on the towpath, but no



other fauna was observed. **John and Lynn DiCarlo report June 18, and July 13, 19 and 27:** The area is generally clear, and it is very rare to come across trash discarded by users of the towpath in this area. Tree branches often need to be removed from the towpath. Water level in the river was higher than normal due to the heavy rains this summer.

**Level 27 Antietam Aqueduct to Lock 38: Jonnie and Joyce Lefebvre report July 29:** A notch into the towpath continues to erode into the river side of towpath at Packhorse Ford wayside by fishers crossing from Canal Road At the downstream end of the aqueduct the notch eroded into the towpath has grown larger. There is a sinkhole near Mile 70 between the towpath and river. I've seen water coming up from it and running thru a channel into the river after heavy rain. Judging from the mud in the hole bottom, this has happened recently. A few green pawpaw fruits were seen and a few blue phlox blooming late in their season.

**Levels 28 and 29 Lock 38 to Snyders Landing: Clifford Smith reports June 27:** The towpath from Lock 38 to Mile 76 was in good condition with just a few muddy puddles. In a number of sites, the vegetation on either side of the towpath was becoming intrusive. From Mile 76 to Snyder's Landing there were a few issues due to the heavy spring rains. There were at least three new streams coming from the hills on the canal side where the accumulated water was close to overflowing the towpath near Snyders Landing. On the river side two very large trees had uprooted just downriver from Mile 76. One tree had taken about 2 feet of the towpath with it. Neither of these trees were obstructing the path.

**Level 33 Dam 4 to McMahons Mill: Dick Stoner reports June 13:** The towpath walkway was extremely slippery from recent rains, as was the towpath on solid ground. Many bikers were using the roads again as they did before the Big Slackwater walkway was completed.

**Level 34 McMahons Mill to Opequon Junction Hiker Biker: Trent Carbaugh reports July 14:** The sections in the first mile of the level that were repaired after the spring rains were relatively smooth. All told, given the fragile nature of the towpath here and the run of wet weather NPS maintenance did an excellent quick repair job. There was standing water in the canal prism where there is typically very little and the basin just before Lock 41 is a giant mud hole. The mosquitoes will not need to be fed for a while as I did a very good job of supplying them with sustenance. I saw deer tracks, raccoon, opossum, woodchuck and squirrels.

**Level 37 Falling Waters to Lock 44: Jim Tomlin reports July 12:** There was an unusually small amount of garbage for this level. There were also many fewer sticks down than expected. I have never seen the Cumberland Valley hiker-biker camp site so clean. There was one 18" diameter tree across the towpath which I was able to lever off completely. Only one approximately 100 yard section of towpath appears to have been underwater in the recent flooding, and there were no negative effects other than a thin layer of silt being deposited on the towpath. NPS had recently cut and removed two larger blowdowns. There was no other flood damage.

**Level 38 Lock 44 to High Rock Quarry: Chris Lecrone reports Aug. 11:** The towpath was usable and the right side going west recently mowed. There were no major obstructions. I removed a few branches from the path. The river was high and muddy due to the recent rains and conditions were not suitable for boating, kayaking or swimming. The fishing I observed was done in and around the Cushwa Basin and in the canal.

**Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports June 21:** As is typical on my walks on this level, the towpath was generally clean from Fort Frederick through to the aqueduct.

However, at a point about 100 yards east of where Levels 44 and 45 meet there was a large pile of trash along the far slope of the canal. The landowner bordering the canal had obviously dumped garbage there. This location is the site of previous trashy conditions that have been noted in the past. With the exception of a few isolated locations where tree roots have come up through the surface, the towpath itself is in generally great condition reflecting last year's resurfacing. I noticed, however that vegetation (mostly weeds) is

appearing to take hold in the middle of the path. The towpath under the Western Maryland (WM) RR trestle has been degraded by the channeling of rainwater from the superstructure above.

**Level 46 Licking Creek Aqueduct to Little Pool: Bert Lustig and Patricia Graybeal report July 13:** Towpath condition was very good. There was no notable damage to towpath due to the late spring floods. Some areas were watered. There were many downed trees and some large rock debris (possibly new) around Mile 119. Many areas between the towpath and river were carpeted with silt grass.

**Level 47 Little Pool to Hancock: Mike and Judi Bucci, with John Leary, report June 26:** Recent rains have eroded parts of the berm side of the towpath between Miles 122 and 123 by about a foot. We noted a wood turtle and young pileated woodpeckers on Mile 121. The river was brown and muddy.

**Levels 47 and 48 Little Pool to Round Top Cement Mill: Phillip M. Clemans reports July 11:** Water was quite abundant from the recent rains and the canal was watered from town to Culvert 183. Overall, conditions were GREEN – and looked like a tropical rain forest. I encountered several hikers, including the "Wednesday Hike Club" and an NPS ranger with a group of young volunteers. A bird that appeared to be a young great blue heron was observed in Hancock and I saw a belted kingfisher above town. It was a great day on the trail!

**Level 49 Round Top Cement Mill to Lock 53: Paul Petkus reports June 24:** Campers left a bit of a mess at the Leopards Mill campsite. Some trash was put into small bags and hung on the campground sign. This is a little unusual for the area. At the Little Tonoloway parking area, I chatted with a biker/camper from the Netherlands. He planned on biking the entire towpath. I heard rushing water in the area of Culvert 188, but the culvert appeared to be functioning and was not damaged. Near Mile 130 it was evident that water had flowed out of the canal prism and over the towpath. There wasn't a great amount of plants in bloom. Deer were somewhat of a common sight during the afternoon.



Lime kiln near Dargan Bend – Photo by Brigitta Shroyer



*Level 52 Sideling Creek Aqueduct to Fifteen Mile Creek Aqueduct:*

**Tom Aitken reports June 26:** The towpath was partially muddy with occasional puddling. Overall, this was to be expected in lieu of a very rainy spring and early summer. Otherwise, I kicked the usual amount of sticks off the towpath. There were no downed trees. There was plenty of runoff water in the canal, particularly in the large area below Lock 57. Work was in progress on the Western Maryland Rail Trail extension.

*Level 53 Fifteen Mile Creek Aqueduct to Lock 59:* **Tom and Marsha Dulz report July 7:** There was very little trash. The towpath was wet, with puddles. The level is heavily covered with Japanese stilt grass. We saw many vireos, titmice, wrens, crows, cardinals, downy woodpecker, bullfrogs, deer and squirrels. There were not many plants in bloom.

*Level 54 Lock 59 to Lock 60:* **Dennis Kubicki reports June 26:** It was great day for being on the towpath! The towpath was clean. The recent rains have resulted in a significant level of degradation along the towpath from Little Orleans through to Lock 60. Generally, the path was muddy, with deep ruts in the surface. There was a large landslide at about Mile 145.7. An approximately 30 feet wide chunk of the slope of the hill adjoining the path slid into the canal. The trees that came down appeared to have rested in part on the towpath itself. Additionally, at Culvert 207, a further 3 feet of embankment has washed away from what was reported in April. The face of the embankment is now only a little over 3 feet away from the crushed stone surface of the towpath. The root system that was previously acting as support for the embankment is now fully exposed. In other words, there is nothing holding back further erosion.

*Level 55 Lock 60 to Culvert 208:* **Paul Petkus reports June 30 (with Sue Muller) and Aug. 11:** The towpath was clean during both walks. In June I noted that Culvert 208 did not fare well as a result of the storms. A significant amount of hillside above the culvert was washed away. Additionally, a tree collapsed over the structure. It's unclear what damage the fallen tree may or may not have caused. Fortunately, the barrel remained intact. The NPS was informed of the issue and is investigating it. Sue Muller collected data for the Maryland Biodiversity Project during the June walk. Numerous plants, fungi, reptiles and insects were identified. In August, I noted that the level was well maintained. The areas adjacent to the towpath were mowed, as was the area around the lock. The number of branches that I moved off the towpath wasn't out of the ordinary. The range of sizes of the branches was typical. The condition of Culvert 208 had not degraded further.

*Level 58 Lock 63 1/3 to Tunnel Parking Area:* **Ken Skrivseth and Karen Lubieniecki report June 9:** When we walked in February we were unable to see the North Portal boardwalk area because of repair work. The tunnel was temporarily open during this walk, so we were able to walk through the

tunnel. The towpath was in reasonably OK condition. Some rutting, potholes with water from recent heavy rains. Muddy in a few spots because of rains. The group camp area was clean and there was a scout group camping there. Foliage was lush and green.

*Level 59 Tunnel Parking Area to Opposite Little Cacapon:* **Trent Carbaugh reports June 24:** The towpath was in fairly good shape on Level 59, less standing water and mud than on Levels 61 and 60. Some trees were down on the towpath and were removed.

*Level 60 Opposite Little Cacapon to Town Creek Aqueduct:* **Trent Carbaugh reports June 24:** A large sinkhole was forming near Mile Marker 161 and at another nearby location there was some collapsing towpath on the canal side. Both of these were called in. The towpath was muddy in spots and there were quite a few small limbs down. Watered areas had more water than usual, and normally dry areas were wet and swampy. Lock 67 looked good with frogs and a beautiful young water snake.

*Level 61 Town Creek Aqueduct to Lock 68:* **Trent Carbaugh reports June 24:** A bit of fishing trash was found. A group of 18 Boy Scouts was canoeing; they also picked up trash in the Town Creek parking lot. There were lots of puddles and slippery mud holes. At the time, mowing and weeds needed some attention. Water was higher than normal in the canal, and the dam near the aqueduct was holding up well. Lock 68 looked good, but there is some minor damage to the concrete facing in the center of the lock on the berm side.

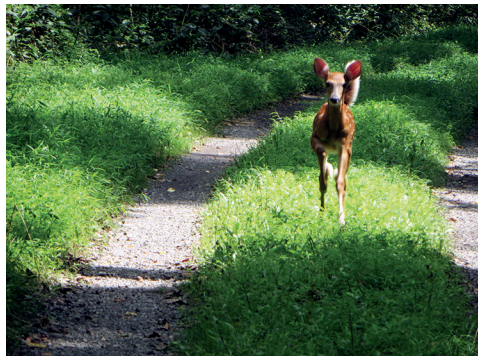
*Level 64 Kellys Road Culvert to Spring Gap Recreation Area:* **Nasra Sakran and Laffy Buckler report July 22:** There was not much trash at all, though it may be concealed by extensive stilt grass. We met a college student who was doing a study on turtles on the canal. We also saw a tiny baby snapping turtle on the towpath.

*Levels 65 Spring Gap Recreation Area to Lock 74:* **Dan Filer and Rita Knox report June 15:** There was no trash along the towpath. The culverts were cleared and the grass was recently mowed. Lockhouses 75 and 72 looked great. The towpath condition was very muddy.

*Levels 65 to 67 Spring Gap Recreation Area to Evitts Creek Aqueduct:* **Trent Carbaugh reports July 22:** Aside from some puddling on the towpath, exacerbated by bicycle traffic, all three levels look in good shape. A few large branches were on the towpath and thorn branches, brush and high grass are under control. The canal prism has more water than on my last visit here but that is to be expected due to high rain levels. I saw very little wildlife on my trip out to Evitts's Creek, but saw lots on the way back to Spring Gap. Turtles, whitetail deer, blue and great gray herons, and a kamikaze squirrel that thought he was faster than my bike. The beginning breach at the Evitts's Creek aqueduct became a large breach and has been repaired. I talked to the park's civil engineer, Joe Reed, and he indicated that they think someone stuffed the overflow pipe full of sticks, causing the problem.



Water snake at Lock 67 – Photo by Trent Carbaugh



Fawn on towpath – Photo by Paul Petkus



## Calendar of Events - 2018

Sept. 22, Sat. **Bird Nature Walk**, 8 a.m. to about 11 a.m., in the Big Pool area. Meet in the Western Maryland Rail Trail parking lot. Association member Kurt Schwarz of the Maryland Ornithological Society will lead the group. Contact Kurt Schwarz at [krschwa1@verizon.net](mailto: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](mailto:hikemaster@candocanal.org) or 301-977-5628.

Oct. 5-10, Fri-Wed, **Through Bike Ride**, Cumberland to Georgetown. No sag wagon provided. Reservations are required and the registration date has passed. Limited to 20 riders. Contact: Denny Sloppy, 814-577-5877 or [dennysloppy@yahoo.com](mailto:dennysloppy@yahoo.com).

- *Liability waivers are required for many Association activities.*
- *Hikes require proper footwear.*
- *Reservations are required for many events.*
- *Outdoor events are subject to cancellation in the event of inclement weather. Contact the event coordinator in the event of weather concerns.*
- *Visit [www.candocanal.org/calendar.html](http://www.candocanal.org/calendar.html) or @candocanal.org on Facebook for up-to-date information about events*

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. Blockhouse Point, Md. Last of three walks in the same area to observe seasonal changes. Learn or brush up on tree identification skills while enjoying a walk in a woody conservation park that served as a Civil War lookout and provides panoramic views of the canal and river. Semi-brisk pace and a few semi-steep hills. Meet at the Blockhouse Point parking area on River Road, opposite Pettit Way. Parking is also permitted on Pettit Way, but be careful crossing River Road. Co-leaders: Carol Ivory and Ralph Buglass. For more information, contact Ralph, [rbuglass@verizon.net](mailto:rbuglass@verizon.net); 617-571-0312 (cell for day of the walk), or Carol, 703-476-8730; 703-869-1538 (cell for day of the walk). Walk will be canceled in case of inclement weather. If in doubt, contact Ralph or Carol.

Oct. 27, Sat. **Annual Heritage Hike and Dinner**, with program to follow. Hikers will meet at Whites Ferry and dinner will be in Beallsville, Md. Details on pages 1 and 2 of this newsletter and on the Association web site. A registration form is included in this newsletter and on-line reservation is available. Contact Steve Dean at [programs@candocanal.org](mailto:programs@candocanal.org) or 301-904-9068.

Nov. 18, Sun. **Continuing Hike Series**, 10:30 a.m., upstream from Fifteen Mile Creek. Park in lot just downstream from campground, Mile 140.8. Contact Pat White at 301-977-5628 or [hikemaster@candocanal.org](mailto: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 a later *Along the Towpath*. Contact Bill Holdsworth at 301-762-9376 or [website@candocanal.org](mailto:website@candocanal.org).

## Planning to submit an article for *Along the Towpath*?

Great content is a hallmark of *Along the Towpath*, and submissions are always welcome. Submitted content is used to the maximum extent possible. Material is selected based on numerous factors. In many cases it is not possible to use material due to space restrictions, relevance, quality of material, late submission and copyright limitations.

To assist potential submitters of written content or images, we have posted **Guidelines for Submission of Content for *Along the Towpath*** on the Association website at [www.candocanal.org/articles/atp-guidance.html](http://www.candocanal.org/articles/atp-guidance.html)

These guidelines are provided to assist in preparation and submission of content. It is always best to advise the Editor as early as possible if one plans to submit content. Potential submitters can contact the Editor, Steve Dean, at [editor@candocanal.org](mailto:editor@candocanal.org) for further information.

## C&O Canal Association Programs and Events

The Association strives to offer a wide range of events for our members and, if you haven't participated in one yet, consider catching one of the few left in 2018 or coming to one in 2019. Special thanks for organizing and leading events in 2018 go to Tom Aitken, Ralph Buglass, Carol Ivory, Paul Petkus, Marjorie Richman and Kurt Schwarz for nature walks; Pat White for the Continuing Hike Series; Bill Holdsworth for the Frostbite Hike; Pat Hopson and Denny Sloppy for the Through Bike Ride; and Barbara Sheridan and Anthony Laing for the paddle trips. Thanks also go to Chad Crumrine of the NPS for speaking at the Douglas Hike dinner.

The Program Committee is always looking for new people to support or lead events and provide new ideas for future events. If you would like to help or have some suggestions, please contact the program committee chair, Steve Dean, at [programs@candocanal.org](mailto:programs@candocanal.org).



# 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	Joshua Nolen (Acting)
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.

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

**Great Falls Tavern Visitor Ctr** 301-767-3714  
11710 MacArthur Blvd, Potomac, Md.

**Western Maryland District** – Mile 42.19 (Monocacy River) to Milepost 184.5  
(Canal Terminus, Cumberland, Md.)

District Ranger Law Enforcement	301-722-0543	Todd Stanton
Cumberland Subdistrict	301-722-0543	
Hancock Subdistrict	301-678-5463	
Ferry Hill Subdistrict	301-714-2206	

**Williamsport Visitor Center** 301-582-0813  
205 West Potomac St., Williamsport, Md.

Supervisory Park Ranger 240-625-2931 Matt Graves

**Hancock Visitor Center** 301-745-5877

439 East Main St., Hancock Md.

Supervisory Park Ranger Rita Knox

**Cumberland Visitor Center** 301-722-8226  
Western Maryland Station, Cumberland, Md.

Supervisory Park Ranger Rita Knox

## OTHER USEFUL TELEPHONE NUMBERS:

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

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



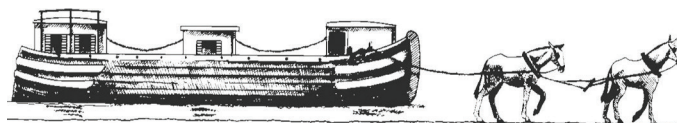
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## C&O CANAL ASSOCIATION

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

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

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Culvert 143 is at Mile 110.43 and is a stone's throw from Culvert 142 and the McCoys Ferry picnic area. It carries Green Spring Run under the canal. A short trek from the parking area gives an opportunity to view this delightful culvert and active water flow. Be careful – the banks along the run are steep and muddy. Photo by Steve Dean

C&O CANAL



ASSOCIATION

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