

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 L

December 2018

Number 4

The World Canals Conference Comes to the C&O Canal in 2021

By Bill Holdsworth

Get ready to welcome canal enthusiasts from around the world to the C&O Canal. The Association will host the 2021 World Canals Conference in Hagerstown.

Inland Waterways International made the announcement in September at their annual meeting in Athlone, Ireland. The Association submitted its application in July. Board member Kerry Gruber was ready to make the final pitch at the assemblage, when IWI President David Edwards-May announced that the governing council had made the decision to award the 2021 WCC to Hagerstown. Kerry pivoted and used her time to encourage those present to come to the C&O Canal in 2021. The conference has created excitement in Hagerstown and other towns along the canal.

Visit Hagerstown arranged a media event Oct. 18 at Cushwa Basin to announce the decision. Association President Bill Holdsworth, park superintendent Kevin Brandt, and Visit Hagerstown president Dan Spedden spoke were speakers. Hagerstown's Herald-Mail newspaper ran an article about the announcement. WDVM-TV, channel 25 in Hagerstown, included an interview with Bill in its evening newscast.

The conference is scheduled for Aug. 30 through Sept. 2, 2021.

You can help support the World Canals Conference by contributing to the Association fund designated for the purpose. You will find a line for that fund on your renewal form. *Your donations will be matched dollar-for-dollar.*

One anonymous donor has pledged \$10,000 to seed the Association's World Canals Conference Fund. A second anonymous donor has promised to match any further member donations up to a limit of \$10,000.

Registration fees won't cover all the expenses related to the conference. Recent conferences have been co-hosted by government agencies that could cover the deficit. We don't have that luxury.

The WCC committee plans to solicit support from sponsors and apply for grant money to cover the deficit. Grants usually require us to provide matching funds. We want to leave the Ken Rollins C&O Canal Fund untouched. While the conference is a great promotional opportunity for our canal, we don't want it to detract for our long-term efforts to help maintain the canal.

The Association will publish World Canals Conference updates in *Along the Towpath* as preparations for the conference progress.



Left to right – Dan Spedden, Visit Hagerstown; Barbara Sheridan, C&O Canal Association and Inland Waterways International; and Kevin Brandt, Chesapeake and Ohio Canal National Historical Park Superintendent. – Photo courtesy of Visit Hagerstown

Notice of 2019 C&O Canal Association Annual Meeting

By Steve Dean

The annual meeting of the membership of the Chesapeake and Ohio Canal Association will be held at 1 p.m. Saturday, March 16, 2019, at the Upper Montgomery Volunteer Fire Department, 19801 Beallsville Road, Beallsville, Maryland 20839. The meeting will be for the purpose of electing officers for 2019, electing a nominating committee for 2020, receiving reports of officers and committees, and any other business that may properly come before it. There were no proposed bylaws amendments submitted for consideration at the 2019 annual meeting. All members of the Association in good standing are invited to attend. This notice constitutes the call for the meeting, pursuant to articles II.2, III.1, and IX of the bylaws.

Nominations for Officers and Directors

Officers, except directors, are elected at each annual meeting to serve a term of one year. In addition, five directors are elected at each annual meeting to serve a term of three years. The nominating committee, chosen at the preceding annual meeting, will present a slate of candidates. Additional nominations may be made from the floor at the annual meeting. Members attending the 2018 annual meeting elected Barbara Sheridan (Chair), Christine Cerniglia, Steve Dean, Bob Hibbert, Tony Laing and Jonnie Lefebure to form the 2019 nominating committee. The committee has nominated the following candidates for election in 2019:

Bill Holdsworth – President, Rockville, Md.

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

Rod Mackler – First Vice President, Arlington, Va.

I am the current First Vice President and chair of the environmental committee of the C&O Canal Association, a volunteer organization, which has provided support to the C&O Canal National Historical Park for over 50 years. I am an active volunteer in the park. I am also a regular participant in global canal affairs, having now attended 11 World Canals Conferences on three continents. In July 2016, Interior Secretary Sally Jewell appointed me to the C&O Canal National Historical Park Commission. Finally, I enjoy writing and the opportunity to share my love of the canal with others, including presentations and articles for several canal journals.

Steve Dean – 2nd Vice President, Prince Frederick, Md.

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

Kerry Gruber – Secretary, Gaithersburg, Md.

I've been an Association member since 2010 and joined the board of directors in 2015. I have also participated in hikes along the canal and several World Canals conferences. I was born in Baltimore and raised in North Chevy Chase, Maryland and Washington, D.C. My grandparents lived in the Burleith neighborhood of Washington, D.C. and painted scenes of the canal and Georgetown back in the 1930s. I retired from the federal government in 2012 as an education

A note about the annual meeting location, date and time:

For many years the Association's annual meeting has been held in the Williamsport area on the first Saturday in March. Numerous members have expressed concern about the meeting and dinner continuing until well after dark, issues with food, distance traveled and noise problems at venues. While the food during the 2018 meeting was well received, other concerns were expressed about the meeting.

The Association board has considered these concerns and taken action to address them. The 2019 annual meeting will be held at the Upper Montgomery Volunteer Fire Department in Beallsville, Maryland. This location has supported several Association events, and both the food and venue are well-liked by members. Additionally, the location is closer to a majority of the meeting attendees, who come from the suburban Maryland, District of Columbia and Northern Virginia areas. The event date has been shifted to take advantage of the return to daylight savings time and should allow attendees time to return home in daylight. For the first time, lunch will be available during the "Meet the Candidates" session. Refer to the enclosed reservation form for full details of the annual meeting or contact program chair Steve Dean at programs@candocanal.org.

statistician. The beauty and history of the canal is something I enjoy sharing with others. It would be an honor to continue serving the Board if elected to the office of Secretary.

Richard Radhe – Treasurer, *Columbia Md.*

I have been a member of the C&O Canal Association for over 15 years. For most of those years I enjoyed the hikes, canoe trips, dinners and the efforts of many dedicated members. Six years ago, I decided it was my time to contribute to the Association by accepting the treasurer position. It is an honor to work with former and current board members. It was exciting to implement inventory into QuickBooks to track the sales and distribution of Steve Dean's revised NPS 142 Handbooks and the updated Pocket Guides. I am an Enrolled Agent with a small tax practice which gives me the resources to prepare annual 990 nonprofit Tax Return, Sales Tax and Personal Property Returns. I look forward to serving in 2019.

Doug Zveare – Information Officer, *Rosemont, Md.*

I am honored to be nominated to serve as Information Officer of the C&O Canal Association. I have been an Association member and a Level Walker for over 16 years. During that time, I have completed over 50 level walks, participated in Association meetings and activities as well as having bicycled and hiked the entire towpath several times. I am active in the VIP program helping to install picnic tables, benches and waysides in the Park. I participate in the Association's stewardship of the Swain's Lock picnic area and campground and am completing my fifth year as a director on the C&OCA board. If elected, I will work hard to further the Association's continuing mission.

Tom Aitken – Director, *Martinsburg, W.Va.*

The C&O Canal Association has made many contributions to the greater good of the park, and it has been a pleasure seeing the process at work as a member of the board of directors for the past three years. I first "discovered" the C&O Canal on a bike ride near Fort Frederick many years ago and felt then and now that it is a magnificent place deserving of any volunteer time I can donate. Since joining the Association, I have enjoyed level walking, helping to edit the newsletter, and participating in nature hikes. I am very much looking forward to seeing what the Association and all of its members will accomplish in the park over the next three years.

Tom Crouch – Director, *Charles Town, W.Va.*

I will retire in February 2019 after 45 years as a Smithsonian Curator, serving both the National Air and Space Museum and the National Museum of American History. I hold a doctorate in American History from the Ohio State University and I am the author or editor of some 15 books and scores of articles, both scholarly and popular. More to the point, I have hiked and biked the C&O towpath both alone and with friends

for three decades. I have pedaled from Pittsburgh to Georgetown and ridden from Cumberland to Georgetown four more times. Having enjoyed the towpath for so many years, I finally decided to offer my active support to C&O Canal NHP two years ago, joining the Association and volunteering as a level walker. In order to deal with the heavy accumulation of trash on levels 21 and 22, between Brunswick and Harpers Ferry, I purchased a trailer for my bike and regularly haul everything from old tires to abandoned barbecue grills, assorted scraps of metal, plastic, paper and cloth and multiple garbage bags full of bottles and cans out of the park. I look forward to spending more time in service to the C&O Canal in retirement.

Tim Snyder – Director, *Hagerstown, Md.*

I grew up just outside of Williamsport, about a half mile from the canal. Some of my earliest memories are of the canal, such as catching my first fish at McCoy's Ferry and later running and biking on the towpath. I have a M.A. degree in history from Shippensburg University and am the author of the book, *Trembling in the Balance: The Chesapeake and Ohio Canal during the Civil War* (2011) as well as other articles, many of which have appeared in *Along the Towpath*. I am a strong supporter of the Association's effort to host the 2021 World Canals Conference. I think it is an opportunity of a lifetime to showcase the canal to an international audience and to promote interest in the history and preservation of the waterway and Potomac River Valley. I live in Hagerstown and personally know the president of Visit Hagerstown, Dan Spedden (our sons were on the same Little League Baseball teams, which we coached) as well as other members of the organization. Since I live where the conference will be hosted and have personal relationships with members of the partnering organization, I think that I can be helpful to the Association as we move forward toward WCC 2021.

William R. Stewart – Director, *Arlington, Va.*

I have served as the Association's membership chair since the fall of 2015. In addition to our Canal Association's board, I have served on school, church and arts boards in Maryland, the District of Columbia, and Virginia. I am a member of the Association's Special Projects Committee team that is putting together our first ever Strategic Plan and will be establishing an ongoing strategic planning process. I regularly hike and bike multiple stretches of the canal together with my spouse, Peter Laugesen.

Pat White – Director, *Gaithersburg, Md.*

I've been a member of the Association since the mid-1980s and have served on the board several times, most recently as Information Officer for the last six years. In addition to serving on the Board, I've been a Level Walker since 1989, led the Continuing Hike series for the last 20 years, and have been a

(Continued on next page)

President's Report

By Bill Holdsworth

Recently I felt the need to defend our colleagues in the C&O Canal National Historical Park. In a Sept. 17 article, *The Washington Post* reported that volunteers in the park suffered from “a hostile and unsafe work environment.” The article went on to say “volunteers recalled being demeaned or belittled by park staff.”

Association volunteers contribute hundreds of hours of service to the park. I wanted to make the public aware that our experience has been much better than the conditions described in the *Post* article.

I composed my response in a Dublin hotel room and sent it off to the *Post*. I was pleasantly surprised when they decided to publish it in the Sept. 29 edition:

Happy to Help

Volunteers with the C&O Canal Association have had overwhelmingly positive interactions with National Park Service personnel, in contrast with the situation outlined in the Sept. 17 Metro article “Friction at the C&O Canal park.”

Our members volunteer to help the Chesapeake & Ohio National Historical Park in many ways. Our level walkers report on towpath conditions.

Our Volunteers-in-Park team performs many maintenance tasks within the park.

Our leaders’ interactions (and mine) with park staff are characterized by professionalism, courtesy and respect. We appreciate the work done by the perpetually underfunded park staff.

The C&O Canal Association is an all-volunteer, independent organization. We trace our roots back to Supreme Court Justice William O. Douglas’s 1954 hike with the editors of *The Post*. We have more than 1,000 members.

We respect the valuable work done by other volunteers at Great Falls. If the article’s portrayal of their interactions with park staff is commonplace, we are surprised and saddened.

Bill Holdsworth, Rockville

The writer is president of the C&O Canal Association.

The Park Service isn’t perfect. Neither are we. Based on our experience, people shouldn’t be afraid to volunteer in the park. They are likely to have a rewarding experience.

2019 Annual Meeting (Continued)

volunteer in the VIP Program and at Swains. Currently I’m active with the WCC 2021 and Civilian Conservation Corps Wayside committees. If elected, I will try to do what is best for the park.

Paul Petkus – Director (two-year term), Laurel, Md.

The C&O Canal is my favorite weekend destination in this area. I enjoy hiking, bike riding, and taking photographs along the towpath. I’ve been visiting it regularly since 2005. I have a background in Information Technology, but I also enjoy observing and learning about nature. The towpath is a great place for that. I’ve learned about the flora and fauna in the park through participation in nature walks organized by the C&O Canal Association. I’ve also learned by participation in nature surveys. Two of the surveys to which I contributed from outings in the park were for the Maryland Amphibian and Reptile Atlas and the Maryland Biodiversity Project. Additionally, I’ve participated in butterfly surveys in Howard County. I’ve learned enough from the experts in those surveys to lead annual nature walks along the canal fo-

cusing on butterflies. I sought out a way to formally help the park after assisting three stranded bicycle riders during one outing. As a result, I started volunteering as a Level Walker in 2009. I’ve also participated in activities such as the removal of garlic mustard. I hope to use my background and experience to additionally help the park through board membership.

Barbara Sheridan – Director (one-year term), La Plata, Md.

I have been a member of the C&O Canal Association for over 20 years and have served previously on the board as a director, as 1st vice president, and as president. I have chaired two Thru-Hikes (2004 and 2009) and was the Membership Chair for 15 years. I am also currently serving on the Programs Committee. I was born in Washington, D. C. and have lived in the area all my life. My first awareness of the canal was an aerial view of it from a streetcar while on the way to Glen Echo Amusement Park as a child. The streetcars are long gone, as is the amusement park, but the canal lives on for all to enjoy! If elected, I will work with the Association to help preserve and protect this valuable resource for future generations.

Donors to Association Funds

August 1 to October 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

Laura Grinnan – *R*

James & Janet Heins – *R*

Linda & Michael Marmer – *R*

James & Barbara Moore – *R*

Rod & Pam Rempt – *R*

Patrick & Erica Jo Saccoia Jr. – *R*

David L. Scally – *R, D, S*

Carolyn Hoover Sung – *D, S*

Susan & Robert Youker – *R*

In Honor of C&O Canal Thru-Riders

Dennis & Donna Sloppy – *R*

In Honor of Josh for finding Yummy

Marie Rundle – *R*

In Honor of Susan VanHaften and Rod Mackler for Their 50th Wedding Anniversary

Thomas & Janet Raderer – *R*

In Support of the Canal Boat Fund

William & Rita Bauman – *R*

In Memory of Randy Astarb

Jane & Norman Liebow – *R*

In Memory of Rachel Stewart

Adrian R Stewart – *S*

C&OCA Welcomes New Members

Katherine Andrle & Jim Gilchrist, Gaithersburg, Md.

Don Baldwin, Culpeper, Va.

Larry Cohen, Sharpsburg, Md.

Charles & Barbara Fleischer, Potomac, Md.

Jane Hanna, Leesburg, Va.

Marc Lipnick, Baltimore, Md.

Ken Riddick, Morganton, N.C.

Ralph & Mary Salvagno, Hancock, Md.

Jim & Anne Turner, Olney, Md.

Lynette Whitfield, Rockville, Md.

For membership questions email membership@candocanal.org.

An Appeal for C&O Canal Volunteers to Work at NARA

The C&O Canal NHP has made arrangements with the National Archives and Records Administration in College Park to allow our volunteers to digitize the records it holds for the C&O Canal Company (record group 79.12.2) with

RATES OF TOLL	
BY THE CHESAPEAKE AND OHIO CANAL CO.	
From and after the 1st of July, 1857.	
For each ton of cargo	...
For each horse	...
For each mule	...
For each cow	...
For each sheep	...
For each pig	...
For each barrel	...
For each sack	...
For each bushel	...
For each ton of coal	...
For each ton of wood	...
For each ton of stone	...
For each ton of lime	...
For each ton of cement	...
For each ton of brick	...
For each ton of tile	...
For each ton of iron	...
For each ton of steel	...
For each ton of copper	...
For each ton of lead	...
For each ton of tin	...
For each ton of zinc	...
For each ton of silver	...
For each ton of gold	...

NARA equipment. Volunteers can work on their own time at their own pace. For further information contact Sophia Kelly at Sophia_kelly@nps.gov and see the College Park NARA website at www.archives.gov/college-park.

2018 World Canals Conference, Athlone, Ireland

By Rod Mackler and Chris Holdsworth

The C&O Canal Association was well represented at the World Canals Conference Sept. 10 - 12 in Athlone, Ireland, with 10 members among the 320 or so canal buff attendees. Athlone is in the center of Ireland, astride the River Shannon and near the point where east/west canals meet the north/south Shannon-Erne navigation. Waterways Ireland and the Inland Waterways Association of Ireland hosted the conference.

Waterways Ireland is an all-island body, a creation of the 1998 Good Friday agreement. Waterways Ireland is generally responsible for the navigable waterways of the island. Eighty-five percent of the agency's funding comes from the Irish Republic, fifteen percent from Northern Ireland, roughly the proportion of navigable waterways in the two parts of Ireland. The agency's logo is in three languages: in addition to the English, it reads "Uiscebhealaí Éireann" in Irish and "Watterweys Airlann" in the Ulster Scots of Northern Ireland.

The Inland Waterways Association of Ireland is the voluntary organization for Ireland, again in both the Republic and in Northern Ireland. Local chapters are responsible for the historic canals in their areas. They perform maintenance and repairs and lobby local governments for assistance to reopen waterways that fell into disuse in the 20th century. We were particularly impressed to be shown a steel lock gate on the Newry Canal that had been fabricated entirely by volunteers.

The conference was supported by over 100 employees of Waterways Ireland, ubiquitous in their blue polo shirts and very handy rain jackets with hoods. More than one conference participant asked if they could buy one of those jackets. At every site on the "heritage canals," half a dozen members of the local branch of the Inland Waterways Association were available to interpret the site and answer questions.



Waterways Ireland – Both photos by Rod Mackler

The first day of the three-day conference was spent in presentations, with an evening reception in Athlone Castle, hosted by the town's mayor. After the opening plenary, participants divided into three tracks – heritage, water management or engaging the audience – according to interest.

On the second day we took one of three field trips, to visit canal projects and cultural sites east, west or north of Athlone. The trip east included a visit to a lockhouse on the Grand Canal, the shop where Waterways Ireland fabricates lock gates, the Tullamore distillery (lunch stop, tour and tasting), the Clonmacnoise religious center from the sixth century, and a boat ride on the Shannon, passing cattle, sheep, swans and herons. As on the C&O Canal, the lockhouse on the Grand Canal had a number (26), but also the name of the last family of lockkeepers, Boland's Lock; new owners had remodeled the 19th century lockhouse to the appearance of a French château.

The north tour started with a boat trip on the River Shannon complete with tea, coffee and scones. Participants then visited Drumshanbo where they took a short walk along the Lough Allen Canal, part of the Shannon Blueway. The highlight of this walk was the floating boardwalk on Acres Lake. Lunch and a craft gin tasting followed. After lunch they visited an electro-hydraulic lock along the Shannon-Erne Waterway at Kilclare. Waterways Ireland staff demonstrated the operation of the lock, which requires a smart-card to activate the control panel. The final stop was at a nearby pub, adjacent to the canal, for tea, coffee and homemade pies, scones and other treats.

On the final day, we began in break-out sessions and finished in plenary, capped by a gala dinner. The dinner featured Irish music and dance.



Lock 11 of the Newry Canal, in Poyntzpass. It was fabricated in 2015 by the Inland Waterways Association of Ireland, a volunteer organization.

Along the Towpath, December 2018



Canals and Waterways of Ireland – Cartography © David Edwards-May, TRANSMANCHE CONSULTANTS 2018

A key leitmotif of the conference was climate change. The keynote address at the opening session was given by Catherine Sheridan of the Canals Corporation of New York, detailing the damage to the Erie Canal caused by “extreme weather events,” which are increasing in frequency and severity. She explained the canal’s risk assessment and showed the improvements the state corporation is making to lock gates and other structures to make them better able to withstand flooding. The president of Ireland, Michael Higgins, addressed the final session of the conference, giving a passionate plea to address climate change, not only to protect navigable waterways, but more broadly to save the earth for future generations.

Between these two book-ends, in one of the break-out sessions, Lauren Small of Parks Canada gave one of the talks most relevant to our park, addressing the steps her country’s national parks are taking to mitigate the impact of climate change. She had just returned from a conference on climate change in Los Angeles, where she had met with former Vice President Al Gore. Canada’s cabinet has a Minister of Environment and Climate Change, whose portfolio includes Parks Canada. The C&O Canal National Historical Park similarly has a “Climate Action Plan,” laying out steps our park should take to reduce green house gas emissions and to increase climate change education and outreach.

The Irish canals are celebrated in the island’s literature, music and art. On the initial



Above – The Grand Canal in the heart of Dublin. – Photos by Rod Mackler

Below – Vegetation clearing at Boland's Lock, Lock 26, on the Grand Canal. The first boat cuts the vegetation in the canal with a blade that looks like a giant hedge trimmer. The second boat rakes up the cut vegetation.



boat ride on the Grand Canal in Dublin, our cruise started near the home of the poet Patrick Kavanagh, whose statue sits on a park bench on the side of the canal. One of the hosts from Waterways Ireland read the poem from the top deck. We also heard several times the song “The Auld Triangle” attributed to playwright Brendan Behan. It has been covered by singers as diverse as the Clancy Brothers, U2, Justin Timberlake and Bob Dylan. The refrain refers to the Royal Canal, but it is not a happy tune – Behan was imprisoned in Dublin’s Mountjoy Prison, “along the banks of the Royal Canal.” Finally, two art shows accompanied the conference in Athlone.

C&O Canal Association President Bill Holdsworth gave a presentation on the current restoration efforts at Williamsport. He gave listeners a quick history of the C&O Canal. He talked about the restoration of Conococheague Aqueduct. He described the park’s vision to create the single most complete canal boat experience in North America, operating launch boats over the restored stone aqueduct, under a railroad lift bridge, and through a lift lock.

During this session on Restoration and Heritage Management, Bill shared the stage with an Irish engineer, who discussed the maintenance of heritage lock gates, and the managing director of the Göta Canal Company in Sweden.

Finally, the closing session included a hand-over ceremony, from this year’s Irish

Along the Towpath, December 2018

hosts to the 2019 hosts in Yangzhou, China. Leipzig, Germany will host in 2020. It was announced at this conference that the Chesapeake and Ohio Canal will host the World Canals Conference in Hagerstown in 2021, the 50th anniversary of its designation as a National Historical Park.

The hosts also offered pre- and post-conference tours. The pre-conference tour started in Dublin with a cruise on the Grand Canal and ended in Athlone, providing a way to get to the conference venue, as well as making relevant stops along the way. It included a visit to the site of the 1690 Battle of the Boyne, where the Protestant forces of William of Orange defeated those of the Catholic King James II, setting the stage for the next 300 years of history in Great Britain and Ireland. Within walking distance of the battlefield, the local chapter of the Association was working on the River Boyne navigation, with three locks in various stages of restoration. The high point of the pre-conference tour was a visit to Newgrange, a 5,000-year-old burial site. We spent the night in Enniskillen, in Northern Ireland, the headquarters for Waterways Ireland. Enniskillen is on the southern end of Lower Lough Erne, part of the north/south Shannon-Erne waterway. (The Irish word “lough” has the same meaning and pronunciation as the Scots “loch.”) The tour made several stops at canal sites along the waterway on the way south to Athlone.

There are currently no border controls between the Republic of Ireland and the



Above – Association attendees at the 2018 WCC. (l-r) Barbara Sheridan, Bill Holdsworth, Pat White, Chris Holdsworth, Dan Van Haften, Susan Van-Haften, Jill Craig, Rod Mackler, Sandy Doveikis and Kerry Gruber. – Photo courtesy of Chris Holdsworth

Below – Association President Bill Holdsworth speaks about the Williamsport restoration project. – Photo by Chris Holdsworth



The Shannon Blueway Floating Boardwalk was a popular feature of canal tours during the World Canal Conference. – Photo by Chris Holdsworth

United Kingdom of Great Britain and Northern Ireland. Distances in the south are in kilometers and expenses are in euros. In the north, they use miles and pounds sterling. The people in Northern Ireland voted against Brexit – they fear what will happen if a “hard border” is re-established. The people we met considered themselves Irish, with little distinction between the north and the south. Several of them had two passports, keeping their options open.

The post-conference tour conveniently got participants back from Athlone to the Dublin airport. Again, it mixed waterway and cultural sites, in particular the Titanic museum in Belfast. As an option, some visitors took a “black taxi” to tour the reminders of “The Troubles”: the sectarian murals on peace walls and memorials to those killed in the violence. Twenty years after the Good Friday accords, “peace gates” between the two communities are still closed at dusk and police keep an eye out from watch towers. At the end of the post-conference tour, on the way back to Dublin airport, we stopped at the Lagan Navigation, between Belfast and Lough Neagh, the largest lake in the British Isles. We took a boat ride to an island in the lake, explored the outlet to Newry and had lunch with the local chapter of the Waterways Ireland Association.

The efforts of Rod Mackler to coordinate inputs from others and prepare excellent articles on the World Canal Conference every year are greatly appreciated.

– Editor



Downstream side of Culvert 82 in January 2011 – Photo by Steve Dean

Through Trials and Tribulations: Culvert 82

By Stephanie Spencer

Introduction

Have you ever traveled the towpath and noticed a stream running out the side of the bank and toward the river? Have you wondered how the water is able to flow under the towpath you stand on? Less-noticed than other structures along the Chesapeake & Ohio Canal (C&O Canal), the culverts are amazing marvels of stone and brick that adorn areas of the park throughout its entire 184.5 mile length. There are over 150 culverts of all shapes, sizes, colors, and conditions, and each one has its own story to tell.

While many culverts along the canal have fascinating histories, the history of Culvert 82 is definitely unique. Located near towpath mile 52.5, about a mile above the Catoctin Creek Aqueduct, this 16-foot diameter culvert had survived flood after flood, until this year's flood washed away most of its remnants. Currently, you will find a large breach (or hole) in the towpath, no bridge, and what little remains of the culvert's stonework. Many people have been impacted by the washout, but the tale of the 2018 flood just adds to the richness of this culvert's history.

Background

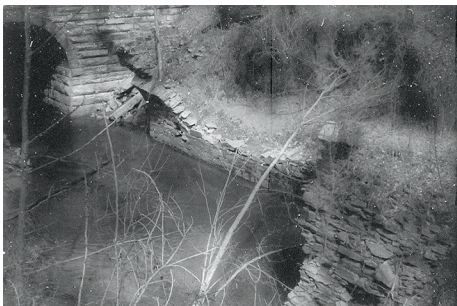
Between 1832 and 1833, Culvert 82 was constructed out of limestone and Seneca red sandstone. It was once used as a road culvert before its primary purpose became a conveyor of Little Catoctin Creek. Around the same time span, the B&O

Railroad (presently CSX Railroad) culvert was introduced on the upstream side of Culvert 82. This railroad culvert is significantly larger than, and is askew (not directly parallel) to, the park's culvert.

The offset between the two culverts causes the strong force of the creek to hit the side of the canal prism that is on the left, as viewed from the towpath. "Imagine a hose that has water flowing through it, and you put your thumb over it to create a jet of water. This is analogous to the effect the larger upstream culvert has on Culvert 82 during significant flood events," says Joe Reed, Park Civil Engineer. Without the offset, the strong force of the creek would run straight through both culverts and would be less likely to cause great damage. Over the years, the water has undermined the bank around the culvert and caused portions of it to fail.

The first collapse was in 1847, a little over a decade after Culvert 82's construction. Between 1848 and 1849, the culvert was rebuilt and stood strong until the 100-year flood of 1924, when it collapsed again. Significant repairs made in 1925 held until the flood of 1972. This was about the time the canal became a national park, and in 1975 park staff worked to replace the stone barrel with concrete and 8-inch steel reinforcing bars.

The flood of 1987 caused the reinforced concrete repair to collapse, and no permanent repairs have been made



1972: Culvert 82 barrel conditions looking upstream – Photo C&O Canal NHP, National Park Service



1972: Culvert 82 barrel conditions looking downstream – Photo C&O Canal NHP, National Park Service



1975: Culvert 82 downstream portal – Photo C&O Canal NHP, National Park Service



2012: Downstream portal of Culvert 82 with crossover bridge – Photo by Steve Dean



2012: Culvert 82 barrel after collapse of reinforced concrete – Photo by Steve Dean



2017: Erosion on bank and under towpath bridge at Culvert 82 – Photo C&O Canal NHP, National Park Service

since. A bridge carried pedestrian traffic across the gap of the open culvert barrel and back onto the towpath. However, in May of 2018, a flood event washed away the bridge, most of the remaining concrete barrel repairs, and most of the downstream arch. With these washouts came a large breach in the towpath, forcing visitors to reroute or find other means of towpath access.

About 6 inches of rainfall within a 3-hour time span caused May's flood. This is the equivalent of a 500-1,000 year flood event, based on a rough analysis by the C&O Canal Engineering staff using the NOAA (National Oceanic and Atmospheric Administration) point precipitation frequency estimates. During the May 2018 flood, the water overtopped the CSX Railroad, cascaded into the canal prism and overtopped the towpath. The force of the water washed away the pedestrian bridge, portions of the creek bank, and much of the remaining culvert. As of July 2018, there was a 55-foot breach in the towpath above the site of Culvert 82.

Impacts

The washout affects through-hikers and –bikers, maintenance repairs, emergency vehicle access, and towpath continuity. Due to the lack of towpath continuity, visitors have found alternative means for continuing their journeys; this varies from crossing the CSX Railroad to fording the creek to detouring onto back roads. However, none of these alternatives are recommended by the park. The active railroad is unsafe

for pedestrian travel and visitors have been fined for trespassing, the creek waters can be high and fast moving, and the back roads are not fit for pedestrian traffic due to high speeds and little to no shoulder. The park recommends either avoiding the washed out portion of the towpath or taking a shuttle service around the washout.

Plans – Current

The current plan to remediate the issue of the washout includes the installation of a temporary causeway spanning the Little Catoctin Creek. The causeway will include a pedestrian pathway leading from the main towpath down to the top of the stream bank where it will cross the creek via the causeway and lead back up to the towpath. This marginal level of access across the creek is being installed by park staff and is a work in progress. The installation is contingent upon water levels and has been delayed several times due to high and rising water. Culvert 82 has two flooding sources, the Little Catoctin Creek and the Potomac River. Even if the creek water levels have dropped, the river levels could still be high enough to impact the work area.

The causeway crossing contains pipes of varying sizes to allow for water flow through the crossing. Rock fills around the pipes to form the causeway, and towpath material forms the pathway on top. The rock fill is armored with riprap, large dumped stones, to strengthen the causeway and avoid erosion. All of this material is placed on a geotextile material



1975: Installation of rebar in reinforced Culvert 82 barrel – Photo C&O Canal NHP, National Park Service



1975: Construction of reinforced Culvert 82 barrel – Photo C&O Canal NHP, National Park Service



1975: Completion of reinforced Culvert 82 barrel – Photo C&O Canal NHP, National Park Service

Along the Towpath, December 2018

(similar to gardeners' felt fabric) to allow for easy removal of the causeway when it is no longer needed. The causeway is expected to remain in place for 1-2 years or until a permanent crossing is established.

Plans – Future

In the coming years, the plan for the washout is to stabilize the eroded area, restore access to the towpath with a new bridge, and rehabilitate many damaged resources within the immediate vicinity of the culvert. The new bridge will be able to carry both pedestrians and vehicles across the channel. This more permanent solution is needed due to the inability to leave the temporary causeway in place. Between Little Catoctin Creek and the Potomac River, the low-lying causeway is highly vulnerable to flood damage.

At this time, the future plans for Culvert 82 do not include rebuilding it. The final stabilization and bridge installation plan is anticipated to make use of an “open channel concept, which has a higher flow capacity than the historic culvert. Given the past performance and history of damage to the structure, due to the flooding characteristics and interplay of the upstream structures, this is currently believed to be the most sustainable solution for the



National Park Service staff installing temporary bridge across Little Catoctin Creek – Photo by Stephanie Spencer

long term. However, the final repair solution may change as we coordinate with various stakeholders and undergo the natural and cultural resource compliance process,” says Reed. As was noted previously, the culvert has a rich history of failures and repairs and would likely fail again.

Conclusion

While much of Culvert 82 no longer stands, everyone can still appreciate its rich history, the grand attempts to restore and save it, and the powerful force of water. While water is one of the canal's most valuable assets, it is also one of its biggest threats. When you gaze upon the 55-foot breach where a stone masonry culvert and a wooden pedestrian bridge once stood, imagine the workers who were there before you and the strength of the water as it rushed over the towpath. Even though Culvert 82 no longer stands, the history of the area remains.

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.



May 2018: Washout of towpath bridge with remains of Culvert 82 downstream portal – Photo C&O Canal NHP, National Park Service



June 2018: Washout of remaining portion of Culvert 82 downstream portal – Photo C&O Canal NHP, National Park Service



June 2018: View from CSX Railroad of remaining portion of Culvert 82 barrel – Photo C&O Canal NHP, National Park Service

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***

In the Beginning: Navigation on the Canal in 1830–1831

Before the work done by William Bauman to transcribe articles concerning the C&O Canal from regional newspapers, the history of the canal's use and operation in the 1830s and 40s, before its opening from Cumberland, was largely unknown. While the C&O Canal Company archives, at the National Archives and Records Administration (NARA) facility in College Park, Md., contain some information about those early years, none of the canal's past historians researched or wrote to any significant extent concerning this period. What information we possess in secondary C&O Canal sources on this early period is largely administrative and is found in Sanderlin's *Great National Project* and Unrau's *Historic Resource Study*.¹

Bauman's most recent collection of newspaper articles covers the 1830–40 decade and provides important details about these earliest days of canal operation. There are, however, certain important facts about this brief era—and especially the 1830–31 period considered in this column—that merit initial recognition.

1. This is a period of overlap with the last use of the Potomac Company works between Seneca and tidewater. For downstream boats, the first important work was the protected channel on the Virginia side that bypassed the Seneca Falls that lie just about half of mile below the mouth of Seneca Creek. The second was the mile-long bypass canal with 5 locks on the Virginia side of the Great Falls. Finally, there was the 3-mile canal on the Maryland–D.C. side that bypassed the Little Falls beginning above C&O Lock 5, running down to Lock Cove, which is known in C&O Canal records as “Old Locks,” and which is now known as Fletcher's Cove. Initially three wooden locks, replaced in 1818 by four stone locks, provided access to the Potomac River from that bypass canal.

2. The craft using the canal in this era were generally called gondolas, scows and floats. Canal regulations issued in July 1831 required that they be pulled by men or horses (reference to mules pulling boats on the C&O are rare until the 1850s) and have “strapping or snubbing lines” for controlling these crafts when locking through to prevent damage to the lock or the boat.

Those described as having a square or “sharp-covered” heads, were required to have a “semicircular platform firmly fastened upon each end so as to save other craft and the canal prism and masonry from injury by contact with the corners.” There is also a regulation that no “raft or tow” of timber should consist of more than eight cribs and the cribs must be “joined so that they could conform to the curvatures of the canal banks and could glide past them without rubbing.”²

With the opening of the first significant section of the canal, the company established four classifications for canal users: (a) Packet boats—designed for passenger transportation only; (b) Freight boats—designed for passage and freight; (c) Scows—large, flat-bottomed boats having broad square ends (what today we would call a barge), and (d) Gondolas—long, narrow, flat-bottomed boats with a high prow and stern.³ On other rivers in the eastern U.S., boats that roughly fit this latter description were often called “sharpers.”

3. The boats using the canal in these years were designed primarily to navigate on the Potomac and its tributaries, and thus had a very shallow draft—as little as 1 foot—even when loaded. They would enter or leave the canal at the first inlet lock (also known as a guard lock) or river lock available, depending on where they entered the Potomac and how much of the canal was operative. Most such craft would not have carried tow animals but could be towed by the crew. The use of poles was not permitted as they would have damaged the clay lining originally given to the canal earthen prism sections. One is left to wonder, however, if at entry locks from the Potomac, early canal entrepreneurs rented tow animals or men looking for work who made themselves available to assist in towing.

Unrau reports that boats improved in design and construction in the 1830–40 decade, and that on April 11, 1835, the *Williamsport Banner* reported that the “first regularly formed boat, which has entered the canal at its head” (at that date, Dam No. 5).⁴ Presumably the “regularly formed” means that it was designed primarily for canal rather than river navigation. However, the towpath through Big Slackwater was not finished until the boating season of 1839, so those 3½ miles may have been a challenge for it.

At the time of the ceremonial beginning of the C&O on July 4, 1828, all three federal district cities (Washington, Georgetown and Alexandria) wanted to have the canal's eastern terminus. However, the canal company president Charles Mercer had hoped to delay the eastern terminus decision until the canal reached Harpers Ferry, explaining the canal's construction beginning near Lock 6. However, the City of Washington (committed to purchase \$1 million

in stock) insisted the decision be made immediately and by September 1828 a compromise had been arrived at making a Rock Creek basin in Georgetown the official terminus. To satisfy Washington the canal company agreed to build a branch to the Washington City Canal and to make Alexandria happy it agreed to help it get financial support from Congress for their own branch canal from the C&O Canal and to build the C&O connection to an abutment for a Potomac aqueduct. One consequence of the brief delay in the terminus decision was that construction from Lock 6 down to Rock Creek was designed, surveyed, and contracted separately from the canal above.

An article in the *Maryland Gazette* March 11, 1830, reported that water had been let into the canal “from the Powder House [near lock 6], down to the Old Locks” (i.e., Potomac Co. locks at what is now known as Fletchers Cove). The opening of this short distance of about 3 miles might appear insignificant, but it preserved the Little Falls bypass by allowing boats to use its old channel along the river and the new C&O prism that must have begun at Inlet 1. Unrau reports that the C&O Canal Company adapted the Potomac Co. Guard/Inlet structure.⁵ That structure appears to have been at a transition point from the channel along the riverbank (used as a feeder channel from behind C&O Canal Dam 1) to the 2-mile level between it and the Old Locks that was a bit inland from the river and higher above it as the river flowed down the Little Falls to tidewater.

The March 11 article notes that one light boat “traveled the 2 miles in 15 minutes; that is, at the rate of 8 miles per hour.” That speed raises questions as to how it was obtained. The most reasonable answer is that the boat was pulled by horses traveling at a trot and one wonders if tow animals had been available for boats using the Little Falls bypass canal even in the Potomac Company days.⁶ It seems unlikely that the canal on that short stretch would have had a current that fast.

Hagerstown’s *Torch Light & Public Advertiser* (TL&PA) in an article on Oct. 14, 1830, noted that by the previous day (Oct. 13), watering of the canal from Little Falls (Fletchers) up to Seneca (i.e., Inlet No. 2) was completed and the entire stretch was navigable. Significantly, it was immediately used, as the article includes this:

We understand that one boat, bound for Harpers Ferry and the Shenandoah, passed up yesterday, and in consideration of her being the first and the harbinger of good news to the country, she was permitted to go toll free; two boats also came down.

This information means that *we can consider 1830 to be the first year of C&O Canal navigation*—but only for the latter part of the year. Nevertheless, according to a Nov. 25 article in the TL&PA, interruptions to navigation had occurred three times due to breaches blamed on “the unskillful method in

which the wall which gave way had been constructed.” Thus, the *first full boating season* on a significant section of the C&O was 1831.

According to that same Nov. 25 article, the *Charles Fenton Mercer* packet boat carrying President Mercer and the directors of the canal company passed along this first 19-mile section between the Old Locks and Inlet 2, on Nov. 20. The article also states that the boat was 11 feet 8 inches wide and 75 ft. long, and notes that this was 3 feet narrower and 15 feet shorter than the lock chamber—confirming 90 ft. as the original usable lockage length (i.e., the maximum space for a boat between the gates).

Significantly, the first 27 locks on the C&O Canal were built to 1828 specifications that required culverts around the upper lock gate pockets and in the masonry sides of the lock chamber with openings at three points that fed water into the lock to fill it. This system for filling the lock was so efficient that the article indicates “the side culverts of the locks... caused the boat to ascend readily from one level to the next, and to pass through the chamber of the lock in less than three minutes.” If the use of the side culverts were combined with the admission of water through paddle gates in the upstream gates, the lock likely could have been filled much more rapidly than with the upstream paddle gates alone. Ultimately the use of the side culverts was discontinued resulting in references to lock-through times of 10 minutes.

But the article tells us further:

The passage through one lock was accomplished in two and a half minutes; and the Engineer in Chief [Benjamin Wright] was of the opinion that, with prompt exertion, the passage through a lock might be accomplished in two minutes.

And we are also told:

The same boat was some time ago, when crowded with passengers, propelled by three horses, along a single level of 2 miles and a quarter, at a rate very little short of 8 miles an hour.

Notably, the *Charles Fenton Mercer*, along with the *George Washington* and the *Lafayette*, were the first three packet boats to operate on the canal and were owned and operated by W. W. Fenlon, L. M. Offutt, and Charles Embrey respectively.⁷ They began formal service the following spring (1831) but were not licensed until July 26, ten days after the canal company passed the following stipulations for packets:

No boat shall be used as a Packet Boat on said Canal, unless specially licensed therefore, which license shall give to the said Boat the privilege of carrying passengers to and from any point on said Canal, between the Basin at Georgetown and Rushville [at the Lock 23 and Inlet No. 2 location]; and the owner or master of said

Packet Boat shall pay for every trip up or down between said Basin and Rushville, or any intermediate points, the sum of one dollar and 50 cents, which sum shall be paid weekly to such collector as may be authorized to receive the same, and on any failure to pay the said sum, or fraudulent return by the owner, master, or other person having charge of the said Boat, of the number of voyages made in the week by said Boat, its license shall be forfeited.

As indicated, while the initial 19-mile section of canal from Inlet No. 2 to the Old Locks (i.e., Fletcher's) was navigable in late 1830, the canal below the Old Locks and through Georgetown to Rock Creek was not brought into service until Sept. 19, 1831 (although the Tide Lock and Lift Locks 1–4 had been completed in April 1831⁸). At the Old Locks there must have been a basin dating back to Potomac Company days for handling boats that were being turned, loaded or unloaded, or awaiting lockage down to the river. It would have been used by the C&O also, and may even have been improved for the brief period when the Old Locks were the eastern terminus.

On Jan. 31, 1831, the TL&PA reported the canal between Inlet 2 and the Old Locks was still in use and although “interrupted occasionally by those accidents common, as we are appraised, to all new works of this description,” it had not yet been closed by ice. In fact, “very recently” 45 boats had traveled down the canal that were:

laden with more than 6,000 barrels of flour, part of which descended by the Shenandoah, from Port Republic, a point within 20 miles of Staunton, the geographical center of Virginia; and another from Williams-Port, in Maryland, 100 miles above the District of Columbia; and wood, for fuel, has already been brought down the Canal a distance of 16 miles, from above the Great Falls of Potomac.

As we learn from a May 7, 1831, *Frederick Town Herald* article at some time in the new year the canal had ended its first, 1830, boating season. We also learn that the first tolls for the 1831 boating season were paid March 21 “at the locks above Georgetown” (i.e., the Old Locks) and that \$8,400 in tolls had been collected in the first month. It also quotes a *National Intelligencer* report on preparation being made “for the construction of a boat on the margin of the canal, capable of carrying 11 hundred barrels of flour.” It adds:

The proprietor having lately towed several boats together, having more than nine hundred barrels on board, by one horse, expects, with the same power, to tow that which is now constructing, when fully laden; though his principal object is to transport several thousand cords of wood to market; which, before the canal was completed to the Great Falls, was utterly worthless.

On April 7, 1831, a TL&PA article reprinted from the *Georgetown Columbian Gazette* reflected the public optimism concerning the canal and the belief in the superiority of canals over railroads:

It was mentioned not long since, as a matter of great boast in the Baltimore papers that one horse had drawn upon the rail-road, 200 barrels of flour, with a number of cars and passengers, weighing in all 30 tons. We can beat this; one horse drew on the canal, last week a boat containing four hundred and 50 barrels of flour! It is the opinion of engineers that if a boat can be constructed of sufficient size to contain that quantity, and suited for canal navigation, one horse might draw eight hundred barrels.

Further the *Gazette* article did not ignore the financial significance of this early canal traffic, noting that:

The tolls on the article of flour alone, which passed the locks at the Little Falls last week, and has arrived at our wharves, will be equal to at least *three thousand dollars* [the emphasis is in the original] and that as large a quantity has passed down during the present week. — This is exclusive of many other articles of produce, and of the boats which have passed up the canal.

By April 16 the *Frederick Town Herald* reported that “Thirty thousand barrels of flour, with much other merchandise” had come down the canal since it had opened for the 1831 boat season and June 11 it reported shipping between March 21 and May 14 included:

Flour	83,106 barrels
Whiskey	752 barrels
Wheat	7,401 bushels
Bacon, Butter and Lard	84,540 pounds
Corn	202 bushels
Hemp	4,000 pounds
Iron	85 tons
Bran and other offal	1,190 bushels

On May 19 the TL&PA reprinted an extensive article from the *National Intelligencer* that provides a highly romanticized report of an excursion trip up the canal emphasizing its grandeur and beauty and including the fact that, pulled by three horses, the packet boat traveled at 6 miles an hour.

Much of the remaining coverage for 1831 concerned the canal’s efforts to collect payments coming due on its stock as well as the legal battle in the Maryland Court of Chancery with the B&O Railroad concerning the rights to the shoreline through the narrow passages between Point of Rocks and Harpers Ferry. The *Frederick Town Herald* in reporting

(Continued on next page)

Volunteers-In-Parks

By Jim Heins

2018 Was No Picnic for the VIPs

This has been a tough year for everyone, primarily due to adverse weather conditions that caused a lot of damage in our park. Flooding resulted in significant damage throughout. The Swains Lock area took it on the chin, being flooded more than once, with most of the picnic tables washed away. As reported previously, between the park and our association, parts for 14 new tables were purchased and member volunteers primed and painted 70 6-foot 2 x 6 boards in preparation of building new tables to replace those lost at Swains as well as at Fletchers and Monocacy. The VIPs built and installed five tables at Swains. Due to a continued mess at Fletchers, we will replace seven tables there next spring. Two more tables will be placed at Monocacy around the same time in 2019.

The ongoing new bench program has continued and the VIPs installed their 18th bench for this year adjacent to the Riley's picnic area. This was a tremendous achievement. Hats

off to the following who hung in there, traveling to and working at sites from Great Falls to Lock 75 – Jim Biasco, Mike Bucci, Tom and Linda Lightfoot, Dave Long, Ron Mackler, Skip Magee, Craig Roberts, Jim Tomlin, Phil Travers, Doug Zveare and myself.

Additionally, members of the VIPs and the Swains Lock stewards finally got a reasonable day to try and spruce up that area for the last time this season.

Next year, we will continue with more new bench installations, more picnic tables, more time with the stewardship work, emphasis on removing garlic mustard and supporting the annual Potomac River Watershed Cleanup (for the 20th consecutive year).

We hope more volunteers will come out to join us in these efforts.

– Jim Heins, VIP Coordinator



Jim Biasco and Craig Roberts install a bench, while Jim Tomlin records the GPS location – Photo by Doug Zveare



A newly completed picnic table at Swains Lock – Photo by Jim Heins

Accompanied by the Past (Continued)

on Nov. 12, 1831, Chancellor Bland's ruling in favor of the B&O, simply states: "It is understood that this case will be carried up to the court of appeals for trial at its present session."

On Jan. 7, 1832, the paper states that regarding "the appeal of the Chesapeake and Ohio Canal Company vs the Baltimore and Ohio Rail Road Company, the court has reversed the decision of the Chancellor and decided in favor of the canal." Thus 1832 began with the C&O free to continue construction above Point of Rocks and its first critical section of canal ready for a third boating season when spring arrived.

Notes:

1. Sanderlin, Walter S. *The Great National Project: A History of the Chesapeake and Ohio Canal*. (Eastern National, 2005 edition); Unrau, Harlan D. *Historic Resource Study: Chesapeake and Ohio Canal*. (2007 pdf edition available at: www.nps.gov/parkhistory/online_books/choh/unrau_hrs.pdf)
2. Unrau, HRS, 336.
3. Ibid.
4. Ibid, 337
5. Ibid, 238
6. The two-beat trot or jog of horses averages 8–12 mph.
7. Unrau, HRS, p. 337–38.
8. Ibid, 227

Nature Notes

By Marjorie Richman

When Birds of a Feather Don't Flock Together

In the spring we see birds flitting about in the trees either alone or with a mate. They are famous for being extremely territorial. If you stray into a bird's territory, be prepared for a harsh scolding. If there are chicks in the nest, either parent may combine dive bombing with scolding.



Male and female eastern bluebirds during courting – Photo by Steve Dean

Sometime in the fall, as the length of daylight gradually shortens, their behavior changes. Birds form “winter flocks,” a collection of various species of birds that fly together. No longer picky about mixing only with their own species, they now welcome a variety of company. Birds intuitively recognize that cold weather requires a different survival strategy when food is scarce and predators are hungry.

Winter flocks are commonly seen along the towpath even in the coldest weather. Birds must eat constantly to keep up their metabolism, so it's business as usual to keep moving to find the best sources of food. A flock may comprise a dozen or more birds spread out over a number of trees. It's always interesting to note the various behaviors of a winter flock. There are definitely leaders and followers. Most will be looking for insects under the bark or stray berries; others will be acting as lookouts, watching for danger. If a predator is seen, the danger call is sounded and as a group the entire flock takes to the air. Depending on the size of the flock, this can be quite a sight.

Along the Towpath, December 2018

When it's very cold you might see a bird fluffing its feathers to the point where it looks as if it has gained several pounds. The bird seems transformed into a small, chubby ball. This is actually a way to keep warm. Fluffing traps warm air within the bird's feathers, insulating the body from the cold. The more trapped air, the warmer the bird, at least temporarily.

It may seem counterintuitive, but I have had more bluebird sightings along the towpath in winter than at other times of the year. Bluebirds form flocks typically of their own species. A large flock of tiny bluebirds spread out along a line of trees is a spectacular sight. We know that northern bluebirds fly to our area in winter; we don't know if our resident bluebirds also migrate. The bluebirds we see in winter may be a mixture of migrants and residents combining their energies to find food and safety, and they seem to like the towpath. The best time to see them is usually a bright sunny day, regardless of the temperature.

Keep in mind that birds have a difficult time in winter. It's nice to see them along the towpath, but it is also satisfying to see them in your back yard. A bird feeder is a welcome sight to a flock in winter. I've been told that the most nutritious food for birds in cold weather is sunflower seeds, which are protein rich and high in calories. It's better if you buy them already hulled, as small birds have a hard time cracking the shells. Don't be surprised if you see birds that typically eat berries scarfing up the sunflower seeds. Birds will happily alter their diet when food is scarce.

As the length of the day increases, birds revert to their habitual behavior. As spring progresses, territorial boundaries are established and the birds' energy turns to nesting and raising the young. All is back to normal.



Bluebird on a traffic sign – Photo by Pat White

The 2018 C&O Canal Through-Ride – The Ride That Almost Wasn't

By Debbie Poole

John F. Kennedy once said; "Nothing compares to the simple pleasure of riding a bike."

If you've ever been on the C&O Canal and experienced the sheer beauty of nature, the river, the canal, the wildlife, the history and friendships made on the trail, you would understand that nothing does compare to the simple pleasure of riding a bike.

Normally, the fall is a beautiful time of the year – a time of coolness and leaves changing color. However, before the C&O ride scheduled to begin Oct. 5, 2018, the area surrounding the C&O Canal experienced rain – not just a little rain but excessive rain on a daily basis. The rain caused flooding along the river and also impacted the C&O Canal towpath directly. Denny Sloppy and the riders who had signed up for the ride were concerned about trail conditions and safety. The rain and its destruction created detours, additional shuttles, many phone calls/emails, and a lot more planning for Denny Sloppy and his team of experienced leaders including Pat Hopson, Norman Liebow and Art Wise. Initially, almost 20 people had signed up for the 2018 ride; 12 began and at the end of the ride 10 remained.

"The Ride That Almost Wasn't" went on, and riders experienced an adventure like no other ride. The adventures included weather, soldiers and bullets, and an unexpected "real bull" experience.

Day One – Cumberland to Paw Paw. The adventure began with shopping at the train station store. New shirts were purchased, and the ride began. Within the first mile, stops to view the canal boat replica, mile marker 184.5, and a tunnel occurred. Overall, the first 10 miles were filled with our first experiences and challenges of mud. The trail conditions were

bad, and one rider made the decision to stop after Day One due to the impact of the mud to her knees. After these first "treacherous miles" the canal became peaceful, and mud no longer seemed to bog the group down. We began to make up lost time and arrived at Paw Paw with no accidents or flats. Each person was looking forward to washing off their bikes and getting a good night's sleep.

Day Two – Paw Paw to Hancock. The Paw Paw Tunnel was open! Our ride began sharing the canal trail and tunnel with extremely fit men and women who were riding in support of Operation Second Chance, an organization that benefits returning veterans. These people were in shape and were biking from Pittsburgh to Gaithersburg in four days total. They flew past our group like eagles. One of their riders commented to our group that their group was going so fast that they were envious of our group, as they could not enjoy the canal and its beauty. Our group took photos on the Paw Paw boardwalk, and our next stop was at Bonds Landing. However, the stop at the Landing was quick as mosquitoes chased our group away. Lunch was at Bill's Place, and this year we were on a "treasure hunt." If you've been to Bill's, you've seen the "money on the ceiling." Although our group last year inscribed a dollar bill to be placed on the ceiling, it was not found during our treasure hunt. Maybe next year we will find it. Several of us purchased glassware/antiques being sold outside of Bill's in support of a man who is battling cancer. Our group had our first and only flat tire immediately after leaving Bill's Place. We were lucky enough to preview the new bridges which are being built to extend the Western Maryland Rail Trail to Bill's Place. It is expected that this section will be open in late 2018 or early 2019. Regardless, it will be a welcome addition to cyclists using the WMRT.



Muddy conditions at Evitts Creek – Photos by Pat Hopson



Bullets and Bikers – the group with reenactors at Fort Frederick

Day Three – Hancock to Williamsport. The group met at Park-n-Dine to begin the next day's journey. We rode to Fort Frederick, where a re-enactment, "Picketing the Potomac," was occurring. During the re-enactment we witnessed dress parades/inspections and an artillery demonstration. Our biking group took a photo with Union soldiers and titled the photo "Bullets and Bikers." The Union soldiers completed a volunteer company drill, and our group watched the drill which included a cute young boy (a Fort Frederick visitor who was approximately 8 years old). From even where we were standing, we could see the kindness of the "soldiers" and the smile on the boy's face. Our group went to the visitors center, where we ate "smashed pies" and watched the movie that depicted the history of Fort Frederick. We rode along the canal, seeing the beautiful river, the Four Locks area, and Dam 5. We saw blue herons, a beaver, and the largest turtle sighted on our trip. Our day was wonderful, and each of us was thankful to be part of the ride. In the evening, many of the bikers met Tom Perry for dinner in Williamsport.

Day Four – Williamsport to Harpers Ferry. The day began with a road detour to avoid washed out areas of the canal. Norman provided our group with great road riding instructions, and using his Boy Scout training, we divided into groups of three to begin our "road ride" to reconnect with the canal. After the road ride one rider commented on the number of dead baby snakes along the road. Many of us were glad we had not seen them. We connected with the canal at a foggy McMahon's Mill. One rider had never experienced the beauty of Western Maryland's section of the canal, and we who live here are proud of the C&O Canal in the Hancock to Harpers Ferry sections. Although we detoured using the roads to avoid washed out sections of the canal, what we did not know or expect was the horrible deep mud which stretched for over a mile after leaving the Big Slackwater concrete walkways. The mud created problems for every rider, and we became walkers who pushed and carried bikes. In addition to mud, removing the mud with sticks from our tires, we later had to carry and

lift bikes over five large trees below Dam 4. This was by far the most difficult and challenging day; however, we helped each other to make it through. One person in our group assisted many in carrying the bikes up the spiral staircase to the bridge into Harpers Ferry. We took photos of our group and others at The Point. We met people from Germany who were hiking the Appalachian Trail. Here we also learned that one of our riders – whose trail name of Iron Butterfly was given to her by her companions – had hiked the entire Appalachian Trail in 2016. For dinner, our group found a new restaurant, Canal Place, where the food, atmosphere, and the owners made the evening quite pleasant and enjoyable. Again, we looked forward to showers for ourselves and for our bikes.

Day Five – Harpers Ferry to Whites Ferry/Leesburg. The day started with meeting a Scotsman, who showed us photos of himself in his kilt, and watching the CSX train cross above us. As we rode, we battled mosquitoes (as we did every day). An early morning stop at Beans in the Belfry (Brunswick, Md.) let us enjoy coffees, iced teas and pastries. We continued to Point of Rocks, where the parking lot was covered with dried mud, and we were told that in the week prior, flooding had occurred in the area. A new monument had recently been erected, and we saw that in 1936 the flood level had reached 41.03 feet; and in 1996, two floods occurred, reaching 36.34 and 36.26 feet. As we crossed the Monocacy Aqueduct, we noted that the skies were beautiful and reflected both darkness and light. Due to recent rains, we saw a number of trees, bushes, and debris piled against the aqueduct. We spoke of possible damage to the aqueduct due to this recent flooding. Artists were sketching and painting. We took some great photos against the river and on that day, it was a place where artists could definitely be inspired.

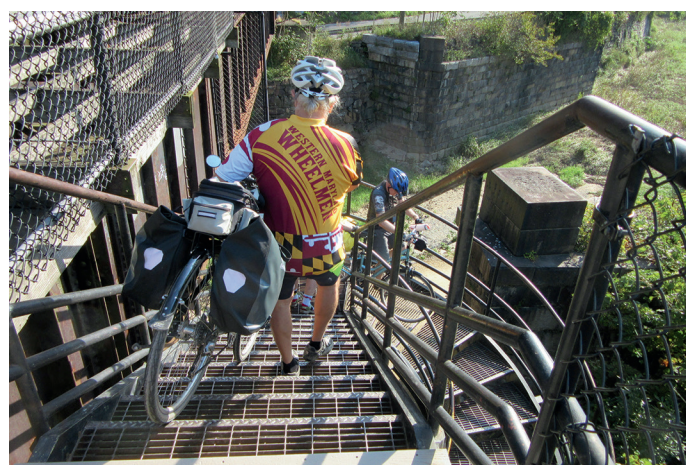
Finally, we arrived at Whites Ferry. The building was closed due to flooding the week prior. We were told the water rose to the middle of the height of the first-floor windows. We noticed the water marks on the ferry building that depicted

(Continued on next page)



Negotiating the mud downstream of Big Slackwater

Along the Towpath, December 2018



Descending the spiral staircase opposite Harpers Ferry

Continuing Hike Series

By Pat White

After 20 years of leading these hikes, I'm running out of ideas. There are three hikes on the calendar and one TBD, and I'd appreciate some suggestions. Meanwhile in February we'll try to do the Taylor's Landing Hike that was scheduled for September but canceled due to high water. This is an interesting area with really different culverts and caves where the residents of Sharpsburg are reputed to have hidden during the battle of Antietam. Then in March we'll return to that old favorite, the Paw Paw Tunnel Transit Stones hike which involves climbing Tunnel Hill and bushwhacking through the forest to find the remaining five surveying stones used by the Tunnel surveyors in the 1830s. This is a somewhat strenuous hike and not for the



"Great hike, despite the snow!" (l-r) Chris Colgate, Neil Gilliam, Dick Ebersole, Barbara Sheridan, Jack Ebersole, Barbara Elliott, Wayne Anderson and Deb Ebersole at the Fifteen Mile Creek Aqueduct during the November 18 Continuing Hike. — Photo by Pat White

fainthearted. Hopefully, we'll get this hike in before the scaling work resumes in the tunnel cut; and we can return through the tunnel. I'm still looking for ideas for the September hike. In November we'll walk downstream from Dargan Bend to Lock

36 and then leave the towpath to investigate the colonial era iron mine on the berm just upstream from the lock.

For all hikes, dress for the weather and bring water and lunch. We hike rain or shine, but will cancel for floods or really adverse weather events. Cancellations will be posted on line and possibly by email "Blasts" if sufficient time is available, but contact me at hikemaster@candocanal.org or 301-977-5628 if in doubt.

— Patricia White

Through-Ride (Continued)

flood heights in 1972, 1996, and 1985. We were tired, but the store was closed and the bathrooms were unavailable, so, we went to wait for our turn to cross the ferry. It was our turn to cross ... however, we were told to wait. No big deal. The ferry arrived again, and we were told we were not able to cross due to a BULL on the other side of the ferry ramp. The ferry owner was fearful of our safety as bikers. The bull was real, black and large. We learned after waiting almost an hour to cross (five or six turns) that the bull had escaped from a farmer's field. Ambulances and deputies were present on the other side (Leesburg side). A man in a red car exclaimed, "I've come here for 2.5 years and never seen this before," and further stated, "I better close my window since I am in a red vehicle." Although we were left off and the bull was still roaming, we were safe and able to make our way to our hotel.

Day Six – Whites Ferry to Georgetown. Our arrival in Great Falls was the highlight

of the day. With the abundance of rain, the waters flowed beautifully around the rocks. We took many photos and enjoyed lunch with a former rider who had canceled before our trip because of an injury. This part of the C&O provided incredible herons (blue, gray and white), along with a sighting of deer and turtles. The beautiful scenery made this last day very enjoyable.

At the end, it is difficult to leave our friends (both new and old); however, each of us leave with a feeling of accom-

plishment and memories of a ride which many hope to take again. As they say, life is made up of moments and memories. It is the memories of each trip taken that reminds us that "nothing compares to the simple pleasure of riding a bike" – and I might add – with a great group of people. The ride of 2018 is a ride that many will remember as the Ride That Almost Wasn't – but we are sure glad it did! Until next year and ride ... we have our memories.



The finishers at Georgetown. (l-r) Norman Liebow, Barbara Elliott, Donna Sloppy, Debbie Poole, Denny Sloppy, Wayne Anderson, Pat Hopson, Kathy Merchant, Patricia Welty, and Art Wise. — Photo courtesy of Pat Hopson

On the Level

By Steve Dean

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

2018 was a year of near historic rains on the canal. The rains caused several floods; one of which blew out a weakened culvert near Brunswick and caused a towpath breach. It's important for park users and volunteers to remember that when catastrophic situations like this happen, the already spread-thin park staff will do as much as they can to restore towpath continuity, but that the issues can create unsafe conditions and technically difficult problems to resolve. Both the Association and the park appreciate your attention to safety and observation of park regulations in these situations. Enjoy the remaining fall time and the early winter! I notice that many level walks are conducted over the holiday season and winter. I hope I see a few of you out there this winter.

— Steve Dean, Level Walker Chair, levelwalker@candocanal.org

Level 1 Tidlock to Incline Plane: Bob Radlinski and Laura Galvin report Nov. 3: There was quite a bit of trash on the level, but we also removed some between Fletchers and the inclined plane. The towpath was puddled from recent rains.

Level 2 Incline Plane to Lock 5: Rod Mackler reports Oct. 21: The canal was mostly drained, but there was surprisingly little garbage beached on the bank or in the grass. Green walnuts were impersonating tennis balls. There were a few ruts on the towpath, both sides; none was serious enough to hinder walkers or bikers. The boat/canoe area at Fletcher's Cove was almost without water at low tide. The canoes and kayaks are still stacked at the edge of the now dewatered canal.

Level 3 Lock 5 to Cabin John Creek: Allyson and Barry Miller report Aug. 20 and 21, Sept. 3 and Oct. 10: There is typically a lot of trash in the Lock 7 area. We trimmed weeds and vines off the foot bridges, starting at Lock 8, going south to Lock 6. We trimmed anything that was reaching outwards to the towpath and hanging down that could obstruct runners and cyclists. The Lock 8 area was overgrown during all of the walks. We found some small statues at the Lock 7 parking area in October. **Abigail Passeri reports Aug. 26 and Nov. 17:** It was dry and overgrown in August, with relatively little trash. Although it was early on a Sunday, a lot of people were out. It was a good day to walk my new puppy. In November the prism was full of water, and quite high in places. Most trash was alcoholic beverage related, especially around Lock 6.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports September through November: The towpath was monitored over numerous walks, through all conditions. No significant issues were reported during this period.

Level 5 Lock 14 to Bridge at Cropley: John N and Frances M. Maclean report Nov. 18: The heavy, record-setting rains of this year have created several extensive watered areas in the canal that previously were dry or nearly dry, and as a consequence the ducks have returned in large numbers to areas they had abandoned. The towpath was in pretty good condition, considering the amount of rain this year. There were a few muddy patches, but none extended across the entire width of the towpath.

Level 7 Great Falls Tavern to Lock 21: Nancy Benco reports Aug. 23: Despite rainy weather, most of the towpath was in good condition. There were a few ruts with water but nothing serious. One happy family with two young boys were riding bicycles and were on an “adventure” — they were riding 60 miles from Harpers Ferry to DC and had spent the previous night in a lock house.

Level 8 Lock 21 to Lock 22: Jack and Karen Forster report Oct. 7: Swain's Lock house is much improved but ready for paint on the rear wall. Culvert 25 was completely covered by water. Pennyfield lock house is in great con-

dition but could use new whitewash. The new bench upriver from Swain's Lock has much grass in the leg area.

Level 9 Lock 22 to Seneca Aqueduct: John McGraw reports Sept. 7, 8 and 16: A large group of walkers was out on Sept. 7. Conditions were very wet after the recent rains. There were numerous downed trees on the level.

Level 12 Sycamore Landing to Edwards Ferry: Carol Ivory, Pat Hopson, Margaret Nuese, Frank Wodarczyk, Janet Kegg, Larry Broadwell and Ron Wise report Sept. 1: The towpath just downstream from the Chisel Branch Hiker-Biker camp is damaged on the canal side (a section is falling into the prism). The towpath surface generally in good condition, but there are sections that are muddy with bike tracks digging into it. We picked up quite a bit of trash, but given the evidence of extensive flooding, branches, logs and natural debris, there was less than expected. **Pat Hopson and Frank Wodarczyk report Oct. 27.** We were sorry to note that the picnic table at the Chisel Branch camp was removed, with no sign of it remaining. It was there when we did our Sept. 1 level walk. The towpath on this level was in good shape most of the way, with only a few small puddles.

Level 13 Lock 25 to Harrison Island: Liz Wagner reports Oct. 17: The towpath is in much the same condition as in July, with the top gravel layer absent in several patches. There are now 3 areas where yellow “CAUTION” tape has been tied to trees to warn cyclists of deep ruts and standing water on the towpath. A tree that had fallen across the path had been partially removed and the tree trunk left on each side the path. The trunk ends had been painted bright red. Most of the prism had water in it.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports Aug. 19, Sept. 21 (with Steve Horvath) and Oct. 25: In August I noticed that in different places the towpath gravel had been washed on to the canal wall next to the towpath. The canal prism still contained a significant amount of water for most of the level. There are a few dry spots in the prism. On Sept. 11, the canal prism was full of water all the way down to White's Ferry. At White's Ferry, the water rushed through the drain at White's Ferry Road to the other side of the road into the canal prism. On Sept. 26, the water in the prism had receded however, most of this level has water in it at various depths. There are many downed trees in the prism along the level. In October the river had receded back into its banks from earlier flooding. Between Mile Markers 37 and 38, there is some severe erosion caused by river flooding. In one spot, there are some logs that surround the hazard with yellow tape wrapped around the logs. This spot is a hazard to cyclists. There are numerous herons frequently sighted on this level.

Level 16 Lock 26 to Monocacy Aqueduct: Jon Wolz reports Sept. 19 (with Steve Horvath) and Oct. 25: In September the towpath was in good condition and it did not appear there was any river flooding across the towpath from the Sept. 11 Potomac River flooding. There were no sinkholes in the vicinity of culvert 68. The Potomac River was up against the towpath from

Along the Towpath, December 2018

21

about milepost 41, near the rear of the Lock 27 house and was flowing by the waste weir near Lock 27. Some of the foot rails on the Monocacy Aqueduct need repair and bikers dismount signs are still missing. Vegetation is growing on the towpath and on top of the berm side wall where the mortar is disintegrating. In October, the grass at the Monocacy Aqueduct was freshly mowed and looked very nice. The towpath was in good condition and it did not appear there was any river flooding across the towpath from the Sept. 29 Potomac River flooding. There were no sinkholes in the vicinity of culvert 68. The Potomac River had receded back down to normal levels, and signs of where it had been was evident from the mud-covered underbrush. On Sept. 29, the river was up against the towpath from the Monocacy Aqueduct down to beyond culvert 68. **Michael Ciansiosi reports Oct. 20:** The towpath was almost trash-free. Most of what I picked up was in the parking lot or other places off the path. I counted 22 turtles in the canal on fallen trees. A fallen tree trunk is blocking Culvert 65 (Mile 39.63) on the berm side. I didn't see much fall color in the leaves on the trees, but it seemed like a lot of leaves have fallen off the trees. There was significant blockage of the Monocacy Aqueduct on this date.

Level 17 Monocacy Aqueduct to Noland's Ferry: **Laura Gilliam reports Aug. 17:** The Indian Flats hiker-biker camp was very clean. It had been flooded. A gorgeous fox sauntered across the meadow and into the woods near Monocacy parking lot. **Earl Porter reports Sept. 7 and Oct. 23:** In September arches 4 and 5 of the Monocacy Aqueduct were blocked, but by October six of the arches were blocked. On both walks a significant amount of trash was found, especially around Indian Flats. The towpath was in good condition. A contractor was mowing in October.

Level 19 Point of Rocks to Catoctin Aqueduct: **Don Peterson reports August and September:** Towpath was monitored over numerous walks. Conditions are generally good on both levels, and no significant issues were reported. Through-bike travel is significantly reduced due to the Culvert 82 washout. **James Spangenberg reports Sept. 20:** Point of Rocks had very little traffic. This may be due to the park that is being built just on the other side of the railroad and which fronts on route 28. The park looks like it will be inviting and will have parking and restrooms and looks like it will be a nice adjunct to the Point of Rocks parking area/boat ramp. Meanwhile, the old entrance to the Point of Rocks parking area is blocked and one has to enter on the road adjoining the train station parking lot. **June Miller and Cathy Guzauskas report Nov. 3:** It was a beautiful fall breezy day; leaves finally changed colors. This was the cleanest Level 19 has been in the two years that I have been level walking!

Level 20 Catoctin to Lock 30: **Doug Zveare and Ann Schuster report Oct. 19 and 23:** The walk was split into two parts because of the breach at Little Catoctin Creek. Maintenance workers were working on the detour around the breach. Conditions are good except for the breach.

Level 21 Lock 30 to Lock 31: **Tom Crouch reports Aug. 19 (with Alex Wyatt) and Nov. 4:** The level was very wet and muddy in August, but relatively clean. Visitation was quite heavy in November, and I found quite a bit of trash.

Level 22 Lock 31 to Lock 33: **Tom Crouch reports Aug. 19 (with Alex Wyatt), Oct. 6 and Nov. 4:** In August the level was dry, and there were not many park users out. In October the condition of the towpath was good, with scattered puddles and patches of mud which were easily avoided. I encountered a pair of brothers riding from Pittsburgh to Georgetown. Trash along the towpath and river was significant on this visit, in fact the most I've ever encountered. I carried an extensive load out on my bike trailer. **Karlen Keto reports Oct. 22:** It was a great day on the towpath. There was no trash at all. Things look fine.

Level 25 Dargans Bend to Lock 37: **Brigitta Shroyer and Joel Anderson report Sept. 22:** The towpath had some soft spots, but no standing water. The Dargan Bend picnic area had some erosion and needed some cleanup.

The river was high during this walk. **John and Lynn DiCarlo report Sept. 25:** The river had a layer of fog preventing view of the West Virginia side. The river side of Mountain Weir waste weir near Mile 67 has a hole dug out by the water that has come out of it. **Dave and Barb Collins report Oct. 8:** The towpath was dry with very little trash. We could see where flooding had come up. Flooding knocked down a lot of vegetation between the towpath and the river.

Level 26 Lock 37 to Antietam Aqueduct: **John and Lynn DiCarlo report Aug. 13 and 21, and Sept. 5:** The area is generally clear. Light use was observed, including some through-riders.

Level 27 Antietam Aqueduct to Lock 38: **Jonnie and Joyce Lefebure report Nov. 4:** The towpath was mowed, with minimal rutting and no puddles. There are many dead ash, boxelder maple trees on this level. At about Mile 72 the ground adjacent to the riverside towpath is sloping toward the river, most likely due to recent high water.

Level 34 McMabons Mill to Opequon Junction Hiker Biker: **Trent Carbaugh reports Aug. 17:** Aside from lots of limbs down the level was in very good shape. Surprisingly there was very little trash. I talked to two very pleasant kids who were Boy Scouts and had picked up some trash on their own.

Level 37 Falling Waters to Lock 44: **Jim Tomlin reports Oct. 7:** The level was damper than I have ever seen it, with numerous mud puddles. It was still easily bike-able though. All sticks and litter were removed from Lock 44 to Falling Waters. Most trash was river-borne.

Level 39 High Rock Quarry to Nettle Railroad Bridge Piers: **Stefanie Boss reports Oct. 8.** A leaner tree was reported on Mile 102. **Cheryl Gates and John Gates II reports Oct. 14:** We noted a large amount of debris and downed trees, especially on Mile 104. The prism was watered for most of Mile 104. A large rock has recently fallen into the prism on Mile 103. Trash was light on the level.

Level 41 Dam 5 to Four Locks: **Roxanne and Rafi Krigman report Sept. 16:** The towpath was in great condition, other than a couple of downed trees, and relatively clean, trash wise, compared to our other visits. The canal prism was filled with water within its banks. A family of six and a few walkers were out.

Level 42 Four Locks to McCoys Ferry: **Jack Ebersole reports Oct. 7:** There was very little trash; the cleanest I've seen it. Considering the weather, the towpath is in excellent condition, only one small puddle the whole distance. Much of the prism had water in it.

Level 44 Fort Frederick to Ernsville: **Jim Biasco reports Aug. 30:** The towpath very clean like usual. It was very quiet; no fishermen or hikers; just three groups of bikers. Towpath condition is good and dry. Big Pool is still at the highest level it has been in a number of years.

Level 45 Ernsville to Licking Creek Aqueduct: **Dennis Kubicki reports Sept. 3 and Oct. 30:** The towpath is generally in great condition reflecting last year's resurfacing. The towpath under the Western Maryland (WM) RR trestle has been degraded by the channeling of rainwater from the superstructure above. Because of the heavy rain, there was a consistently high level (over 1 foot) of standing water in the canal in September. Multi-flora rose seems to be pervasive throughout the level.

Level 46 Licking Creek Aqueduct to Little Pool: **Bert Lustig and Patricia Graybeal report Oct. 25:** No significant issues were noted. Many small to medium dead branches were removed from the towpath. Plants and stilt grass are beginning to encroach on the new path surface from the sides.

Level 47 Little Pool to Hancock: **Mike Bucci, with Izzy and Mark Kovach, reports Nov. 8:** It was crunchy leaves time on towpath. Most trash was found between the crossover bridge and Mile Marker 124. A fallen tree across the towpath was reported.

Levels 47 and 48 Little Pool to Round Top Cement Mill: **Phillip M. Clemans reports Oct. 3:** The towpath was very busy. The towpath was muddy, and grass was tall, and the canal was watered to a point past Devils Eyebrow. There were new boards on the Tonoloway Creek Aqueduct crossover. Trees were still green, but some leaves were starting to fall. Wildlife was unusually lacking, with only a few crows observed.

Level 49 Round Top Cement Mill to Lock 53: **Paul Petkus reports Sept. 22:** Towpath conditions were consistent with the rainy summer. The towpath was a bit muddied and rutted in some areas, but overall it was in good condition. Wingstem was prevalent throughout the level although most of it was past peak at this time. Other plants in bloom included phlox, smartweed, mistflower, Asiatic dayflower, woodland sunflower and Japanese honeysuckle. Various types of asters and goldenrods were also blooming. Lizard's tail and Joe Pye weed were no longer blooming. Stiltgrass was everywhere, as usual. Butterfly activity was low. Wood ducks were seen fairly often.

Level 50 Lock 53 to Dam 6: **Steve Dean reports Nov. 12:** There was more water in the canal prism than normal during this walk. The towpath was in good condition, with one spot of erosion near Mile 130. I assessed five culverts on this level.

Level 51 Dam 6 to Sideling Creek Aqueduct: **Bill Holdsworth reports Nov. 12:** It was nice to see construction work underway for the extension of the Western Maryland Rail Trail. There were construction vehicles in the WMRT parking lot at Pearre. The old Western Maryland Railway bridge over Sideling Hill Creek now has railings. Foliage was at its summer peak. The towpath was a little bit muddy. Most of the canal prism had standing water. The Lock 56 house is in dire need of repainting. A few trees are starting to reappear in the lock.

Level 52 Sideling Creek Aqueduct to Fifteen Mile Creek Aqueduct: **Tom Aitken reports Oct. 28:** After a few relatively dry days, the towpath was in good condition. There is still plenty of runoff water in the canal in several places, particularly below Lock 57. Both bridges from the WMRT to the towpath appear to be completed, and I think it's a pretty safe assumption that the rail trail will be completed on schedule. I think it will take some getting used to, but in the end the WMRT will be a great boon to the area. I wonder if the 2 miles (approximately) where the trails meet will result in more trash on the towpath, but if the rest of the WMRT is any indication, nearly all of the additional bikers will respect the park and the environment.

Level 54 Lock 59 to Lock 60: **Dennis Kubicki reports Oct. 23:** From Little Orleans to about Mile Marker 145 the towpath was in generally good condition. But from the mile marker until Lock 60 I observed a significant level of degradation. In many locations there was deep rutting and pits. In some there was standing water of varying extent. The leaf fall such as there was tended to obscure the rutting making for somewhat hazardous conditions for bikers. In other places the towpath was in good condition. The degradation of the towpath at the landslide at about Mile 145.7 that was noted in my last report has largely been remediated by the Park Service. No additional loss of integrity of the embankment at Culvert 207 was noted.

Level 55 Lock 60 to Culvert 208: **Paul Petkus reports Oct. 14:** Since my previous visit to this level in August, the remnants of Tropical Storm Gordon, Hurricane Florence, and Hurricane Michael passed through the area. Additionally, the area received significant precipitation from a stalled weather front during last week of September. Conditions observed on the level were consistent with the wet weather the region experienced over the summer and into the fall. The prism was watered for the entire level. The extent of the swampy area was as large as it's ever been. The vernal pool near Bonds Landing camping areas still existed. In spite of the rain, the towpath was in good condition overall. In some areas it was a bit muddy and puddles existed in some locations. Neither the mud nor the puddles

were widespread. The wet weather was favorable for mushrooms. A good variety was observed. Turkey tail mushrooms were among those present. I only saw one turtle the entire afternoon.

Level 58 Lock 63 1/3 to Tunnel Parking Area: **Ken Skrivseth and Karen Lubieniecki report Oct. 4:** A sizable school group was finishing up their field trip to the canal tunnel when we arrived. They all seemed to be enjoying themselves. They were accompanied by some adults (we assume teachers) plus some NPS staff. The towpath was a bit muddy because of the large amount of recent rain. The boardwalk on downstream side of tunnel near the tunnel entrance was extremely slippery from mildew. The Paw Paw Tunnel interior had puddles, but not significantly more or larger normal. Evidence of the recent significant mitigation to strengthen the layered rock to prevent rock slides was visible.

Level 59 Tunnel Parking Area to Opposite Little Cacapon: **Trent Carbaugh reports Sept. 16:** Except for two trees down at Miles 156.4 and 159.1, level 59 looked very good. There were some puddles and mud on the towpath, and the level had not been mowed for a while. There were lots of larger branches down on the eastern part of the level. I saw eight bicyclists and one walker. Purslane Run Hiker-Biker camp was in better shape than usual; much less trash.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct: **Trent Carbaugh reports Sept. 16:** The towpath had some puddling and some soft muddy patches but is in otherwise good shape. At around Mile Marker 160, where sinkholes seem to be common, a good bit of fill in work has been done making this area much smoother. I saw lots of squirrels, both fox and gray, plenty of turtles in the watered sections of the canal, and two deer. I also found some fisher/pine martin tracks.

Level 61 Town Creek Aqueduct to Lock 68: **Trent Carbaugh reports Sept. 16:** There were some puddles and a few mud patches. Water in the prism was higher than normal, with lots of algae. The Town Creek Aqueduct looked good, and the Town Creek water level was high.

Levels 62 and 63 Lock 68 to Kellys Road Culvert: **Steve Dean reports Nov. 13 and 14:** There was very little trash along the towpath. There was a significant amount of water in the canal prism on the upper parts of Level 63. I assessed five culverts and two waste weirs on this level.

Levels 65 to 67 Spring Gap Recreation Area to Evitts Creek Aqueduct: **Trent Carbaugh reports Sept. 30:** Level 65 looked fairly good, few puddles, no trash, and just a few limbs to move. The exception was a tree down on the berm side at about Mile 173.5 that took the edge of the towpath with it. Not an immediate hazard, but it will be soon, and I called this in to the park. Levels 66 and 67 were, however, extremely muddy in places with lots of large puddles and mud holes. There were so many mosquitoes I thought I might need a blood transfusion.

Level 68 Evitts Creek Aqueduct to Wiley Ford Bridge: **Travis Medcalf reports Sept. 30 and Oct. 2:** The graveled towpath is in great shape with only a very few drying mud puddles with bike tracks through them. Prism throughout level 68 is remarkably dry full of weeds. The eastern section is filled with cattails and trees. The level was completely trash-less and recently mowed from CanDoc to the aqueduct. The drainage pipe damage at the aqueduct was repaired, as was the breach in closed end of prism downstream of aqueduct.

Level 69 Wiley Ford Bridge to Cumberland Terminus: **Travis Medcalf reports Sept. 30:** I walked on a completely graveled towpath in very good shape with occasional muddy puddles patches and drying bike tracks. The prism toward the city was amazingly dry, considering the record rainy August. Scores of Canada geese were on the river banks toward the terminus. Milkweed and goldenrod were attracting bumblebees, butterflies, and white moths.

Rewatering the Canal in Georgetown

By Rod Mackler

For two years, the C&O Canal was mostly dry from Lock 5 to the tide lock, while the contractor reconstructed Locks 3 and 4 in Georgetown. At the end of October, work on the two locks was nearly complete and the park opened the weirs in Inlet Lock 1 – next to Lift Lock 5 – and rewatered the canal from there to Georgetown. Inlet Lock 1 is fed from Dam 1, better known as the Little Falls Dam. Everyone – from rowers in Maryland to tourists in Georgetown – was happy to see the water back.

The water may have to be drained again for short periods should the contractor have to make adjustments in Locks 3 and 4 before final acceptance of their work, probably in January 2019. The District of Columbia Department of Transportation plans to rebuild the bridge over the canal for 31st Street in Georgetown. This work is scheduled to begin in 2019 and finish by summer 2020. The canal will be drained again for a brief period for the bridge contractor to build coffer dams around the work site, but the canal will not be dry for the entire duration of the work. Heritage Georgetown plans to issue a request for bids for a new canal boat now, in December 2018, for delivery in fall 2020, for a short season then and a full season in 2021.



*Above – Inlet Lock 1 rewatering. Below – Lift Lock 4 rewatering.
Photos by Joe Reed, C&O Canal NHP, National Park Service*



Fall Tree Walk at Blockhouse Point

By Ralph Buglass

It finally felt like fall on October 13th for the last of three Association-sponsored tree identification walks in Montgomery County's Blockhouse Point Conservation Park adjacent to the C&O Canal. Although the three walks – all in the same spot during the course of 2018 – were intended to observe seasonal changes, the preceding stretch of warm days and unusually wet weather meant little autumn color had yet occurred. Nonetheless, the pleasantly cool weather and blessed sunshine made for an enjoyable stroll, highlighted by spotting a relatively rare shagbark hickory tree on our way to a high vantage point above the canal and the Potomac River – underscoring the location's use as an observation post during the Civil War.

Our series of tree ID walks continues in 2019 at another Montgomery County park, Dickerson Conservation Park, situated between the canal and the river on the western edge of the county. Save the dates – March 30 and October 19 – and come see the largest known tree in Maryland, a sycamore nearly 8 feet in diameter, as well as a silver maple nearly as large at Lock 26. In between, we'll sharpen our identification skills on other interesting trees we spot along the way!



View of the Potomac River from Blockhouse Point Conservation Park above the C&O Canal – Photo by Ralph Buglass

2019 Programs and Calendar

By Steve Dean

The C&O Canal Association is proud to once again present a full slate of events for 2019. Our calendar includes five hikes, four paddling events and six nature walks, in addition to our three traditional events that combine a meal and program with a walk on the canal.

Join Pat White on one of her informative and popular continuing hikes or Bill Holdsworth for the traditional frostbite hike in the D.C. area. Barbara Sheridan and Anthony Laing bring a wealth of paddling knowledge to the waterways, and their events are always popular. Discover birds, wildflowers, trees, butterflies and even dragonflies on a trip on the canal. The through-ride organized by Pat Hopson and Denny Sloppy is always an adventure - just read the story in this newsletter about their 2018 trek. For the 65th anniversary of the Douglas Hike we will repeat one of our popular weekend-long events in the Williamsport area, as we did in 2014 and 2016. This will provide maximum opportunities for hiking and fellowship.

We've expanded the information in the calendar this year to aid your planning, and rather than fit it on one page, expanded it to two pages for ease of use. Events are also color-coded to quickly reference the types of event you are most interested in.

As always, if you have any questions or suggestions, please contact the program coordinator at programs@candocanal.org. We hope we see you at one of our events this year!

Calendar of Events - 2019

Non-C&OCA event
C&OCA business
C&OCA hike and dinner or other key event
C&OCA hike
C&OCA nature walk
C&OCA volunteer event
C&OCA paddling trip
C&OCA bike ride
Dec. 1-Jan. 6, Sat.-Mon. Georgetown GLOW Festival , 6-10 p.m., exhibition of outdoor public light art installations, 6-10 p.m. For more information, see www.georgetownglowdc.com/about/ .
Jan. 1, Tue. Williamsport Polar Bear Plunge into the Potomac River. Activities start at 10 a.m. and the actual plunge is at noon. For more information, see williamsportmd.gov/events/2019-01/ .
Feb. 3, Sun. Board Meeting , 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.
Feb. 23, Sat. Continuing Hike Series , 10:30 a.m., Taylors Landing. Contact Pat White (301-977-5628 or hikemaster@candocanal.org)
Mar. 1, Fri. Reservation deadline for March 16 annual meeting banquet. Buy online or use reservation form enclosed in this newsletter. Allow extra time for mail delivery by Mar. 1.
Mar. 16, Sat. Annual Meeting at Upper Montgomery County Fire Department, 19801 Beallsville Road (Maryland Route 109), just north of the junction with Route 28. See Google maps. <ul style="list-style-type: none">– 11:30 a.m.-1 p.m., Meet the candidates with optional lunch– 1-4 p.m. Annual meeting– 4-5:30 p.m. Happy hour– 5:30-6:30 p.m. Dinner A registration form is included in this newsletter and on-line reservation is available at www.candocanal.org/calendar.html .

Mar. 24, Sun. **Continuing Hike Series**, 10:30 a.m., Paw Paw Tunnel parking lot, Mile 156.1. Hike over Tunnel Hill to examine transit stones. Contact Pat White (hikemaster@candocanal.org or 301-977-5628)

Mar. 30, Sat. **Nature Walk** focusing on tree identification, 1-3 p.m., Dickerson Conservation Park. Learn or brush up on tree identification skills while viewing several of Maryland's champion trees, the largest trees in Maryland. This is the first of two walks to observe seasonal changes. Semi-brisk pace and a few semi-steep hills. Meet at the Dickerson Conservation Area parking lot, 20700 Martinsburg Rd, Dickerson, Md. 20842. Co-leaders: Carol Ivory and Ralph Buglass. For more information, contact Ralph, 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).

Apr. 7, Sun. **Board Meeting**, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Apr. 13, Sat. **Potomac River Watershed Cleanup**, 9 a.m. to noon. The association will be operating or coordinating various sites. Contact Jim Heins (301-949-3518 or vip@candocanal.org).

Apr. 14, Sun. **Nature Walk** focusing on wildflowers, 10 a.m., Shepherdstown. Meet at the larger parking lot below Lock 38: follow Canal Rd. downhill, turn left at the sign for Antietam campground, follow the road about 0.4 miles to the parking lot on the left. Bring your favorite wildflower identification book, water, and a snack. See Google map. For further information, contact Tom Aitken at (304)-279-0521 or at thomasaitken01@comcast.net.

Apr. 28, Sun. **Nature Walk** focusing on birds, 8-11 a.m., Rileys Lock. Meet in the parking lot. Focus will be on finding Prothonotary Warblers, and any migrant songbirds. Association member Kurt Schwarz of the Maryland Ornithological Society will lead the group. **You must register in advance for this walk.** To register, or for more information, contact Kurt at krschwa1@verizon.net or 410-461-1643 (home) or 443-538-2370 (cell). Participants will be contacted in case of inclement weather.

(Continued on next page)

Calendar of Events - 2019 (Continued)

May 3-5, Fri.-Sun. Weekend Annual Douglas Hike and Dinner. Hikes of varying lengths on Saturday and Sunday. Camping will be available at the KOA in Williamsport, Md. Complete details will be in the March <i>Along the Towpath</i> . For more information, contact Steve Dean at programs@candocanal.org or 301-904-9068.	Sept. 16-18, Mon.-Wed. World Canals Conference , Yangzhou and Wuxi, China. Hosted by the World Historic and Cultural Canal Cities Cooperation Organization.
May 18, Sat. Paddle trip on the Potomac from Brunswick to the Monocacy Aqueduct (approx. 13 miles). For more information and to make reservations, contact canoemaster@candocanal.org .	Sept. 28 Sat. Continuing Hike Series , location TBD. Contact Pat White (hikemaster@candocanal.org or 301-977-5628)
June 1, Sat. Presidents' Day Breakfast at 9 a.m. at Bill's Place in Little Orleans, Md., celebrating Association presidents and enjoying general fellowship. Optional hike along the Western Maryland Rail Trail will follow. Contact: Steve Dean at (programs@candocanal.org or 301-904-9068). Some members enjoy camping the night before at Little Orleans Campground (301-478-2325). A registration form will be included in the March newsletter and on-line reservation is available at www.candocanal.org/calendar.html .	Oct. 6, Sun. Board Meeting , 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.
June 2, Sun. Board Meeting , 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.	Oct. 11-16, Fri.-Wed. Through bike ride , Cumberland to Georgetown. No sag wagon provided. Reservations required, no later than September 1. Limited to 20 riders. Contact: Denny Sloppy, 814-577-5877 or dennysloppy@yahoo.com .
June 8, Sat. Nature Walk focusing on butterfly identification, 11 a.m., Carderock recreation area. Bring water and a snack. Optional equipment: binoculars and your favorite butterfly ID book. Meeting place at Carderock: After entering the recreation area from the Clara Barton Parkway, turn right after the tunnel under the canal, then take an immediate left into the first parking lot. Meet at the large sign near the restroom building. For more information, contact Paul Petkus at papetkus@gmail.com or 773-450-6039 (cell). Walk will be canceled in case of inclement weather. If in doubt, contact Paul.	Oct. 19, Sat. Nature Walk focusing on tree identification, 1-3 p.m., Dickerson Conservation Park. Learn or brush up on tree identification skills while viewing several of Maryland's champion trees, the largest trees in Maryland. This is the last of two walks to observe seasonal changes. Semi-brisk pace and a few semi-steep hills. Meet at the Dickerson Conservation Area parking lot, 20700 Martinsburg Rd, Dickerson, Md. 20842. Co-leaders: Carol Ivory and Ralph Buglass. For more information, contact Ralph, 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).
June 9, Sun. One-day paddle trip on the Monocacy River. Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information and to make reservations, contact Barbara Sheridan (canoemaster@candocanal.org or 301-752-5436).	Oct. 26, Sat. Annual Heritage Hike and Dinner , with program to follow. Western Maryland location TBD. Complete details will be in the June <i>Along the Towpath</i> . Contact Steve Dean at programs@candocanal.org or 301-904-9068.
July 13, Sat. Paddle trip from Rileys Lock (Seneca) through the old Potowmack Canal on the Virginia side of the Potomac to Pennyfield Lock (approx. 4.5 miles). This trip takes only about 4 or 5 hours, but is challenging with numerous rocks and ledges in the old canal. Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information, contact Tony Laing (canoemaster@candocanal.org or 301-980-8932).	Nov. 17, Sun. Continuing Hike Series , 10:30 a.m., walk downstream from Dargan Bend to Lock 36 and then leave the towpath to investigate the colonial era iron mine on the berm just upstream from the lock. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Aug. 4, Sun. Board Meeting , 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.	Dec. 1, Sun. Board Meeting , 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.
Aug. 23-25, Fri.-Sun. Paddle trip in the Paw Paw Bends area of the Potomac River from Paw Paw, W.Va. to Little Orleans, Md. (22 miles). This 3-day paddle trip includes 2 nights camping out. Reservations are required and paddlers must provide their own canoe/kayak and associated paddling/camping gear. Paddlers are expected to contribute to community-type meals and help out in camp. For more information and to make reservations, contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.	Dec. 8, Sat. Frostbite Hike , Frostbite Hike: 10:30 a.m. City Canal or Glen Echo trolley line. Contact Bill Holdsworth at 301-762-9376 or website@candocanal.org .
Aug. 24, Sat. Nature Walk along the towpath to view dragonflies. Meet at 10 a.m. at the Dickerson Conservation area. The group will head upstream. Contact Steve Dean for details at levelwalker@candocanal.org or 301-904-9068. See Google map. If in doubt, contact Steve.	
Aug. 24-25, Sat.-Sun. Williamsport C&O Canal Days . Events will be taking place in various areas of the town. Contact: Tom Perry, 301-223-7010.	

- *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 or Facebook @candocanal.org for up-to-date event information*

A Call for Program Support –

Wayne and Chris Cerniglia have provided happy hour support for our events for over 20 years. They've done a great job and we thank them for that. However, they would like to take a break from that duty and pass it on to someone else. Please consider this request. Contact programs@candocanal.org for further information.

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

C&O Canal National Historical Park Headquarters 1850 Dual Highway, Suite 100, Hagerstown, MD 21740

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	John Noel
Assistant to the Superintendent	301-714-2201	Linzy French
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Management	301-714-2204	Kris Butcher
Chief of Resource Mgmt.	301-714-2225	Jeri DeYoung
Chief of Maintenance	301-714-2211	Greg Kniesler
Chief of Interpretation, Education and Volunteers	301-714-2238	Catherine Bragaw
Partnerships Coordinator	301-714-2218	Ben Helwig
Volunteer Coordinator	301-491-7309	Emily Hewitt
Cultural Resources Manager/Historian	301-491-2236	Sophia Kelly
Historian	301-714-2220	Karen Gray
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

Palisades District – Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River) 11710 MacArthur Blvd, Potomac, Md.

Interpretive Supervisor	301-767-3702	Pete Peterson
District Ranger Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor Use Assistant	301-767-3703	Anthony Cappel (Acting)
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	Carrie Wittmer (Acting)
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Hancock Visitor Center 301-745-5877 439 East Main St., Hancock Md.

Supervisory Park Ranger		Rita Knox
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Cumberland Visitor Center 301-722-8226 Western Maryland Station, Cumberland, Md.

Supervisory Park Ranger		Rita Knox
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OTHER USEFUL TELEPHONE NUMBERS:

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

24-HOUR EMERGENCY
(TOLL FREE): 1-866-677-6677
HAZARDS CHO_Hazards@nps.gov



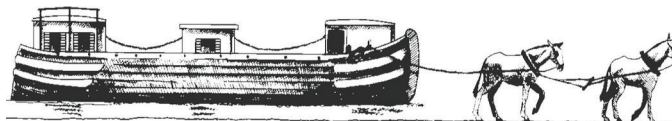
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C&O CANAL ASSOCIATION

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

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

For membership questions email membership@candocanal.org.

2018 Association Officers

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

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

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

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

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

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

Board of Directors: (terms expire in 2021): Trent Carbaugh, Dick Ebersole, Kerry Gruber, Christine Holdsworth, Anthony Laing. (terms expire in 2020): Chris Cerniglia, Jill Craig, Jonnie Lefebure, Bert Lustig, Doug Zveare. (terms expire in 2019): Tom Aitken, Nancy Benco, Barbara Sheridan, William R. Stewart, Jim Tomlin.

Committees (contact at C&OCA address/tel. no. above): Archives, Susan VanHaften; Auditing, Jon Wolz; By-laws, Dave Johnson; Editorial Review, Steve Dean; Environmental, Rod Mackler; Festivals, Rita Bauman; Finance, Richard Radhe; Legal Advisory, Deborah Matthews; Level Walkers, Steve Dean; Membership, William R. Stewart; Nature, Marjorie Richman; Nominating, Barbara Sheridan; Programs, Steve Dean; Sales, Jill Craig; Special Projects, Bill Holdsworth; Volunteers-in-Parks (VIP), Jim Heins; World Canals Conference 2021, Bill Holdsworth.

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

Along The Towpath

Chesapeake & Ohio Canal Association

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Culvert 228 is at Mile 172.10 and is generally referred to as the Brice Hollow Culvert. It's a fairly large culvert, with a 12-foot span and 6-foot rise. It adjoins another culvert under the abandoned Western Maryland Railway. Like many canal culverts in Western Maryland, it is brick-lined – according to William Davies 95,936 bricks were used in the culvert's construction. Photo by Steve Dean



In This Issue

2021 World Canals Conference	1
2019 Annual Meeting and Election	2
President's Report	4
Donors to Association Funds	5
New Members	5
NARA Volunteer Support Request	5
2018 World Canals Conference Report	6
Culvert 82	10
Accompanied by the Past	13
Volunteers In Parks	16
Nature Notes	17
Through-Bike Ride	18
Continuing Hike Series	20
On the Level	21
Georgetown Rewatering	24
Fall Tree Walk	24
2019 Programs	25
Calendar	25
Contacts	27