

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 LI

March 2019

Number 1

Association Develops Carderock Wayside Exhibits to Commemorate African-American CCC Camps

By Nancy Benco

In the 1930s, the Great Depression was underway. To create jobs for the vast numbers of jobless men across the country, President Franklin D. Roosevelt established, among other programs, the Civilian Conservation Corps (CCC). Throughout the decade, the CCC provided jobs for 3 million young men, 300,000 of whom were African-Americans, across the country. Their work focused on developing recreational areas and preserving historic sites.

In 1937, the CCC established two camps in the Cabin John area of Montgomery County. Their mission was to restore the first 22 miles of the C&O Canal, which had been abandoned more than a decade earlier when canal operation was suspended after the 1924 floods. Each CCC camp housed some 200 African-American enrollees who worked to clear the canal prism, restore the towpath, and rebuild locks and lock-houses. Their efforts were rewarded with a \$30 a month salary; \$25 of which they were required to send back to their families.

To commemorate the CCC's crucial work on the canal, the C&O Canal Association is developing three wayside exhibits to be installed at Carderock Recreation Area on the site of one of the two camps. The exhibits will tell the story of the African-American enrollees' daily lives along the canal—hard labor during the day, and classes, theatrical productions, sports and religious activities during evenings and weekends.

Installation of the three wayside exhibits at Carderock Recreation Area is expected sometime in the near future. Funding for the project is being provided from the

Association's funds and a grant from Heritage Montgomery. Iondesign of Frederick, Maryland, is developing the wayside exhibit designs.

This is one of several projects that the Association's Special Projects Committee is working on. The committee was re-formed in 2017 to develop relevant projects that would make efficient use of the funds that were raised by the Association to benefit the C&O Canal National Historical Park.

The Association appreciates the efforts of Nancy Benco to research this project and make it a reality to allow future park visitors to appreciate the history of the CCC in the Carderock area.



Aerial view of the CCC camp at Carderock – Photo C&O Canal NHP, National Park Service

The Douglas Hike 65th Anniversary Celebration

Details on page 4

President's Report

By Bill Holdsworth

The 35-day government shutdown had several negative impacts on the C&O Canal National Historical Park, according to Superintendent Kevin Brandt.

Kevin gave a brief summary at the February 14 Park Partners meeting with representatives of the Association, Canal Trust, Georgetown Heritage, and Friends of Historic Great Falls Tavern.

Park officials had hoped to stage the ribbon cutting for the restored Conococheague Aqueduct in April, but now that event could be pushed back two months. Contractors on the Conococheague Aqueduct and other park projects were authorized to continue work when the shutdown began, but once they reached point where they needed a decision or review by a government employee, they had to stop.

The park suffered some vandalism during the shutdown, but Kevin reported the damage wasn't as bad as during the 2013 shutdown. The park collected no entrance fees during the shutdown, so that portion of the park's budget will be reduced.

Park staffing was at a low ebb as operations resumed after the shutdown. Because of the shutdown, the personnel office was inactive and unable to fill vacancies.

In other news reported at the meeting, work by the District of Columbia Department of Transportation will further delay the resumption of boat operations in Georgetown. Repair work on the 31st Street Bridge is scheduled to begin June 2019 and end October 2020. During the work a coffer dam at the bridge would prevent a boat operating upstream from the newly restored Lock 4. Georgetown Heritage has raised funds to build a new canal boat. They are waiting to place an order until they know when operations can begin.

Rainy weather has delayed repair of the towpath breach at Culvert 82 at Mile 52.51 between Lander and Brunswick. Park officials hope to install a bridge.

Rock scaling work downstream of Paw Paw Tunnel will resume this spring. For two to four months, through hikers and bikers will have to trek over the hill rather than through the tunnel.

Association Strategic Plan

By Bill Holdsworth

The Special Projects committee has developed a strategic plan that will guide the Association's efforts over the next three years. The board of directors approved the document's recommendations at their February 3 meeting. The committee has been working on the document almost two years. They will make a presentation at the annual meeting in March. You can view the strategic plan document on the Association website at www.candocanal.org/news/strategic.html.



The Special Projects committee at work. (l-r) Rita Bauman, Bill Holdsworth, Susan VanHaften and Will Stewart – Photo by Chris Holdsworth

C&OCA Welcomes New Members

Carol Ahlum, Jefferson, Md.

Scott & Jennifer Bean, Shepherdstown, W.Va.

Mary Bernardo & Patrick McMahon, Poolesville, Md.

Sharon Cohen, Hagerstown, Md.

Betsy & Kirk DeVore, Hagerstown, Md.

Dennis DuBrowa, Sharpsburg, Md.

Steve Fogel, Vienna, Va.

David & Dorothy Herbert, Potomac, Md.

Fred & Susan Krieger, Hagerstown, Md.

Robert Lillie, Hagerstown, Md.

Carol Nase, Hagerstown, Md.

Suzanne Picard, Kensington, Md.

Jennifer Williams, Washington, D.C.

2021 World Canals Conference Update

By Bill Holdsworth

The Association World Canals Conference committee has begun work in earnest. The conference is 29 months away, but we fear the time will fly by.

Matched donations – Your donations to support the conference will be doubly effective. An anonymous donor has promised to match any member donations dollar-for-dollar up to a limit of \$10,000. So far Association members have been generous, but the opportunity remains open. As of January 31, \$3,240 in donations had been matched out of the potential \$10,000.

Committee structure – Three sub-committees have been created to work on different aspects of the conference:

- Conference committee will plan key aspects of the gathering such as selecting conference speakers, evaluating the venues, and planning the evening social events.
- Touring committee will lay out the afternoon study tours, as well as the pre- and post-conference tours.
- Administrative committee will set up the website, handle registration, pursue grants and arrange sponsorships.

Tour planning – The touring committee is planning three days of afternoon study trips. They will divide attendees into three groups, visiting the same sites on different days. Tentatively their three itineraries are Paw Paw-Oldtown, Williamsport-Antietam and Great Falls-Monocacy Aqueduct.

Venue visits – The conference committee is planning site visits in March to evaluate potential venues. The Maryland Theatre and Hagerstown Community College are among the destinations.

Grant – Heart of Civil War Heritage Area awarded the WCC a \$2,800 mini-grant to support website development and deposit for conference venue. The grant will cover 50 percent of the cost for those two items.



Website – The Association has engaged Cermak Technologies develop a website for the conference. You can check out the prototype at wcc2021.org. Visitors to the website can sign up to receive email updates about the conference.

We will continue to keep members up-to-date on planning for the 2021 World Canals Conference as the event approaches.

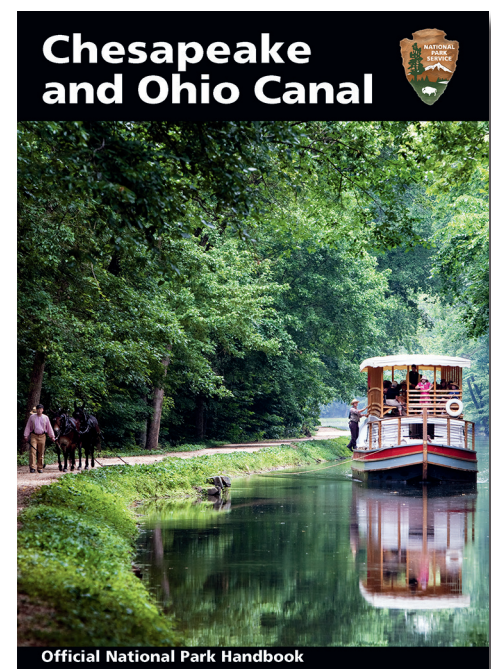
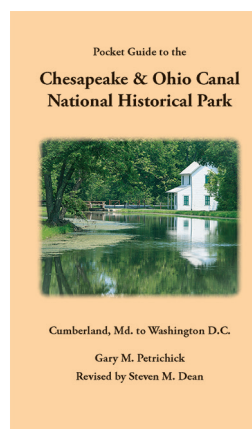
Stock up on C&O Canal references before you hit the towpath this spring –

Don't hit the towpath without catching up on our two popular canal references *The Chesapeake and Ohio Canal Official National Park Handbook* and the *Pocket Guide to the Chesapeake & Ohio Canal National Historical Park*.

Both of these references are readily available from the on-line store on our web site at www.candocanal.org/store.html or you can pick them up at one of our events.

We also have the iconic *Towpath Guide to the C&O Canal* that was originally written by Tom Hahn and revised by Cathy Baldau in 2015.

No C&O Canal enthusiast should be without these valuable references!



Association Celebrates the 65th Anniversary of the Douglas Hike

By Steve Dean

Join us for a weekend of camaraderie, great food and canal hiking during May 3rd through 5th as we celebrate the 65th anniversary of Justice William O. Douglas' memorable hike to save the C&O Canal. This is the third full weekend celebration we've hosted, and the previous events in 2014 and 2016 were well received.

This year's Douglas celebration will feature two nights of camping at a private campground in Williamsport and two days of bus-supported towpath hiking. For non-campers there is a choice of convenient nearby lodging, so you don't have to miss the fun. The traditional Douglas dinner and program will be held Saturday at the Western Maryland Sportsmen's Club.

We will be camping at the Hagerstown/Antietam KOA campground, located about 4 miles from the center of Williamsport at the end of a scenic country road. This site features campsites along the Conococheague Creek. On Friday and Saturday night we will have gatherings and happy hours. There are clean bathrooms, showers, a laundry room, plenty of parking, as well as electricity and water at each campsite.

There are also accommodations at the campground for people who prefer to have a roof over their heads. They can reserve cabins located within yards of the tent sites. For those who desire more comfort, the Red Roof Inn in Williamsport is about 5 miles from the campground. See the article on page 5 for further discussion of the arrangements, costs and travel directions for the weekend.

The weekend will feature two days of hiking on the towpath. Weekend participants can arrive at the campground Friday afternoon after 2 p.m. Breakfast will be served at the campground on both Saturday and Sunday mornings. Packed lunches from the Desert Rose Café, with a choice of vegetarian or non-vegetarian selections, will be provided for the hikers on both days as part of the weekend package.

On Saturday hikers will meet at the Four Locks boat ramp and travel via bus to one of three upstream starting points. The bus for long- and medium-distance hikers will depart at 9:30 a.m. The long hikers will start at the Bowles House in Hancock for a walk of just over 14 miles back to Four Locks. The medium hikers will start at the lower end of Little Pool for a walk of just over 11 miles.

The short hikers' bus will depart from Four Locks at 11 a.m. The bus will make two stops. The first is at Ernstville

Road, leaving them with a 5.75 mile walk back to Four Locks. The second short hiker bus stop will be at Fort Frederick, for a 3.6 mile walk.

All of the Saturday hikers will appreciate lush green wooded parts of the canal and blue bells as they approach Four Locks. The medium and long hikers will enjoy the expanses of Big Pool, with its varied wildlife. The longest hikes will provide views of Little Pool and a mixed landscape of woods and farmland.



Above – Bluebells along the towpath are a favorite feature off the Douglas Hike.

Below – The roar of Dam 4 will greet Sunday hikers as they finish their trek.

Photos by Steve Dean



On Sunday all hikers will meet at the Big Slackwater boat ramp parking area at 10 a.m. A bus will take hikers to one of three destinations. The first stop will be at Lock 38, for a 12.6 mile return hike. The second stop will be at Snyders Landing, for an 8.75 mile trek back to Big Slackwater. The last stop will be at Taylors Landing, for a 3.5 mile return hike.

All Sunday hikers will be greeted by the roar of Dam 4 and a fine view of the river as they approach the end of their hikes. The medium hikers will also see Lock 40 and some interesting and accessible culverts. The longest hikers will also

pass Locks 39 and 40. Hike maps and directions to the bus meeting points will be provided to the Saturday and Sunday hikers.

The Douglas Dinner will take place Saturday. We will gather at the Western Maryland Sportsmen's Club in the Dam 4 area at 4:30 p.m. for a cash bar happy hour, to be followed at 6:00 by a dinner buffet and an evening presentation. The presentation will feature Champ Zumbrun, for an engaging discussion of an extraordinary story, through the eyes of Captain Michael Cresap, of the invaluable contributions made by crack elite riflemen from Maryland, Virginia and Pennsylvania who served as "George Washington's Continental Army Shock Troops." Some of the men from Cresap's rifle company traveled between Oldtown and Frederick along sections of present C&O Canal on their march to Boston and helped to save Washington's army when they were at their weakest during the Siege of Boston in 1775.

Don't miss this opportunity to experience western Maryland, walk the towpath, and enjoy the fellowship of other Association members as we celebrate the Douglas Hike.



The lock tender shanty at Lock 50 will mark the end of the Saturday hike.

WEEKEND SCHEDULE OF EVENTS

Friday

- 2:00 p.m. Earliest arrival time at campground
- 4:00 p.m. Happy hour begins
- 6:00 p.m. Dinner at KOA restaurant

Saturday

- 7:00 a.m. Coffee at campground
- 8:00 a.m. Breakfast at restaurant/hiker lunches available
- 9:30 a.m. Long/medium-hiker bus departs Four Locks ¹
- 11:00 a.m. Short-hiker bus departs Four Locks ¹
- 4:30 p.m. Happy hour at the Western Maryland Sportsmen's Club ²
- 6:00 p.m. Dinner and program

Sunday

- 7:00 a.m. Coffee at campground
- 8:00 a.m. Breakfast at restaurant/hiker lunches available
- 10:00 a.m. Hikers bus departs Big Slackwater boat ramp ¹
- 12:00 p.m. Checkout time at the campground ³

Note 1: Hike participants are responsible for their transportation to and from the Big Slackwater boat ramp on Saturday and the Cushwa Basin on Sunday. Plan to arrive 20 to 30 minutes before bus departure.

Note 2: Dinner attendees are responsible for their transportation to and from the Western Maryland Sportsmen's Club.

Note 3: Hikers will not return to the KOA after the hike and should remove their belongings from the campground when departing for the hike.

Douglas Memorial Weekend – Food, Lodging and Activity Details

The Douglas Memorial Weekend offers options for participation in the full weekend, or participation only in the hikes or in the Annual Douglas Dinner. The events are outlined in the article on page 4. A registration form is included in this issue of *Along the Towpath* or you can pay online at www.candocanal.org/calendar.html. The reservations must be received by April 17, 2019, after which no cancellations or additions will be honored. Note that there are no refunds for prepaid meal reservations and prepaid bus reservations. Be sure to check the Association website at www.candocanal.org for any updates regarding the Douglas Weekend. Please note that participation in the full weekend package is limited to C&O Canal Association members and their guests, but the hikes and dinner are open to the public. If you have questions, contact Steve Dean at programs@candocanal.org.

Meal and Hike Participation Options

Full Package: The full weekend package for meals and hikes is available for a cost of \$75. This includes dinner for Friday night, breakfast for Saturday and Sunday, and packed lunches for the two hikes. Additionally, the package includes the Douglas Dinner Saturday night and fees for the hiker buses.

Douglas Dinner: Those who do not want to participate in the full weekend can participate in the Douglas Dinner for \$20.

Hiker-Bus Fees: The hiker-bus fee is \$10 per day, when paid in advance, for those who do not participate in the full package. The fee is \$12 if paid on the day of the hike. Please bring exact change.

(Continued on next page)

Across the Berm – John Reed

Longtime C&O Canal Association member John Reed died February 21, 2019 at the age of 89. John was born in Peterborough, Ontario. He is survived by his wife of nearly 65 years, Miriam “Mickey” Reed, and seven daughters. John practiced corporate law through his career in New York City, Washington D.C. and Singapore. He served in the United States Navy; first for four years in active duty and later in the Naval Reserves, attaining the rank of captain.



John and Mickey Reed on the towpath with a canine friend – Family photo

John was a regular participant in Association events, while Mickey served as the Association Information Officer for several years. He was passionate about his many interests, including the C&O Canal. He loved walking the towpath with his family and dogs. John and Mickey participated in the 2004 and 2009 William O. Douglas thru-hikes, and their company was enjoyed by many members. John was a frequent donor to Association funds.

– Steve Dean

Douglas Weekend Details (Continued)

Lodging (Note reservation dates)

KOA Campground: Camp Sites: 12 tent camp sites are on hold until April 7. ***This is in advance of the registration deadline, notify the program coordinator by April 7 to reserve a tent site.*** The sites have water and electricity. The sites are \$20 per person for the two nights. The KOA requires that campers pay the Association directly for the camp site fees. The cost of a tent site is separate from and in addition to the package. **Cabins:** Six cabins are on hold until April 7. Four are one-room cabins and two are two-room cabins. All cabins have electricity and no bathrooms. Linens are not provided. The one-room cabins sleep up to four people. The two-room cabins sleep up to six people. The cost of a cabin is separate from and in addition to the package, and is paid directly to KOA. To reserve a cabin call Sherri at 301-331-2583. Identify yourself with the group name “C&O Canal Association” to receive a discounted rate.

Lodging at the Williamsport Red Roof Inn: To reserve a room, call the hotel directly at 301-582-3500.

Directions

Hagerstown/Antietam KOA: The campground is at 11759 Snug Harbor Lane, Williamsport, Maryland 21795. A contact number is 301-223-9871 and further information is available at www.hagerstownkoa.com. From I-70, take exit 24 for MD Rt. 63 south. Turn left onto MD-63 south, go 0.4 miles, then turn right onto Everly Rd. Turn left in 500 feet onto Rock Hill Road, then turn right in 0.2 miles onto Kemps Mill Road. Proceed 1.4 miles on Kemps Mill Road and continue onto Snug Harbor Lane.

Red Roof Inn: The Red Roof Inn is located at 310 East Potomac Street, Williamsport, Maryland 21795. It is easily located after exiting I-81 Exit 2.

Western Maryland Sportsmen’s Club: The Western Maryland Sportsmen’s Club is at 6504 Dam No. 4 Rd, Sharpsburg, Maryland 21782.

From the KOA, proceed 1.9 miles on Kemps Mill Road, turn left for 0.1 miles to continue on Kemps Mill Road, and then turn right onto MD Rt. 63 south and proceed 1.2 miles to Williamsport. Turn right onto East Potomac Street for 0.1 miles and then turn left on MD-63 south. Proceed 4.0 miles on MD-63 south to Dam Number 4 Road. Turn right on Dam Number 4 Road and proceed 1.8 miles; make a right and then a quick left to continue on Dam Number 4 Road. Proceed another 2.5 miles and the club will be on the right.

From I-70, take Exit 28, MD Rt. 632. Turn left at the stop at the end of the ramp. Proceed 5.1 miles on MD-632 south; road will become Dam Number 4 Road. Continue another 1.8 miles; make a right and then a quick left to continue on Dam Number 4 Road. Proceed another 2.5 miles and the club will be on the right.



Little Pool – Steve Dean

Across the Berm – Emmie Woodward

Mary E. “Emmie” Shreve Johns Woodward died on September 6, 2018 in Bridgeport, West Virginia. She was 91 and a longtime Association member. Emmie started her career with Foreign Services and later worked as a manager with the National Symphony Orchestra.

Emmie served the Association in many ways. She was the treasurer in the 1970s and early 1980s. In that capacity she resolved an issue with membership renewals. After serving as the treasurer, Emmie served a term as a director. For many years Emmie was a production and distribution assistant for *Along the Towpath*. She was a level walker, and frequently walked Level 51 between Dam 6 and Sideling Creek with her husband John. In addition to all of this activity, she also served as a volunteer at Lockhouse 75. In 1992, Emmie was appointed to the C&O Canal Federal Advisory Committee as a representative from West Virginia.

Emmie worked diligently in the late 1980s to collate, inventory and prepare for storage the Justice Douglas C&O Canal Collection. These materials included personal correspondence relating to the park, newspaper and magazine articles, and artifacts, such as personal items used by Justice Douglas while hiking on the towpath. In 1990, the materials were donated to the Washington County Free Library in Hagerstown. The Association recognized Emmie in 1990 with the Justice William O. Douglas Award for her work with the collection. She was the first Association member ever to receive this seldom-presented award.

Emmie was a strong advocate for preservation of the abandoned Western Maryland Railway right of way, and its conversion to a rail trail. Emmie took the lead in forming a nonprofit organization of West Virginians and Marylanders

who were dedicated to creating a rail trail along the Western Maryland Railway right of way along the Paw Paw Bends. Emmie saw great promise in the route as a trail.

Champ Zumbrun recalls that he met Emmie on several occasions, and aptly sums up her vision: “Emmie was a passionate advocate for the Rails to Trails being developed parallel to the C&O Canal. Emmie worked for years with Maryland and West Virginia elected officials to convince them of the value of the trail and obtain the necessary funding to restore the railroad bridges so that the bike trail would cross on the West Virginia side near Paw Paw. Emmie thought if this was accomplished, the bike trail would rival any bike trail in Europe, and bring people from all over the world to this area, providing an economic, social, and environmental boom and boon to the region where both the canal and the rail to trail passed through.”

– Steve Dean



Emmie Woodward at the Western Maryland Rail Trail Phase 3 ribbon cutting. Front row (l-r) – Gage Linden, Ken Rollins and Emmie. Back row (l-r) – Carl Linden, Jeremy Cooper and Superintendent Kevin Brandt. Photo by Sonny DeForge from the June 2005 Along the Towpath

Marion Robertson

As this issue of *Along the Towpath* was going to the printing press, we were saddened to learn that our friend Marion Robertson died on March 4. Marion was well known for her many years as the chair of the Association's nature committee. She shared her enthusiasm and knowledge with numerous nature lovers in that role. Marion was also a director, level walker and a thru-hiker.

We'll feature an appreciation of Marion in an *Across the Berm* article in the June issue.

Right – Marion Robertson photographs a dragonfly held by Dr. Richard Orr during a nature hike in Oldtown in 2013 – Photo by Steve Dean



Donors to Association Funds

November 1, 2018 to January 31, 2019

The Cumberland Repair & Maintenance – C

– Donations specifically identified for repair and maintenance of the historic canal boat replica in Cumberland.

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.

2021 World Canals Conference Fund – W

– Funds to help support the 2021 World Canals Conference at the C&O Canal. The first \$10,000 raised will be matched dollar-for-dollar by an anonymous donor.

Mario & Anne Abbate – **R, W**

Christopher Ackerman – **W**

Brooke & Robert Alexander – **W**

Jane Amero – **R**

Wayne Anderson – **W**

Stephen & Karen Appleton – **S**

Andrew & Sue Austin – **D**

Charles & Mary Ayres – **R**

Tim & Kathryn Banfield – **W**

Kathleen Barber – **W**

Dennis M. Barry – **R**

William & Rita Bauman – **C, W**

John Beck – **W**

John & Janice Belz – **R**

Nancy L. Benco – **R, W**

Dolores & Richard Bender – **R**

Herbert & Cynthia Berkowitz – **D**

Kathleen A. Bilton – **R**

Todd & Judith Bolton – **S**

Artemus O. Brown – **R**

William N. Brown – **D**

Marney Bruce – **R, D, S, W**

Sally Bryant – **R**

Michael & Judith Bucci – **R, D, S**

Ralph & Karen Buglass – **W**

Richard T. Busch – **W**

John & Renee Butler – **D**

Derek & Laura Byerlee – **W**

Cabin John Memorial VFW

Post 5633 – **R, D, S**

Lora Cahill – **R**

Richard P. Cember – **D**

William H. Cline – **W**

Galen & Sandra Clipp – **S**

Chris Colgate – **W**

Stanley & Linda Collyer – **R**

Jo Ann Condry – **R**

Charles S. Connolly – **W**

Alford & Rita Cooley – **S**

Jill Craig – **W**

Dianne I. Crosby – **D**

Joseph D'Amico – **S**

Harry T. deMoll – **R**

William & Annette Doolittle – **W**

Larry Lee Dreyer – **R, D, S, W**

Bruce & Linda Dwyer – **R**

Jack M. Ebersole – **W**

Joseph & Jane Eckels – **S**

Robert & Barbara Eldridge Jr. – **R**

Sharon G. Elliott – **R, D**

David & Audrey Engstrom – **R, W**

Andrea Faller – **W**

Jonathan & Linda Field – **R, W**

Robert Fogel – **R**

John & Janice Frye – **R, D, S, W**

Carol Popper Galaty – **R**

Anne W. Gale – **W**

Steven Garron – **D**

William E. Gerber – **R**

Patrick D. Grach Sr. – **R, W**

Kerry J. Gruber – **S, W**

John Guy – **R**

Douglas M. Hackett – **R**

William S. Hall – **R**

Theresa E. Hallquist – **R, D, S, W**

Don & Liz Harrison – **R**

James & Janet Heins – **W**

Christopher Herrle – **R, D, S, W**

William & Christine Holdsworth – **W**

Lynne Hottell – **D**

John & Shizue Howe Jr. – **W**

William C. Howell – **R, D, S**

Elizabeth B. James – **R**

Sandra Jenkins – **D**

David M. Johnson – **R, W**

James Johnson – **R**

Nanette Johnson – **W**

Sandra B. Kahn – **W**

George Kennett – **R, W**

Karlen Keto – **D**

Thomas Knoerzer – **S**

Sara B. Kochenderfer – **R**

John W. Kochowicz – **S**

E.S. & H.J. Krafur – **D**

Dennis J. Kubicki – *R*
 Andrei Kushnir – *R, S*
 Laurence & Ellen Langan – *R, D, S, W*
 Peter Laugesen – *R*
 John & Joyce Lefebure – *W*
 Daniel Leubecker III – *R*
 Dr. George & Pamela Lewis Jr. – *R*
 John & Judith Lilga – *W*
 Chris & Kathryn Lillie – *W*
 Carole A. Long – *W*
 David & Katie Long – *W*
 Richard & Colleen Longfellow – *R*
 Charlotte Loveless – *W*
 George Lowden – *W*
 Kristine Marames – *D*
 Linda & Michael Marmer – *R, D, S, W*
 J.C. & M.C. Marziani – *R, D, S, W*
 Robert & Marie Masincup – *R, D, S*
 Thomas & Dorothy Mathieson – *R*
 William & Susan McAllister – *W*
 Kitty McEwan – *R*
 Edward McFadd – *W*
 Robert McManus – *R*
 Robert & Jane Melchior – *R*
 Daniel Mick – *W*
 Allyson Miller – *R, D, S, W*
 Forrest & Lorraine Minor – *S*
 David & Nicole Mitchell – *R*
 Kirk & Karen Moberley – *R, D*
 Mary Ann D. Moen – *R, D, S, W*
 Dward & Jeanine Moore – *R, D, S, W*
 Gary Moore – *R, D, S, W*
 Ronald & Cappie Morgan – *D*
 Ronald & Pamela Morith – *R, D, S, W*
 James & Judith Nelson – *R*
 William Nestor – *R*
 John W. Newland III – *R*
 Diana K. Niskern – *R*
 Thomas E. Odea – *D*
 Judith S. Olmer – *R, D*
 Mark D. Pankin – *R*
 Joan G. Paull – *R, D, W*

Charles Pekow – *R*
 Jeanette M. Penner – *R, S*
 Paul A. Petkus Jr. – *R*
 Ned & Leni Preston – *R*
 Carol Purcell – *R, S*
 Lt. Col. Carol Randell – *R*
 William Ravenscroft – *D*
 Farnum & Gayle Reid Jr. – *R, D*
 Edwin & Sylvia Reis – *W*
 Michael Reis – *D*
 Robert & Lucinda Reynolds – *S, W*
 Ed & Linda Rhodes – *S, W*
 Hugh T. Robinson – *R, D, S*
 Edward & Patricia Rogers – *W*
 Lisa Rosenthal – *R, D, S, W*
 Nasra Sakran – *W*
 Lois Schiffer – *R*
 Cory Schlegel – *S*
 Lynn M. Schmit – *R*
 Jan Schoonmaker – *R*
 Kurt Schwarz – *D, S*
 Seneca Valley Sugarloafers
 Volksmarch – *R*
 Jan V. Sengers – *R, S*
 Michael Shallenberger – *D, S*
 Alan R. Shane – *W*
 Barbara Sheridan – *W*
 Elias Roy Shilling – *R*
 Sierra Club Potomac Region
 Outings – *R*
 Rima Silenas – *R, D, S, W*
 Bridget Sisson – *R, S*
 Margaret Skinner – *R*
 Leonard & Joyce Skoglund – *R, D, W*
 Susi Slocum – *W*
 Mary M. Snieckus – *R*
 Jayme Sokolow – *S*
 James Spangenberg – *R*
 Bruce Staskiewics – *R, W*
 Charles Steg Jr. – *W*
 William R. Stewart – *W*
 Russell & Alice Strasser – *R*

Diane Summerhill – *W*
 Marcia Swain – *S*
 George M. Swisko – *R, D, W*
 Tim & Carolyn Taylor – *R, D, S, W*
 Authur Tsien – *W*
 Frank W. Valentine – *R, S*
 Porter & Marjorie Venn – *R, D, S, W*
 David & JoAnn Wahl – *W*
 James P. Waite III – *R*
 Lynn C. Walker, D.V.M. – *R*
 Hilary Walsh – *W*
 Ralph Earl Watkins – *R*
 Walter & Elizabeth Wessel – *R*
 Katrinka Westendorf – *R, S*
 Fred & Nancy Wilson – *W*
 Jean Wilson – *R, W*
 Kristine M. Wilson – *R, D, S, W*
 Mary Pat Wilson – *D*
 Ed Wojtaszek – *R*
 George & Julie Wyeth – *R*
 Douglas Zveare – *R, D, S, W*

In Memory of Randy Astarb

Jane & Norman Liebow – *R*

In Memory of Jack Colwell

Susan & Robert Youker – *R*

In Memory of Hal and Jane Larsen

Anna Porter – *R*

In Memory of Carl Linden

Stephen Williams – *W*

In Memory of Rachel Stewart

Adrian R. Stewart – *S*

In Honor of C&O Canal Through-Bike-Riders

Dennis & Donna Sloppy – *R*

Accompanied by the Past

By Karen Gray

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

The Canal in News Reports 1847–1872

William Bauman's continually growing collection of year-by-year newspaper articles about the canal¹ provides remarkable information on operations and people working on or living near the canal. In this column I'm picking up some of the more interesting bits of news that I found with selective searches, focusing on an early 25-year period and places included in this year's Douglas Reunion events.

Canal Shipping at Williamsport 1848–1852

An article in the Baltimore *Sun* on Jan. 19, 1849, reported on the canal trade in 1848 between Williamsport and Georgetown before the opening of the last 50 miles to Cumberland. It was based on information provided by Elie Stake, the canal company collector of tolls, etc. in Williamsport, and showed the following:

From Williamsport to Georgetown: 61,390 bbls. [barrels] flour; 1,057 bbls. whiskey; 3,158 bushels wheat; 7,043 bushels corn; 47 tons iron; 991 tons coal; 583,471 feet plank; 47,850 hoop-poles; 20,800 bushels lime; 100 tons apples, wool, rags, butter and eggs.

From Georgetown to Williamsport: 5,278 sacks salt; 559 bbls. fish; 535,000 loose herring; 8,000 loose shad; 17 hhds. shad; 137 sacks coffee; 697 hides; 483 bushels oysters; 177,300 cypress shingles; 6,230 melons; 420 tons sundries; 102½ tons merchandize; 972 tons plaster.

An indication of what was included under the terms “sundries” and “merchandise” is likely found in the report in the *Alexandria Gazette*, August 29, 1859. It's stated that the boat *M. B. Bramhall* had departed with “boots, shoes, hats and caps from C. A. Baldwin & Co., for Williamsport and Hancock, Md.” A total for the year of 420 tons of “sundries” and 102½ tons of “merchandize” can't but impress us as to the amount of “ready-made” and commercially produced trade in the region in the mid-19th Century that was carried on the canal. It should be noted that Alexandria, unlike Georgetown, had a deep-water port and thus was a transshipment point

for trans-Atlantic ships. We can only wonder as to how many people in the Williamsport–Hancock region were buying clothing and special household items from abroad.

The report also emphasized that: “This statement shows the trade upon the canal, between these two points, to be very heavy, and also clearly demonstrates that the trade at Williamsport exceeds that at all other points upon the line of this great work” (thus between Dam 6 and Georgetown).



Mule-drawn boat approaching the Conococheague Aqueduct – Photo C&O Canal NHP, National Park Service

On March 5, 1852, the Baltimore *Sun* reported that 32 boats hailing from Williamsport would be doing business on the canal in that year's boating season, employing in all 128 persons. It is not clear how many of these were boats built as canal boats and how many were Williamsport-based older boats designed primarily for river navigation but now able to use the canal for the entire distance from Williamsport to tidewater.

It is significant that the number of employees suggests an average crew of four persons. This would be one more than the minimal crew of three that provided for: a driver with the mules; someone at the tiller; and a third person to care for mules coming off the towpath and preparing those to go onto it, as well as doing cooking, cleaning and other boat chores. Reports of two boys to drive the mules (likely taking turns) occurs frequently in these articles and may indicate the most common reason for a fourth crew member. The other alternative, of course, is that the fourth person allowed for a rest-rotation schedule.

An important report in the *Sun* on Sept. 5, 1857 informs us that the Cumberland Coal & Iron Company had, that year, purchased 42 hopper cars, and 15 new and 25 rebuilt

canal boats. That brought its equipment to 141 cars and 75 canal boats enabling the company to ship 350,000 tons of coal per annum. The CC&I 1857 fleet of 75 canal boats must have represented a significant percentage of coal boats on the canal at that time. This is the earliest report I have found for a large fleet of boats owned by a single company although it is clear that such fleets were not uncommon in years, which must be considered when seeking to determine the ratio of captain-owned to captain-non-owned boats.

Boat Building in 1851–52

Before Cumberland came to dominate the boat building trade on the C&O Canal, places such as Williamsport and Hancock had active boat builders. For example, the Baltimore *Sun* reported on Aug. 15, 1851 that:

Today a splendid, large class canal boat will be launched at Williamsport, Maryland, from the boat yard of Messrs. A. K. Stake & Bitner. She is to carry 115 tons.

The maximum tonnage usually given for cargo boats built to fit C&O Canal locks is 130 tons. The report tells us little of the design of this boat but certainly suggests it is at or approaching the maximum C&O boat size.

Again, just three months later, on Nov. 20, the *Sun* reports another canal boat built by Stake and Bitner was launched for its owner, Peter Ardinger, Esq. *Ancestry.com* has information that Peter (1814–1900) was born and died in Williamsport. He married Anna Steinmetz with whom he had nine children. Then, on March 12, 1852, we are told in the *Sun* that “the keels of three new canal boats are about to be laid at Williamsport” and that “a boat built by Stake & Co., for John Ardinger, Esq., was launched on Monday.” Notably, Peter’s brother, Owen Ardinger (1818–1899), was granted permission by the C&O Canal Company board on Dec. 8, 1847, to construct a dry dock on the berm side of the canal near Williamsport.²

It’s clear that there was an extensive entrepreneurial Ardinger family in the Williamsport area in the 19th century as indicated also by Ardinger’s mill, said to be in the middle of the Conococheague, somewhere between the Aqueduct and bridge upstream. At the time of the November 1877 flood it was reported as having had “water pouring into the windows of the upper story, leaving but a few feet of the stone walls visible between the waters and the eaves of the roof.”³ One might readily speculate that one or more of the early Ardinger boats served the mill as a grain boat to carry its products to Georgetown.

In a lengthy article about the C&O Canal and places along it that appeared on June 19, 1851, the anonymous author mentioned seeing “three fine boats building at Hancock”

and at Cumberland “three new boats just completed, and twelve more in a state of forwardness.” Keep in mind that the early 1850s appear to be a transition time when boats built specifically for the C&O Canal begin to largely replace the earlier shallow-draft boats designed primarily for navigation in the Upper Potomac (i.e., above tidewater) and its tributaries. These 1851 and 1852 reports give us an impressive picture of the rapidity with which the building of canal cargo vessels was becoming a major business in the region.

Finally, the Baltimore *Sun* on Sept. 21, 1852 carried a Sept. 20 article from Williamsport that stated:

Mr. A. K. Stake successfully launched the beautiful canal boat on Saturday last, named *Margaret V. Hill*, after the lady of the purchaser, John A. Hill. She is designed expressly for the coal trade and will carry one hundred and thirty tons burthen on 4½ feet water. She is decidedly handsome and substantial boat, and reflects great credit upon the builder.

This is important, as it indicates that Williamsport was definitely building coal boats likely of the maximum size. In doing so it would increasingly be in competition with the growing boat-building industry in Cumberland and it is unclear how long coal boats were built at non-Cumberland yards before Cumberland boat yards monopolized that class of C&O Canal vessel, possibly by the late 1850s.

Canal Drownings and Accidents

One of the most common kinds of newspaper reports during the operating years of the canal, are those of accidental events. The years focused on here are no exception. For example:

The Baltimore *Sun*, June 3, 1853, reported that “Tilghman Davis, a steersman on the canal boat Hope, belonging to Charles Perry, Esq., of this place, was drowned in the canal on Thursday night of last week, at the viaduct at Williamsport.”

The Baltimore *Sun*, Aug. 17, 1853, carried a report from Williamsport that “a colored man was brought to the Alms-House in this town, on Monday last, whose foot had that day been torn from his leg, at or near Williamsport. We could not obtain a correct account of the accident, but we believe the man was working about a Canal Boat, and his foot becoming entangled in one of the ropes, was twisted off in a shocking manner.”

Accidents were often due to entanglement with ropes, frequently with gruesome results, as here, or with drowning when people were pulled into the canal. Also it is striking how often, when a canal accident results in the death of a Black man, only his first name was known and little else.

While not an accident occurring in the Williamsport–Hancock stretch of the canal that I am largely focusing on, the following report from the Aug. 12, 1858 Baltimore *Sun*, is particularly interesting because of the fame of the rescuer:

On Monday morning as the little canal steamer *Antelope* was on her trip to Harper's ferry, and had gone some distance above Georgetown, Capt. M. C. Meigs, in charge of the Washington aqueduct, who was on board, observed something in the water like a bundle of rags. In an instant more he observed a hand also, and signified to the captain of the boat that there was someone in the water. As the boat had too much headway on her to be suddenly stopped, Capt. M. leaped into the canal to assist the struggling person, who proved to be a woman servant employed on the boat. He had much trouble in preventing the woman's drowning by the weight and entanglement of her dress, but at length, vigorously assisted by Mr. H. Hutchins, of Georgetown, who was happily near at the time, Capt. Meigs was enabled to save her from a watery grave. Capt. M. was a good deal exhausted by his efforts.

Montgomery Cunningham Meigs (1816–1892) was the original engineer for the Washington Aqueduct that would carry water from Great Falls to the City of Washington. He had surveyed and selected the route earlier in the decade and the magnificent stone single-arch bridge over the Cabin John Creek valley that would carry the aqueduct, was designed by him. Meigs served as Quartermaster General of the U.S. Army during and after the American Civil War.

A particularly interesting accident was reported under the heading "Canal Disaster" in the *Shepherdstown Register* on May 14, 1870:

On Saturday morning last, about 3 o'clock as the boat *Wandering Boy* was rounding what is known as the "Big Pool," [M.P. 112.50] about 70 miles from Cumberland, she was run into by the [boat] *H. Gerdeman*, and sunk in about 15 feet of water. From the statement as given us by Milford Spohn, who was on the boat at the time of the disaster, it appears that owing to the dense fog that generally prevails along this portion of the Canal, the boat ran aground, and whilst endeavoring to get her off, the *H. Gerdeman* was seen coming up, the boat was warned off in sufficient time, but owing either to carelessness or incapacity upon the part of the steersman, the boat came on in full headway, striking the stern of the *Wandering Boy* with such force as to crush her rudder post, breaking in the whole stern, sinking her in a moment of time. Fortunately no lives were lost, though

Capt. Chapline and his son, who were asleep at the time, narrowly escaped by struggling through the water that rushed through the cabin door and windows. Everything went down in the unfortunate boat. The cargo—109 tons of coal—was owned by the Midlothian Coal Company; the boat by the Hampshire & Baltimore Coal Company. The total loss is estimated at near \$2,000.

The report that the captain and his son were asleep at the time of the collision is curious in light of the statement that the crew were attempting to dislodge the boat from the place it had grounded. However, that it happened at 3 a.m. indicates that this was a boat running 24-hrs. and the night crew may have been expected to handle all situations without the assistance of those sleeping.

As there is no indication that a wife or other children were on board, it seems likely that the captain's son was old enough to be a significant crew member in an all-male crew. Someone would have been with the mules that would have played a major role in trying to free the boat and one assumes Milford Spohn was a crew member, which indicates a crew size of at least four.

There is significant evidence in the newspaper reports that four to five men and/or boys constituted the usual canal boat crew before the receivership era (1891–1923) when nuclear families become increasingly common as the primary or sole crew. The growing complaints by coal boat captains in those last decades of inadequate pay to hire crew would explain the increased use of the captain's family and also reports of otherwise-homeless families living year-around on their boats. In that regard a Feb. 10, 1869 report in the Cumberland *Alleganian* represents an early example of the captains' pay problems:

The owners of boats on the Chesapeake & Ohio Canal, residing at Williamsport and vicinity, held a meeting recently, at which resolutions were passed similar to those previously adopted at a meeting of the boatmen here [Cumberland]. While assuring coal shippers that their object is not to organize a monopoly or combination that might be injurious to the interests of the former, they assert that, in view of the prevailing high prices of provisions, feed and **labor**[emphasis mine], the rates of freight paid last year do not afford adequate remuneration, and notify the Companies that necessity compels them to ask a considerable advance on those rates.

This does not make clear whether captains who ran boats owned by someone else had the same problem and it's possible that some (many?) were also present at these meetings. The reporter writing the article may simply have made

the common presumption that all captains owned the boat they operated—a presumption made frequently even today, although often wrong.

Mistreatment, Assaults on and Murder of Crews

A recurring report concerns the mistreatment or inadequate care of crew by captains. Attention was drawn to this problem in a *National Register* report of Sept. 12, 1872 concerning “Georgetown Affairs.” It begins: “On several occasions charges have been brought against captains of canal boats for mistreating their hands, which have passed heretofore unnoticed.” It then proceeds with the following account:

About one week ago a captain of a canal boat from Cumberland caused to be placed upon the towpath one of his crew he had shipped at that place and during the passage to this city was taken with the rheumatism. The heartless captain upon reaching Georgetown gave the unfortunate man no attention and suffered him to remain in agony until the boat was ready to start back on her trip, when in the dark of night (12 o'clock) he caused the sick man to be placed upon the shore. When [the sick man] found that he had been left alone, he began screaming for help and the noise soon brought several officers to the scene, where they found the man suffering the greatest pain. He was removed to the station house, where medical assistance was provided, and he remained there until he was able to leave.

In an earlier *National Register* report of Aug. 18, 1870, headed “Alexandria Affairs” we read:

A colored boy, named Isaac Robinson, hailing from Prince George's county, Maryland, arrived here yesterday evening on the Washington Ferry boat with a broken leg and in destitute circumstances. He was sent from the wharf to police headquarters, where his fractured limb was set by Dr. Powell, after which he was taken to the alms-house. His story does not speak well for the charity of Georgetown and Washington. It is as follows: He was a hand on board a canal boat which traded to Georgetown; his leg was accidentally broken while on his way down the canal; when he arrived in Georgetown he applied for pecuniary and surgical assistance, which were refused him, and he was directed to go to Washington; in Washington his appeals received a similar response, and it was not until he managed to reach this city that his wound was even dressed.

Another report in the *Daily National Register* from July 18, 1871, provides an especially complex picture of the attempted murder of a crippled crewman as well as abuse of a woman on a canal boat:

Malicious Assault. – On Saturday night last a brutal and malicious assault was made by the captain of a canal boat named James Scott upon a crippled man named John Smith, one of his hands. Smith was picked up on the Washington turnpike yesterday by Mr. Donat Pipher and brought to town. The particulars of the affair are reported to be as follows: The boat left here for Cumberland late Saturday evening, and had reached Four-mile run when Smith expostulated with the captain for maltreating a woman who was on board. The captain responded by seizing a hatchet and cutting him severely in the back and assaulting him so furiously that he had to jump overboard.

There follows an extensive account of Smith's harrowing escape, being found in a severely injured condition and given medical treatment. We are told that telegrams were sent to points along the canal authorizing the arrest and commitment of Scott. The woman was likely the companion of the captain but no specific information about her was given nor did the report indicate an interest in Smith's abuse of her.



Big Pool in the 1890s – Photo C&O Canal NHP, National Park Service

Murders on canal boats did occur and generally were given extensive attention in the news, including follow-up reports on the trials. An example is a particularly complicated case that began at Big Pool in the early hours of May 2, 1869. A lengthy description of the trial in Cumberland's Aug. 25 *Alleghenian* provides details of the situation that developed when the faster of two boats traveling downstream attempted to pass a slower boat. For some reason both teams of mules stopped as the boats were side by side and an argument developed between James Johnson, the young black mule driver with captain Noose's boat, and Clay Reed, the white captain on the other boat. James' brother, also a crewman on Noose's boat, was involved in the initial confrontation and in some of the subsequent events.

The trouble continued for several hours as the boats moved down to what was likely Four Locks. The trial portrays James and his brother as fleeing the threatening Captain

(Continued on next page)

Continuing Hike Series

By Pat White

The first Continuing Hike of 2019 was on February 23 at Taylors Landing. Five hardy souls gathered under ominous clouds and checked out the area. None of us parked at the boat ramp, where most of the parking was rather wet.

Further downstream we investigated Culvert 115 and the quite attractive watercourse running into it. We continued downstream to snow-covered Horseshoe Bend Hiker-Biker and returned upstream to investigate the mysterious ruins at mile 81.9, which may be the remnants of a collapsed culvert. There are several large holes in the canal prism, but there is no stream on the berm side. Perhaps a shallow stream has disappeared in the last 90 years as the area was farmed, since there is a slight declivity in the woods on the far side of the current corn field. The river side has collapsed timbers that might have been supporting the towpath at some time in the distant past.



Our next hike is on March 24. 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 fainthearted.

We won't hike in the summer, but on September 28 we'll meet at Dam 5 and head upstream to McCoys' Ferry. We'll walk downstream from Dargan Bend to the Huckleberry Hill Iron Mine near Lock 36 on November 17. 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.

Upper – High water at the Taylors Landing parking area.

Lower – The inflow stream at Culvert 115
Photos by Pat White

Accompanied by the Past (Continued)

Reed, returning to their boat, and then, "at the third lock" (presumably Lock 48), James boarding the boat with two of the mules to avoid Reed as directed by captain Noose. James's brother took over driving the two mules on the towpath. Captain Reed, brandishing a gun and club, pursued James onto the boat, saying he intended to kill James. There was no witness for the subsequent confrontation in which Reed ended up between the boat and the lock wall. As James ran from the boat, Noose pulled Reed out, laid him on the lock wall, and started up the towpath to get Mr. Knowl, his steersman, who had left the boat to look for a dog that had jumped ashore. Looking back, Noose testified that he saw James strike the prostrate Reed on the head several times with some object. It was later determined that Reed suffered a fractured skull and head cuts that proved fatal some six weeks later. Ultimately James Johnson gave himself up, was tried on Aug. 13, and was acquitted.

This trial details explain that when two boats passed that had been traveling in the same direction with one moving faster than the other, the faster boat had the right of way. The procedure for passing was the same as when boats

traveling in opposite directions passed, with the mules of the boat giving way being stopped so the boat would slow while being steered to the berm side of the canal and its slackening tow rope would drop to the bottom of the canal, allowing the other boat to pass over it.

In general, newspaper reports concerning the C&O Canal present a picture of a dangerous and harsh way of life. Boat crew are often impoverished and that is especially true of black mule drivers who may have been paid little or nothing beyond their food and rudimentary shelter when on board. Violence, accidents, and death are sufficiently frequent occurrences that any romantic picture of life on the canal that we may have had, collapses in the face of contemporary newspaper newspapers.

Notes:

1. Available in PDFs on the Association website: www.candocanal.org/histdocs/newspaper.html. Note that William adds to them from time to time so what you don't find in a search at one time, you might find at another.
2. *Ibid.*, 346.
3. Unrau, Harlan D. *Chesapeake & Ohio Canal Historic Resource Study*, 324. (Available in pdf at: www.nps.gov/parkhistory/online_books/choh/unrau_hrs.pdf)

Maintenance and Stabilization of the Round Top Cement Mill Ruins

By Steve Dean

The Round Top Cement Mill ruins are located about three miles above Hancock. The site is one of the best remaining examples of canal-era industry on the C&O Canal. Mills operated at Round Top in various forms from 1837 until the early 1900s. The area includes kilns, brick walls and a tall smoke stack. It presents an impressive view to hikers and bikers on the canal.

The mill ruins face the ravages of time and the elements, and in recent years overgrowth and stability of the remaining walls has been concerns. A new project will be undertaken by the Historic Preservation Training Center (HPTC) to clean-up and stabilize the structures. The HPTC is a National Park Service program based in Frederick, Maryland and supports preservation and maintenance of national park facilities. Historic preservation projects are undertaken and used to educate participants about preservation philosophy and the necessary crafts, technology and project management skills. Further information about the HPTC is available at www.nps.gov/orgs/1098/index.htm.

The conditions of the structures will be documented throughout the project with high resolution photography. A walk bridge provides safe access to the structures and supports movement of equipment and materials to the mill site. Scaffolds facilitate safe work on the structures. All bridge and scaffolds will be removed after completion of the project.

Similar techniques will be used for the cleaning and restoration of both the brick structures and stone kilns. Vegetation that is growing on top of the structures and from the mortar joints will be removed. Failing or deteriorated mortar

joints will be raked out using hand and power tools such as mash hammers and chisels, in combination with power tools such as Arbortech mortar removal tools. The HPTC ensures that the work is done by properly trained personnel.

The structures will be thoroughly rinsed down from top to bottom with water. After the rinsing is complete, the wall will be treated with D/2 biological solution in order to remove any excess dirt and pollution from the surface of the bricks. A final rinse-down will occur before re-pointing efforts taking place.

Approximately 36 cubic feet of unstable brickwork, on the front of the center wall, will be removed to reduce the safety hazard it presents. The defining features of the wall - a partial arch, a small arched opening, and other openings will remain intact and repaired if needed. The brick removed from this area will be reused, as in-kind replacement, for the capping and repair of the wall ruins.

Once the structures have been thoroughly cleaned, re-pointing, repairs, replacement and relaying efforts will begin. Any missing or removed mortar joints will be re-pointed. Any deteriorated or missing brick will be replaced with sound, in-kind bricks found on-site. Natural cement, lime and sand will be mixed at a ratio that closely matches the historic mortar. All of the joints will be struck to match the historic mortar joints and lightly brush-finished.

We applaud the efforts of the National Park Service to stabilize an important remnant of canal-era industry on the C&O Canal.



The brick walls of the Round Top Cement Mill – Photos by Paul Petkus



The kilns with the installed scaffolding

Coming to Williamsport: The C&O Canal NHP Headquarters

By Rod Mackler

Last September the C&O Canal NHP announced plans to move its headquarters from Hagerstown to Williamsport, where it will occupy the former site of the Miller Lumber Company. This is to be a joint effort by the National Park Service, Washington County, and the Maryland Economic Development Corporation (MEDCO).

The deal was sealed in September when the Washington County Commissioners approved \$1.25 million to buy the Miller Lumber property. The Maryland Economic Development Corporation is to invest about \$11.5 million to build and renovate the complex, which it will lease to the National Park Service. For its part, NPS will put \$5 million toward the project and enter into a 30-year lease with MEDCO. After the 30 years is up, the National Park Service will receive title to the property.

Miller Lumber is itself a historic relic, going back to 1878, at the height of canal operations. It closed in 2017, after 139 years. The complex includes a number of even older buildings, particularly the stone structures on the corner closest to the Cushwa warehouse. According to the Washington County Historic Trust, the “Van Lear” house dates to the 1790s.

In addition to offices for the NPS and C&O Canal Trust staff currently located in Hagerstown, the new headquarters will include meeting rooms as well as space for visitor services and educational space. (I’m sure that visitors would appreciate public restrooms.) The disposition of the Cushwa warehouse and the trolley power station across the street remains to be determined. The warehouse, reflected in the canal basin, is one of the most photogenic structures in the canal park, although the high-water marks painted on the building’s exterior point to its location in the river’s path during high floods.

One major unknown in the equation is the future of U.S. Highway 11, which currently passes between the Miller Lumber property and the Cushwa Basin. State and federal

highway authorities plan to rebuild the bridge from West Virginia. At that time, they could reroute the highway on the Williamsport end, straightening the bends in the road, perhaps restoring an earlier alignment to the east of the Miller Lumber site or even cutting through it. At present, crossing a busy federal highway, especially with heavy traffic and limited sight lines, can be a time-consuming and potentially dangerous undertaking. More than a zebra crosswalk will be needed if a visitor center and parking are located across this highway from the canal.

The park hosted a public meeting in Williamsport on February 12 to roll out its preliminary plans and to solicit input from the public. The park announced an ambitious timeline for the project. Another public meeting was held on March 2 to solicit more information, especially old photos, from the community. At the February meeting, Superintendent Kevin Brandt announced an ambitious schedule: groundbreaking for the renovations to take place in August or September of this year, with a move around September 2020.

The park headquarters was located at the Ferry Hill Plantation near Sharpsburg until 2002. The lease for the present address, on Dual Highway (U. S. Route 40) in Hagerstown, expires in 2022.



The Cushwa Basin. The Miller Lumber Company is the tan structure behind the warehouse. U.S. Route 11 is between the warehouse and the Miller building, and is visible by headlight traces in front of the building. Route 11 crosses the canal and the Potomac River on the concrete and steel bridge to the right. – Photo by Steve Dean

Volunteers-In-Parks – 2019 is Picking up Where 2018 Left Off

By Jim Heins

This will be another full plate year for the small group of VIPs who handle installation of benches, picnic tables, waysides and grills.

The C&O Canal Trust has another 18 benches, at a minimum, that people have contracted to have installed this year. They asked if our group – the bench bunch – would be willing to continue to be responsible for this effort. Contacting the primary members of this group resulted in a consensus to stay with the program.

In addition to benches, we have more picnic tables to build and install. Sadly, the Potomac is eating them as fast as we can install them at Swains. We are experimenting with some form of anchors to keep these wayward tables from leaving the area. Throw in some waysides and grills that need to be put in the ground and we have a busy season.

All of this will hopefully begin in May since we have the annual huge Potomac River Watershed Cleanup coming up on Saturday, April 13 and our continued April-May thrust for trying to eliminate garlic mustard from the park. Toss into this kettle our renewed effort to spruce up the Swains Lock picnic and camping areas and you have a picture of our 2019 plate of projects for the VIPs.

We are looking for some new members to join our team either with the Swains Lock Stewards or with the bench bunch who handle lots more than just the benches. This year is our 13th year helping with the river cleanup. At least two of the eight sites we operate are without site leaders this year so we are looking for some additional support to run these sites.

If you are interested or know of anyone who might be interested in helping with any of our VIP projects, please contact me at vip@candocanal.org.



Above – Skip Magee takes a rare, but well-deserved, break as he enjoys the view from the newly installed bench at the Catoctin Aqueduct.

Below – Phil Travers, Skip and Jim Heins assemble a picnic table at the Great Falls shop.



Along the Towpath, March 2019



Above – Skip and Jim (always with a tape measure or level) prepare a site for a grill installation.

Below – A newly completed picnic table at Swains Lock.

All photos by Doug Zveare.



The End of an Era in Cumberland: A Tribute to Ranger Rita L. Knox

By Danny Filer

In April, Ranger Rita L. Knox will retire after nearly 34 years of service to the National Park Service. Ranger Rita, often dubbing herself “the lone ranger” in Cumberland, has steadfastly served as the face of the NPS in the greater-Cumberland community and the reliable dispenser of facts and information for visitors to both the Towpath and the Great Allegheny Passage for over three decades. She was intimately involved in the design and construction of the Cumberland Visitor Center, which arguably provides the most immersive and valuable interpretive experience along the length of the canal. She has dutifully worked with volunteers and interns, made connections with local educators and hosted the Annual Canal School Days event year in and year out, and built many local partnerships that have kept canal programming relevant in the Queen City.

I’m writing as one of the people Ranger Rita has indelibly impacted throughout her long, illustrious career in Cumberland. Rita first recruited me as an intern while in college and eventually hired me as a seasonal ranger in the Cumberland Visitor Center. Through her tutelage, I learned the value of the canal as a natural and cultural resource and as a special place for recreation in western Maryland. Rita’s commitment to customer service and maintaining relevance to her visitors in Cumberland was paramount in her work, and she instilled this commitment in those working around her, like me. Her commitment and work ethic to the mission of the National Park Service is unmatched and still leaves me, as well as many of her co-workers, in awe today. Rita was my supervisor, mentor and, in many ways, my inspiration to eventually join the National Park Service full-time and become her colleague.

Rita’s legacy in Cumberland is the work she accomplished in the Visitor Center and educational programming throughout the counties in western Maryland, Pennsylvania, and West Virginia in which she engaged. She positively affected the lives of countless seasonal employees, volunteers, interns, public officials, educators, students and visitors.

Her positive, upbeat personality was an inspiration to those around her, while her random quips using words like “chutzpah” always brought smiles and laughter regardless of the mood. Rita once told me to mind my “Plimsoll line” when taking on work tasks and managing my schedule. I was too embarrassed to admit to Rita that I wasn’t aware of the term’s meaning. A quick Google search revealed that Rita was referring to a line painted on the side of a ship that indicated the amount of weight it could take on without sinking; she was referring to the amount of work I could handle and still keep a healthy lifestyle. Comments like this are quintessentially Ranger Rita: caring, yet educational. Her caring for others and empathy toward those she served is legendary.

Ranger Rita will surely be missed in Cumberland after she retires in April. I’m sad to see her go. I am, however, happy that she will have more time to devote to her personal interests, hobbies, and her family in western Maryland. I speak for countless lives touched by Rita when I say thank you – thank you for your devotion to the C&O Canal National Historical Park; thank you for being the very best the National Park Service has to offer; thank you for embodying the ideals and commitment expected of a park ranger; thank you for serving as a mentor and guide to so many people over the last three decades of your career; thank you for being a good friend.

Finally, I would like to personally thank Rita for the difference she has made in my life. I wouldn’t be an employee of the National Park Service today without her mentorship, and I certainly wouldn’t act with the character, work ethic, and professionalism that I do today without her influence in my life. I will miss you. You may be leaving Cumberland and the National Park Service, but you will never be forgotten.

Dan Filer is a member of the C&O Canal Association and has worked with Ranger Rita Knox since 2004. He currently serves as the Chesapeake Watershed Cooperative Ecosystem Studies Units (CESU) Research Coordinator for the National Capital Region of the National Park Service.



Ranger Rita Knox pointing out details of the Paw Paw Tunnel to an Association group – Photo by Steve Dean

On the Level

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.

This report includes walks from November through February 18. During this time parts of the federal government, including the National Park Service, were closed for 35 days. The park remained open during the shutdown but, at the direction of the NPS, volunteer activity was suspended. This is because adequate maintenance, safety and security services were not available during that time, and volunteer agreements are temporarily suspended. A few volunteers reported their observations during the shutdown and those findings are included in this report.

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

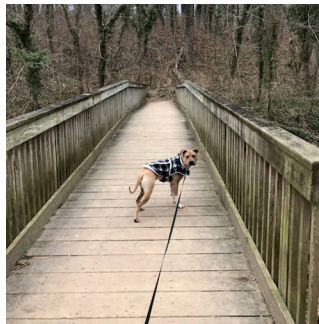
Background - Snowy towpath on Level 49 - Paul Petkus

Level 3 Lock 5 to Cabin John Creek: Allyson Miller reports December, January and February: Nine walks were conducted, including one with Christine McNeerney. There is typically a lot of trash in the Lock 7 and 8 areas. I also removed trash from the river side of the towpath and from the canal prism. At Lock 7 a huge branch is lying next to the lockhouse, the basement door is broken, and the basement stairwell is flooded. Surprisingly, I saw a small snake in December on one of our few warm days. I also spotted a huge snapping turtle, a big buck, and lots of waterfowl and hawks. In February I saw numerous great blue herons, four mergansers and two ring necked ducks (a first for me). **Abigail Passeri reports Feb. 17 and 18:** It was dry on the 17th, and wet from an overnight rain on the 18th. There wasn't much puddling. Trash was light and there were no obstructions on the towpath. Lock house 6 looked good and there was a Canal Quarters group staying in the house. I saw a ton of ducks in the canal swimming in groups all along the level. I attached some pictures of those wildlife. Everything was very brown due to being in the middle of winter. I'm looking forward to seeing some more color in the coming months!

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

Level 6 Bridge at Cropley to Great Falls Tavern: John N. and Frances M. Maclean report Jan. 1: The towpath was generally clean with one notable exception. We picked up at least a half dozen plastic bags of dog waste, which is a disgusting task. We've not seen the dog waste problem this severe before: a couple of particularly irresponsible dog owners hung bags of dog waste on the sign at the eastern entrance to the Billy Goat Trail, which was closed – that didn't stop people from using the trail, by the way; a group of about a half-dozen hikers, looking guilty, came out of the trail at that point while we were there. Many people were out for a hike or bike trip on New Year's Day, and we encountered about 150 people on our walk, maybe more. Many kayakers were paddling on Widewater, either on their way to put in below Great Falls or just out for a paddle. Quite a number, say a dozen, were carrying their kayaks along the towpath toward Great

Falls, and all of those presumably intended to put in below the Falls and make the downstream run to the Cropley Bridge takeout. The Potomac was high and dirty. There were many bikers, several score, and as usual they divided between the polite and conscientious ones who shouted or rang bells as they approached hikers and passed at a moderate speed, and the rest, who didn't do any of those things. The polite ones outnumbered the others. The towpath wasn't in bad shape considering the record of rain in 2018. There were some puddles, to be sure, but no washouts and no fallen trees across the path left untended.



Above – Abigail Passeri is joined by her canine companion on her level walks.

Below – Katherine Andrie observed some early skunk cabbage on Level 10.



Level 7 Great Falls Tavern to Lock 21: Nancy Benco reports Dec. 13 and Feb. 5: In December the towpath was in good shape along this level. There was no water or mud, a few branches. The canal prism was nearly entirely watered from Great Falls (just north of the construction) to Swains, despite construction at Great Falls where the prism is drained. In February the towpath was muddy from a half-mile north of Great Falls to a half-mile south of Swains Lock due to recent snow fall. There were no bicyclists on this section. Walking often required walking along the edge of the towpath to avoid the mud. Great Falls prism and gate construction was still underway. Workers said they expected to finish this spring, unless more excavation was needed south of Great Falls. There were a few ducks swimming but not much other wildlife.

Level 9 Lock 22 to Seneca Aqueduct: Paul and Rita Marth report Oct. 5: The canal water level was relatively high between Mile 20 and somewhat higher up to Violette's Lock. The Seneca Aqueduct arches had large debris piles including tree trunks. This walk was about one week after heavy rains and very high water and flooding on the Potomac. Downstream from Violette's one could reach the river edge whereas upstream access was not possible because of deep mud.

Level 10 Seneca Aqueduct to Mile 25: Katherine Andrie reports Feb. 6 and 7: A large amount of debris continues to build up in the creek area, but people can still paddle out to the river. I noticed that the lace curtains of the Lock House were taken down so one is able to peer in and view the artifacts. Hopefully this will not cause vandalism. A small hole, either animal or sink hole is occurring

directly across from the Lock 24 marker, on the towpath side. The fence on top of the aqueduct has been “mended” by a kind soul. I viewed an early skunk cabbage in canal area just before the lock house. There has been an increased presence since December of law enforcement by both the NPS Park Rangers and the Maryland Park Police at Seneca.

Level 12 Sycamore Landing to Edwards Ferry
Ray Abercrombie, Pat Hopson, Carol Ivory, Janet Kegg, Margaret Neuse, Ron Wise and Frank Wodarczyk report Dec. 1: The ground was very muddy, and the river level was high, both of which made it impossible to get to some of the trash. Overall, there was less trash than usual nearly everywhere. The picnic table at the Chisel Branch Hiker-Biker was there today, and it looked worn and well-used and seemed to have been here quite a while. So, I’ve concluded that we erred when we didn’t see it on the Heritage Hike on Oct. 27. I’m glad we were wrong! Several of us cleaned up the Goose Creek Lock as well as we could, but the water level was too high and precarious to venture into the prism, and there is a lot of unsightly trash in it - probably brought in by the river, whose level is very high, including in the lock. Also, the downstream wall of the lock has deteriorated even more in the last couple of years. A large long-dead tree has finally toppled and is lying on the lock.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports Nov. 19 and Jan. 26 (with Steve Horvath): In November I walked into the woods near Mile 36.5 and observed quite a lot of trash for about a quarter of a mile along the river bank, so much that it spooked my dog Violet. There were at least four tires and several metal drums along with glass and plastic bottles. I did not pick up any trash since I could not carry it. The river was very high in places and up to the culverts. The grill at the Marble Quarry Hiker-Biker still needs repairing and is held up with two stones. There were three great blue herons in the canal prism. I could see and hear pileated woodpeckers occasionally. We saw several squirrels and two does. Near Lock 26 I observed a belted kingfisher flying above the canal. There were a few turtles out on logs sunning themselves. In January, Steve and I removed numerous down branches and limbs. The significant towpath erosion previously reported has not been repaired. It is a serious hazard to cyclists. There were two large limbs blocking the towpath that I reported to NPS. For most of this level the prism had various depths of water and was frozen over. Beautiful icicle flows could be seen in several places from the cliffs near Mile 38. We saw a bald eagle flying near the aerie across from Culvert 63. *Note: Jon is leading a river cleanup*

at in this area on March 30 as part of the Potomac Watershed Cleanup. Contact Jon (240-888-5367 or wolzjon@hotmail.com) if you are interested in participating.

Level 16 Lock 26 to Monocacy Aqueduct: Jon Wolz reports Nov. 21 (with Steve Horvath) and Jan. 28: In November we observed a significant amount of river trash behind Lock House 27. The Potomac

River was high again and out of its banks, but not flooding. There was a significant leak underneath the towpath near Culvert 68, which was reported to the NPS. The sinkholes near Culvert 65 were larger than previously noted and there was a log sticking out of one of the sinkholes. Four foot-rail boards were missing on the Monocacy Aqueduct. Water was flowing through arches 1, 2, 6 and 7, however, there was still a lot of debris piled up in front of arches 3, 4 and 5. The road leading to the Monocacy Aqueduct parking lot has deteriorated further and at one spot only one vehicle can pass. In January the towpath was frozen, but thawing in the sun below Mile 41. It was muddy at times from the thawing. For most of the walk on the river side of the canal, left-over floodwaters were iced over in the woods. Broken ice could be seen surrounding the large sinkhole over Culvert 69. There was a layer of ice on the watered parts of the canal prism. Near Mile 41.5 the canal prism continues to leak into the Potomac River. *Note: Jon is leading a river cleanup at in this area on April 6 as part of the Potomac Watershed Cleanup. Contact Jon (240-888-5367 or wolzjon@hotmail.com) if you are interested in participating.*

Level 17 Monocacy Aqueduct to Noland's Ferry: Earl Porter reports Feb. 4: Arches 1, 2 and 7 of the Monocacy Aqueduct were open, but there was a huge log-jam on the other arches. There was quite a bit of ice at the Monocacy parking area, and I parked on the road and drove in. Three buses from Frederick County Public Schools tried to enter, but were forced to back up and turn around. The Monocacy River boat ramp was mud-covered.

Level 19 Point of Rocks to Catoclin Aqueduct: James Spangenberg reports Dec. 7: There was substantial water in the prism almost to Lock 29 from just past Point of Rocks. There were numerous floating bottles and I was only able to pick up a dozen out of the prism. The Landers boat ramp was clear, but one large bag of trash and a large piece of Styrofoam was collected there. It appears that almost all of the trash was debris from the flooding. The mud

left on the roads and parking lots were bulldozed into piles on the edge of the parking area. The Point of Rocks Community Commons Park, which is on the berm side of the Point of Rocks Boat Ramp area, has been substantially completed. It has an obelisk



Top – Kayaker at Widewater – John N. Maclean
 Upper middle – Downed tree on Level 15 – Jon Wolz
 Lower middle – Tree across Goose Creek river lock – Pat Hopson
 Bottom – Rock covered erosion at Mile 78 – Charles Connolly

marking flood levels, paved walkways, restrooms, benches, a small amphitheater and substantial parking. A new big sign was installed for the new entrance to the boat ramp, which is a newly paved road (unlike the prior potholed road) up to the pivot bridge. **June and Linda Miller report Jan. 1:** The ice floes floating down the Potomac River made for a scenic view. Conditions were sunny but cool. No unusual conditions were reported.

Level 22 Lock 31 to Lock 33: Karlen Keto reports Feb. 4: I walked the level with my dog Chessie. The towpath was clear, but it was very wet and mushy due to recent snow melting. It was no problem for walking or cycling. **Tom Crouch reports Feb. 6:** As one passing cyclist called out to me: "It's a great day to be on the C&O!" After a week of subfreezing temperatures, the thermometer rose to 70 degrees. The snow had melted over the previous two days, leaving the towpath in a very muddy condition. Even the firmest areas were soft enough to slow down a bicycle. This was my first time in the park in a month, since volunteer activity was on hold during the shutdown. As expected, a good deal of trash had collected, much of it in the prism. I collected quite a bit of it, but had to leave other items in the areas of the prism that were too wet to access. I encountered four cyclists and half a dozen hikers out enjoying the weather.

Level 25 Dargans Bend to Lock 37: Brigitta Shroyer and Joel Anderson report Feb. 5: 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. There is a lot of trash in this section.

Levels 28 and 29 Lock 38 to Snyders Landing: Clifford Smith reports Jan. 7: The conditions were considerably better than I imagined they would be after all the rain and flooding that had occurred. Between Miles 73 and 75, and then Mile 76 to Snyder's Landing there were a number of areas where the river had overflowed into the canal, causing some erosion (gravel washed into the canal side) and river sludge deposited on the towpath, and the reverse, where the towpath had flowed back into the river causing some erosion. The river had dropped about 15 feet since my last report. A significant number of trees had fallen, mostly on the canal side, uprooted from the rocky hills in that area. As far as I can tell only one had fallen across the towpath and that one had been cleared. In general, the towpath was pretty good, and in my opinion, nothing needed urgent attention.

Level 30 Snyders Landing to Lock 40: Charles Connolly reports Dec. 24: The NPS did extensive resurfacing work with gravel a several months ago; unfortunately, subsequent heavy rains undid some of their good work. Still, it is much better than it was a while back when you could hardly travel from Snyder's to Taylor's after a rain because of standing water across the path. Heavy rocks that were put in place are still exposed and make travel very difficult for about 200 feet around Mile 78. The canal prism is almost completely watered.



Above – High water on Level 29 – Clifford Smith

Below – Turkey tracks on the towpath – Paul Petkus



Level 32 Marsh Run Culvert to Dam 4: David Plume reports Jan. 1: Rain from the previous day as well as record-breaking amounts of rain for the previous several months had everything very wet and muddy. There was also mud deposited from recent flooding. The river was high. Marsh Run was flowing across Taylors Landing Road. There was debris from flooding along both sides of the towpath and

in the canal prism. From Marsh Run upstream to just below the water pump the towpath was in fair condition, but otherwise the towpath was generally in poor condition. Many areas were very slippery and covered in mud. Some areas were completely or partially blocked by logs probably left behind by receding floodwaters. Towpath surface was washed away in a few spots. Debris still in trees indicates that the towpath had been covered by floodwaters in this entire level. Some areas, particularly just below Dam 4, had as much as 4 to 5 feet of water over the towpath.

Level 37 Falling Waters to Lock 44: Jim Tomlin and Cindy Walczak report Nov. 29 and Feb. 14: In November there was a large amount of trash. About 90 percent of it was flood deposited. We have never seen so many sticks and limbs on this level. There must have been numerous high-wind incidents since the October walk. No new or recent fallen trees, but numerous branches and small limbs down on the towpath. All were removed, although it made for an average of 1 mph. Cindy also removed garlic mustard between Lock 44 and the I-81 crossing. In February there was about 2 inches of slush and accumulated sleet and ice. One tree was uprooted and cut by NPS, but it took out a chunk of the towpath surface. The NPS put flagging tape at the site as a warning. There were fewer sticks than I had expected, considering the recent icing event. It did not seem to affect the trees on this Level.

Level 42 Four Locks to McCoy's Ferry: Jack Ebersole reports Oct. 7: The drive-in campground at McCoy's Ferry is closed, the NPS sign reads due to "emergency conditions." *Note: Ice in Culvert 142 (McCoy's Ferry road culvert) impacted access.* There was a little trash at Four Locks, and none on the towpath. Several inches of water were in Culvert 139 (Four Locks road culvert) and subject to freezing in the very cold weather, making access to the parking lot problematic. At Four Locks a flock of buzzards were searching out some carrion and a red tail hawk was in the trees.

Level 44 Fort Frederick to Ernstville: Jim Biasco reports Jan. 27: Towpath condition was good and dry, with one or two icy spots from the winter snows. A number of smaller branches were down, which I moved off the towpath. Two downed trees were partially blocking the towpath at Miles 112.2 and 112.9. These were reported to the NPS. About two-thirds of Big Pool was frozen over, with a few hardy Canada geese in it.

Level 49 Round Top Cement Mill to Lock 53: Paul Petkus reports Feb. 3: It was a beautiful winter day for a walk. I was the only person on towpath on Level 49 and the section of Level 50 that I walked that day. The towpath was mostly snow covered. As the

Lockhouse 75 Volunteer Support

By Steve Dean

The Association plans to staff Lockhouse 75 during the summer late spring and summer season in 2019, and this is your chance to participate in a unique and rewarding volunteer activity. Lockhouse 75 volunteers staff the house from 10 a.m. through 4 p.m. on Saturdays, Sundays and holidays between Memorial Day and Labor Day. Duties include opening and checking the house, greeting park visitors, discussing the function of the lock and life on the canal, guiding visitors through the interpretive displays in the house, writing a summary of the day in the lockhouse log and securing the house at the end of the day.



Lockhouse 75 – Photo by Steve Dean

Participants will need to complete a National Park Service volunteer service agreement and take a short training session on park safety and NPS regulations. A uniform is not required, but volunteers should wear their Association badge

or other identification as a park volunteer. Guidelines will be provided to the volunteers. Volunteers will work in teams of two and can participate on one day or multiple days, and will be scheduled for dates of their choosing at the lockhouse.

Lockhouse 75 is the uppermost lock on the canal and is located near Cumberland. It's a wonderful area to spend a day, and many previous volunteers return year after year. Park visitors appreciate the experience to visit a lock house, and the comment log notes their satisfaction with the experience. A typical example of a visit notes: "A young father and son stopped in the lockhouse. He said in all the years

he lived in the area, he'd not been in the lockhouse. He was amazed and so was his son. He took pictures and thanked us."

Please contact Steve Dean for further information or to volunteer at levelwalker@candocanal.org.

On the Level (Continued)

temperature warmed up during the afternoon, the snow melted and became somewhat slushy. The majority of the water in the prism in Mile 129 was ice covered, but there were streams of water in the upper stretches of Mile 129. Streams of water met at the waste weir and then flowed underneath of it. A mix of ice and water was present near the culvert. Most of the wildlife that I saw during the day was birds. Among the birds I observed were pileated woodpeckers, belted kingfisher, cardinals, tufted titmouse, white-throated sparrows and dark-eyed juncos.

Levels 56 and 57 Culvert 208 to Lock 63 1/3: Barbara Sheridan and Pat White report Nov. 23: We also covered part of Lock 58, because Outdoor Club Road (our access to Twigg Hollow) was closed due to a downed tree. We took Kasecamp Road to check on Culvert 208 at the start of Level 56, then drove to the parking lot at the Paw Paw Tunnel and hiked in from there on Level 58. We were very pleasantly surprised with how clean everything was. The superintendent's house at the Paw Paw Tunnel did not appear in any worse shape than when last seen. The campsites appeared to be in good shape. There were no issues with the locks on the level. We spotted six deer; also one opossum wandering around Lock 61.

Level 59 Tunnel Parking Area to Opposite Little Cacapon: Trent Carbaugh reports Feb. 4: A large amount of medium and large sized branches were down, at Mile 157.5 there is a tree down partially

blocking the edge of the towpath; this was reported to the NPS. The Purslane Run hiker biker camp looked pretty good and unused. Towpath was a mix of melting snow and squishy mud with some nice deep puddles in spots.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct: Trent Carbaugh reports Nov. 25 and Feb. 4: In November, other than some large puddles and the ensuing mud from snowfall and rain, the towpath was in very good shape. There were lots of largish branches down too. In February it was very wet with some ice and large puddles, and the towpath was very mushy in spots. There were numerous limbs down as well. At Mile 160.8 a new sinkhole has developed and at Mile 160.85 another much larger sinkhole has opened up. I marked both with a tall stick and loggers tape flags. These were reported to the NPS. Water levels in the prism were dropping, causing the ice to subside and make some really creepy noises.

Level 61 Town Creek Aqueduct to Lock 68: Trent Carbaugh reports Nov. 25: I encountered two fishermen, two backpackers in the hiker/biker who were recovering from the storm the day before, and two people who were resupplying a thru hiker walking from Colorado to Washington, D.C. – I helped them with some navigation issues. I saw ducks and geese, one pileated woodpecker and some squirrels, with some deer tracks. The beavers that were in the canal have moved into the swampy area on the river side of the towpath.

Nature Notes

By Marjorie Richman

Evolutionary Anachronisms Along the Towpath

In the 1970s, biologists began to focus on solving a puzzle. It had long been noted that the fruits of certain trees had no takers; they simply sat on the ground and became rotten. Since food is a precious commodity in nature, it didn't make sense that a food source would be ignored. There were many theories over the years as to why this happens, but none seemed to satisfy the growing collection of evidence. Other features under discussion added to the mystery; for example, why some trees retain attributes for which no purpose can be found. Finding plausible reasons for rotting fruits and useless attributes led to intriguing concepts which are now being offered in the context of a new theory and a new term, "evolutionary anachronisms."

Anachronisms are all-around us, in our neighborhoods and along the towpath. We have become accustomed to them to the point where we take no notice. For example, we often see Osage orange trees, but we rarely note that the large, solid fruits sit on the ground for extended periods, uneaten. We often see honey locust trees and never wonder why such lovely trees have an array of very nasty thorns extending along the trunk. Fruits too big to swallow and dagger-like thorns are now thought to be anachronisms: attributes that evolved over the long history of a species in response to pressures that are no longer present.

These pressures began when huge animals roamed the earth. Megafauna, animals weighing perhaps as much as 1,000 pounds, were abundant thousands of years ago. Fossil

evidence indicates that huge bears, mastodons, mammoths, and even camels were once present in North America. These animals formed a partnership with the trees of that time. The trees provided food; the animals ate their fruit and dispersed the seeds. The partnership was essential for animal survival and tree reproduction. Then, about 13,000 years ago, the great glaciers of the Pleistocene epoch began to melt. The climate changed and the megafauna eventually became extinct. Some species of trees survived the extinction, those fortunate enough to find new reproduction strategies. Biologists now think this survival came at a cost. Many tree species adapted in important ways but still retained features of a bygone day; a time when large animals could eat and digest large fruits or fruits encased in hard containers, a time when large herbivores could topple a tree simply by rubbing against it or were tall enough to browse fruit before the seeds were ready to germinate. Since trees populated the planet long before we did, and they live much longer than our life span, it seems reasonable that such attributes could have once been an important part of a tree's life cycle. The fact that these features have not been discarded over many thousands of years is a new concept.

Thorns are hard to miss on a honey locust tree (*Gleditsia triacanthos*) and on several species of hawthorn (*Crataegus*). They are long, nasty and sharp. The Osage orange (*Maclura pomifera*) thorns are more subtle, but they are there. You have to look carefully on new branches to see a small thorn under the leaf stem. In all three cases, these thorns contribute little to the functioning of the tree, yet they must take a great deal of energy to produce. Biologists

(Continued on next page)



Honey locust tree thorns – Photo by Marjorie Richman



Osage orange tree fruit – Photo by Carol Ivory

The Great Ride – Biking from Pittsburgh to Washington

The Great Ride is a new documentary produced by WQED in Pittsburgh, Pa. It features a journey by bicycle from Pittsburgh, Pa. to Washington D.C. on the Great Allegheny Passage and the C&O Canal towpath. It debuted on public television in Pittsburgh on March 14th and will eventually be featured on public television in other areas.

The C&O Canal Association was a sponsor of the documentary and is credited with special thanks for its support.

The Great Ride will be available on the internet for a limited time during March 15-31 at wqed.org/ride.



Membership Renewal

Is your Association membership current? Check the “**Membership Expires**” section on your address label on the last page of this issue to see when your membership expires (all Association memberships expire December 31 of the year listed). If the date on yours is Dec. 2018, would you please send us your renewal today? You can download a paper renewal form on our web site at www.candocanal.org/2019renewalform.pdf, or renew online at www.candocanal.org/renew2019.html. If you ever have any membership questions, please contact Will Stewart, Membership Chair, at membership@candocanal.org.

Nature Notes (Continued)

now think the thorns were an important defense mechanism when these trees shared the environment with large animals that no longer exist today.

The Osage orange tree offers a good example of a fruit that is ignored by wildlife. The characteristics of the fruit couldn't be less tempting to our wildlife, including our own species. Besides being too big to swallow in one bite, the fruit contains a latex substance that is sticky and messy. Long ago these same characteristics were probably quite attractive to mammoths and mastodons, animals with large mouths and efficient digestive systems. For today's wildlife the fruit is too large for one mouthful and too hard to penetrate. Today the tree survives because people value its wood. It is highly resistant to rot. Native Americans used it to make bows; settlers used it as building material. It also helps that Osage orange trees can reproduce vegetatively by sprouting new stems.

Similarly, the fruits of the honey locust are long, hard-shelled pods containing multiple seeds. These pods dangle on tree branches sometimes for an entire season. In order to release the seeds, a browsing animal must eat and digest the pod

or crack the hard shell. It seems today's wildlife prefer food sources that are easier to deal with. Today honey locust trees survive because we plant them, or they are found on floodplains where water can take over the job of seed dispersal.

To get a close look at these anachronisms, there are several places to go:

There is a fine example of a honey locust tree with fierce thorns at Great Falls along the River Trail behind the construction site fence near the visitor center.

There is a beautiful Osage orange tree at Edwards Ferry on the east side of the parking lot and there are several along the towpath nearby. The stumps of two Osage orange trees sit almost on the towpath. The intense orange color of the exposed wood almost looks painted.

According to Carol Ivory, a long-time nature walk leader for the Association, the best place to see a hawthorn tree is at River Bend Park on the Virginia side of the Potomac. The tree is near the park visitor center.

To learn more about evolutionary anachronisms, read Connie Barlow's book, *The Ghosts of Evolution*. And, of course, be sure to check out the trees.

2019 Presidents Day Breakfast

By Steve Dean

Our tradition of celebrating the Association presidents and enjoying general fellowship continues for the 17th time. Join us at Bill's Place in Little Orleans on June 1st. A reservation form is enclosed in this issue, or you can register on-line at www.candocanal.org/calendar.html. Breakfast will be served at 9 a.m. The cost is \$10 per person. You must register by Friday, May 24.

After breakfast, participants can take a walk from Bill's down the Western Maryland Rail Trail extension, cross the canal crossing bridge at the Indigo Tunnel, and return on the towpath. Contact Steve Dean at editor@candocanal.org or 301-904-9068 for more information.

Some members enjoy camping the night before at Little Orleans Campground, which is near Bill's. You can make reservations by calling the campground at (301) 478-2325.



Snow won't be a factor on the towpath in June! Walkers should be able to cross the Indigo Tunnel crossover bridge after the Presidents Breakfast – Photo by Trent Carbaugh

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
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 , 1:30 p.m., at Rockville Memorial Library, 21 Maryland Ave, Rockville, Md. <i>Note: One-time location and time change</i>
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 .
May 3-5, Fri.-Sun. Weekend Annual Douglas Hike and Dinner . Celebrate the 65th anniversary of the original Douglas Hike either with two days of hiking, fellowship and camping near Williamsport, or with the annual hike and dinner on Saturday. Details are on page 4 of this newsletter. Register by April 19 using the form in this newsletter or on-line at www.candocanal.org/calendar.html . For more information, contact Steve Dean at programs@candocanal.org or 301-904-9068 (leave message).
May 12, 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. Note: 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 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 .
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. Register by May 24 using the form in this newsletter or on-line at www.candocanal.org/calendar.html . Contact: Steve Dean at programs@candocanal.org or 301-904-9068 (leave message). Some members enjoy camping the night before at Little Orleans Campground (301-478-2325).
June 2, Sun. Board Meeting , 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.
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.
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).
June 22-23 Sat.-Sun. Montgomery County Heritage Days . For information visit www.heritagemontgomery.org/events/heritage-days/
June 22-23 Sat.-Sun. Oldtown Summerfest Celebration . Tours of the Michael Cresap Museum will be offered noon to 4 p.m. For information visit www.oldtownmdsummerfest.com/indexhtml.htm
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 at canoemaster@candocanal.org or 301-980-8932.
Aug. 4, 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.
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.
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.

Sept. 16-18, Mon.-Wed. World Canals Conference , Yangzhou and Wuxi, China. Hosted by the World Historic and Cultural Canal Cities Cooperation Organization. Visit www.wcc2019china.com
Sept. 28 Sat. Continuing Hike Series , Dam 4, Mile 106.8 upstream to McCoys Ferry. Contact Pat White (hikemaster@candocanal.org or 301-977-5628)
Oct. 6, 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 .
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).
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.
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).
Dec. 1, Sun. Board Meeting , 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.
Dec. 7, Sat. Frostbite Hike : 10:30 a.m. Location TBD. Contact Bill Holdsworth at 301-762-9376 or website@candocanal.org .
Jan. 1, 2020, Wed. New Years Hike . Details TBD. Tom Aitken at (304)-279-0521 or at thomasaitken01@comcast.net .

Important Information About Association Events

- *Liability waivers are required for many Association activities. You will be asked to sign a waiver before participating in certain events.*
- *Hikes require proper footwear.*
- *Paddling, hiking and biking participants are responsible for their own equipment and food.*
- *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 follow Facebook @candocanal.org for up-to-date event 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)

Hancock Visitor Center 301-745-5877
439 East Main St., Hancock Md.

Supervisory Park Ranger Rita Knox

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

Supervisory Park Ranger Rita Knox

OTHER USEFUL TELEPHONE NUMBERS:

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

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



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C&O CANAL ASSOCIATION

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

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

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 Benko, Barbara Sheridan, William R. Stewart, Jim Tomlin.

Note: this newsletter was printed before the 2019 annual meeting, and 2019 election results and committee assignments will appear in the June issue.

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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Culverts are often leaky, but we may not notice because there isn't always water in the prism over them. Culvert 142 at McCoys Ferry (Mile 110.42) is an active road culvert, but in February it was closed due to a significant formation of ice and a very slippery road surface. Photo by Steve Dean



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