

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

September 2019

Number 3

Boats Return to the Conococheague Aqueduct

By Steve Dean

Boats crossed an aqueduct on the C&O Canal on August 8, 2019, for the first time in 95 years. This tremendous accomplishment was made possible by the Conococheague Aqueduct restoration project, a two-year endeavor to rebuild the historic aqueduct using timber and original stones. The project created the first watered, operational aqueduct along the C&O Canal since 1924.

With the completion of the aqueduct project, another step was completed towards the goal of making Williamsport the preeminent historical canal destination in the United States. Visitors can view multiple canal features in one location, including a lift lock and refurbished lockhouse, railroad lift bridge, canal turning basin and warehouse, a Bollman bridge and a watered aqueduct.

The ribbon cutting was attended by a large crowd of canal supporters and local, state and national dignitaries, including Maryland Governor Larry Hogan and United States Senators Ben Cardin and Chris Van Hollen. Gov. Hogan noted that “This is the kind of transformative project that only comes along once in a generation, and it has taken years of collaboration, cooperation and hard work by so many people at the federal, state and local levels of government to help make this important project become a reality.”

The opening of the Conococheague Aqueduct is also a crowning achievement at the end of C&O Canal Superintendent Kevin Brandt's long career with the National Park Service (see page 10 in this newsletter).

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The sight of boats crossing the Conococheague Aqueduct is a welcome presence in Williamsport – Photo by Steve Dean

Join us for the Fall Heritage Hike on October 26

Details on page 12

President's Report

By Bill Holdsworth

Kevin Brandt announced his retirement recently. For me that represents the end of an era. When I first became active in the Association in 2006, Kevin was already the superintendent.

The recent ribbon-cutting/ground-breaking ceremony at Williamsport became a bit of a valedictory for Kevin. Several speakers remarked on his imminent retirement, and past accomplishments. He was recognized with several awards.

Kevin has much to be proud of. In an era of flat or declining NPS budgets, he was adept at partnering with local governments to fund some major capital improvements. To mention some highlights during this period, we have seen:

- Stabilization of the Monocacy Aqueduct
- Restoration of the Catoctin Aqueduct
- Reconstruction of Big Slackwater
- Rehabilitation of Swains Lockhouse
- Reconstruction and watering of the Conococheague Aqueduct
- Start of a new park headquarters building in Williamsport
- Reconstruction of Locks 3 and 4 in Georgetown
- Ordering a new canal boat for Georgetown
- Evaluation of the towpath surfacing and resurfacing of the sections most urgently in need of repair
- Initiation of the Canal Quarters program

Towpath users will enjoy the fruits of Kevin's labors for many years to come. At the same time, he wasn't just interested in the flashy new projects. Kevin has consistently highlighted the daunting challenge the park faces in the maintaining 19th century engineering structures and other buildings.

I have always enjoyed working with Kevin. I will miss him. I wish him well in his new endeavors and hope that we still see him along the towpath.

Association News

The Association funded the printing of the 2019 Park Planner. This large-size, folded document provides visitors with a mile-by-mile guide, camping information and visitor center hours. The Association has been funding this publication since 2003, spending over \$64,000 in the process.

Sharp-eyed readers may notice some slight revisions to our canal boat logo. We adopted the logo in 2007. Recently someone pointed out some historic inaccuracies. We have updated the design.

C&O Canal Milestones

On June 28, I participated in the ribbon-cutting for the newly rehabilitated Swains Lockhouse. It is now available for overnight stays as part of the Canal Quarters program. Interior furnishings strive to recreate the experience of life in 1916. The interior looks great.

Following the June 1 Presidents Breakfast, I attended the ribbon-cutting for the Western Maryland Rail Trail extension to Little Orleans. The extension added about 5 miles of paved trail beyond Pearre.

Trail extension infrastructure is impressive. Two bridges down to the towpath allow the riders to bypass the 4,350-foot-long Indigo Tunnel and avoid disturbing its bat population. The traffic signal for cyclists where the trail crosses High Germany Road rivals anything along Rockville Pike for its visibility and functionality.

C&OCA Welcomes New Members

Judy Cowles, Jamestown, N.Y.

Lisa Eckhart, Williamsport, Md.

Monica Hanna, Kensington, Md.

Cyril & Meghan Jacquot, Washington, D.C.

Didier Milongo, Germantown, Md.

Joseph Nunes, Washington, D.C.

George Rae, Shippensburg, Pa.

Ronald Tipton, Rockville, MD

John Wiggins & Kathleen Moriarty, Bloomery, W.Va.

*If you ever have any membership questions, please contact
Will Stewart, Membership Chair, at membership@candocanal.org.*

2021 World Canals Conference Update

By Bill Holdsworth

The Association's World Canals Conference committee continues its work to prepare for the event, which is just two years away: Aug. 30 – Sept. 2, 2021

New Logo – After much deliberation we have adopted a new logo for the conference. Members of the Local Organizing Committee voted to choose among the competing images. Our friends at Visit Hagerstown worked with their designer to develop the winner.

Inland Waterways International president David Edwards-May visited our area for the first time June 16-18. Rod Mackler and Susan VanHaften gave him a whirlwind tour of the lower canal. Then Barbara Sheridan and I took him to Hagerstown, Williamsport and Hancock. IWI is the sponsoring organization for the WCC. We hope the visit boosted IWI's confidence that it made the right decision for 2021.

Venue visit – The conference committee took a hard-hat tour of the Maryland Theatre Performing Arts Center June 7. The new structure, between the historic auditorium and Potomac Street, will offer a ballroom, rehearsal studio space, a cocktail

lounge and a grand lobby. The theater is scheduled to open the new facilities in October. The facility could provide an impressive venue for a conference.

Website – Check out our website, wcc2021.com. Right now, it's just seven pages. We will expand to about 25 pages before the conference opens. The site will offer online registration, a detailed conference program, and tour information.

Matched donations – The steering committee recently reviewed the budget with our co-host organization, Visit Hagerstown. The anticipated budget deficit looks manageable. We hope Association members will continue their generous support of the conference. Your donations are doubly effective. An anonymous donor continues to match member donations dollar-for-dollar up to a limit of \$10,000.

The **2019 World Canals Conference** in China has hit some choppy waters. In July organizers of the Yangzhou conference shifted the date back 10 days to Sept. 26-28. The shift required potential attendees to adjust their travel plans.



Strategic Planning Update

By Susan VanHaften, Special Projects Committee Chair

It's been almost six months since the Special Projects Committee presented the strategic plan to the Association's membership. Exactly where are we in our strategic planning process now, and what progress have we made in meeting our three major strategic goals—communication, membership and project support?

At the March membership meeting, Elizabeth Groth offered to take over as social media coordinator. We now have a much more active presence on Facebook and Instagram, and a new Twitter account as well. The 2021 World Canals Conference website (wcc2021.com) gives a preview of the future look and feel of the Association website. Bill Holdsworth plans to use the WCC site as a model for the Association site.

Will Stewart and Bill have started work to transition our membership database to a cloud-based commercial prod-

uct, Wild Apricot. The transition should yield some efficiencies. Initially the deployment will be behind the scenes. Ultimately, we should be able to improve member interactions online. Will is also working with Steve Dean on updating our membership brochure.

Project support for the Park and the canal comes in two flavors—volunteer efforts and financial support. We developed a template to structure our thinking, and are compiling a list of possible projects the Association could fund to help the Park and the canal. We are open to new ideas for projects to fund. If you have one, please let us know. We hope to have a list ready for the Board to consider at its December meeting. You can find a link to the complete strategic plan as well as the executive summary on the first page of the Association's website, www.candocanal.org.

Donors to Association Funds

May 1 to July 31, 2019

Ken Rollins C&O Canal Fund

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

Davies Legal Fund

– 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

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

2021 World Canals Conference Fund

– 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.

Ken Rollins C&O Canal Fund

AmazonSmile
Nicholas J. Barnard
Charles & Robin Beall
Bethesda Friends Meeting
Louis & Phyllis Borwitt Ph.D.
Stefanie J. Boss
Jerome A. Conlon
Jay Creswell
Cumberland Valley Athletic Club
Sylvia Diss
Arlene Drewes
K.S. Fisher
Shirley Haigh
Robert & Barbara Hardy
Lisa Hendrick
Sally Lee Hunter
Thomas & Anne Kerfoot
John & Carol Kimbrough Jr.
Bernice Ann Lochstampfor
Dorothea Malsbary
Douglas and Marilyn Mitchell
Craig A. Reynolds
Dr. James and Lucille Ronan Jr.
Patricia Schindler
John & Jaleh Schulz
Ingrid Sunzenauer
C. Jean Toleman
John & Renay Tyler
Glenn E. Watkins
Bennett Williams
Victor & Leepo Yu

In Memory of Randy Astarb

Jane & Norman Liebow

In Memory of Bill Boyle

Maureen Williams

In Memory of Marion Robertson

Graham & Carolyn Claverie
Susan Diekrager
David Fronk
Laura Gilliam
Roger & Janet Michael, M.D.
Helen D. Morris
C.S. & W.J. Petzold
Marjorie Rachlin
James & Elizabeth Williamson

Davies Legal Fund

Nicholas J. Barnard
Charles & Robin Beall
Jerome A. Conlon
Shirley Haigh
Robert & Barbara Hardy
Lisa Hendrick
Bernice Ann Lochstampfor
James & Clare O'Meara
Craig A. Reynolds
Bill & Caroline Triplett

Rachel Stewart

Swains Lock Area Fund

Nicholas J. Barnard
Louis & Phyllis Borwitt, Ph.D.
Sylvia Diss
Shirley Haigh
Lisa Hendrick

William Herrmann
Coleman & Elizabeth Odonoghue
James & Clare O'Meara
Mark W. Podvia
Dr. James and Lucille Ronan Jr.
J. Cameron & Jane Scoleri
Bennett Williams
Victor & Leepo Yu

In Memory of Rachel Stewart

Adrian R. Stewart

2021 World Canals Conference Fund

Bonnie Bell
G.N. Bloom
Louis & Phyllis Borwitt, Ph.D.
Jerome A. Conlon
Gerard & Jane Gold
Kathryn B. Groth
John & Elin Haaga
Shirley Haigh
Robert & Barbara Hardy
Lisa Hendrick
Diana & Norma Hudson-Taylor
Bernice Ann Lochstampfor
Linda & Michael Marmer
Stephen R. Matula
James & Clare O'Meara
Patrick Raher
Richard O. Stoner
C. Jean Toleman
Bill & Caroline Triplett

The C&O Canal Association on Social Media

By Tim Snyder and Elisabeth Groth

The C&O Canal Association has a presence on the three most prominent social media platforms: Facebook, Instagram and Twitter. What follows is a description of each and how they differ. All are free to join.

Facebook is, in its own words, “an American online social media and networking service company.” It allows people to connect and interact with friends, associates and, increasingly, businesses and organizations like the C&O Canal Association. The C&O Canal Association has been on Facebook since 2011 when Lisa Hendrick set up the Association’s site. The site includes a number of pages that contain different content, such as the “About” page, which includes information about the Association and how to join; the “Posts” page, which shares information posted by the site administrator on behalf of the Association; and the “Events” page, which lists upcoming events and how to register or get more information. For users who select “Interested” or “Going” to an Association event, Facebook will move the event to users’ own “Events” page. Users can also “like” the content they see, leave comments and share it with their friends and followers. As of this was writing, a total of 1,617 people follow the C&O Canal Association on Facebook.

Instagram is “a photo and video-sharing social networking service” that is owned by Facebook. It is largely a visual social media platform. It allows users to share photos and videos with followers. Followers, in turn, can interact with the content by posting comments and by sharing it with their friends. Currently, 95 people follow the Association on Instagram.

Twitter describes itself as an “American online microblogging and social networking service on which users post and interact with messages known as ‘tweets.’” Tweets are limited to no more than 280 characters. In comparing Twitter to Facebook, commentators have noted that while Facebook networks people, Twitter networks information, news and ideas. Users can comment on Tweets and forward them to others. The inclusion of hashtags (#example) allows users to easily search for tweets on specific topics. On Twitter, 23 people follow the Association.

At the Association’s Annual Meeting in Beallsville, Elisabeth Groth volunteered to become the Association’s new social media coordinator. In addition

to taking over day-to-day administration of the Association’s Facebook site, she also set-up the Association’s pages on Instagram and Twitter.

Members are encouraged to submit content for any of the Association’s social media sites. Press releases, emergency alerts, notices of upcoming events and photos of events and visits to the canal are all appropriate for posting on social media. Often social media content can be posted on more than one platform. For example, while press releases and emergency alerts are most appropriate for Twitter, they should also be posted on Facebook (where we have the most followers). Event notices and reminders are most appropriate for Facebook, but can also be posted on Twitter. Photos from recent events and visits to the canal are best fitted for Instagram, but also can be added to Facebook.

Content should be emailed to the social media coordinator at social@candocanal.org. If submitting photos, please include the location of the scene that is depicted and a photo credit (and please be sure that you have permission to share the photo if you do not own it). Event information should include the start time, end time (estimate if uncertain), meeting location and how to obtain more information.

If you are not already a member of any of the above social media platforms, consider joining one, two or all three, and be sure to “friend” or follow the C&O Canal Association. By sharing and interacting with Association content, you spread knowledge of the Association and its mission with your friends and followers, who, in turn, may spread it to theirs, and so on, which will help promote awareness of the Association and give a boost to membership.

You can access the social media platforms from your personal computer or a mobile device (each social media platform has its own app that is optimized for use from a mobile device).

Facebook: www.facebook.com/candocanal.org/
(@candocanal.org)

Instagram: www.instagram.com/candocanalassoc/
(candocanalassoc)

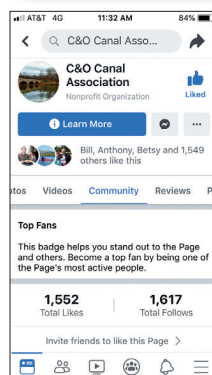
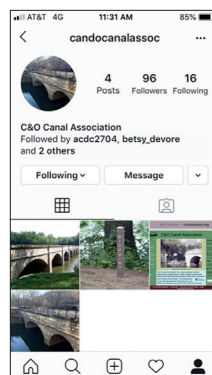
Twitter: twitter.com/CandOCanalAssoc
(@CandOCanalAssoc)

Mobile screen views:

Top - Instagram

Middle - Facebook

Bottom - Twitter



A High Level House Guest - David Edwards-May

By Rod Mackler

David Edwards-May, president of Inland Waterways International (IWI), visited our area June 15-20. The IWI is the international body that selects the hosts for the World Canals Conferences. The C&O Canal Association will host the conference in 2021.

Rod Mackler and Susan VanHaften picked up David at Dulles International Airport and focused on sights at the lower end of the canal. They showed him Georgetown from the tide lock to the Alexandria Aqueduct. They also visited Fletchers Cove, Locks 5 and 6, Great Falls, the Swains Lock area, the Seneca stone cutting mill and the Monocacy Aqueduct, followed by a ride on Whites Ferry. David was most impressed with Georgetown, drawing mental pictures of a boat trip from the tide lock and all the way to Great Falls. Since it was David's first visit to the Washington area, they also treated him to the tour of the monuments by night. Especially intriguing for the canal man was the old Washington City Canal lock house on the reclaimed land at 17th and Constitution Avenue where there is no other trace of the canal that swung around the city.

Rod and Susan handed David off to Bill and Chris Holdsworth at an open house they hosted for Association members who had attended previous World Canals Conferences. Bill took David to Hagerstown to meet Superintendent Kevin Brandt and Visit Hagerstown president Dan Spedden. David saw possible conference venues in Hagerstown.

The visit's timing allowed David to see Hagerstown at its most hospitable. The city was rolling out the red carpet for the participants in the USA Cycling Amateur Road National Championships that started June 19.

The group visited that quintessential canal town, Williamsport. There they had a chance encounter with the National Park Service engineer, Joe Reed, who was leading the work on the Conococheague aqueduct restoration. This encounter inspired optimism as to what could be achieved in the coming years, with a little more help from federal and other budgets!

(Continued on page 7)



*Susan VanHaften greets David Edward-May at Dulles International Airport
– Photos by Rod Mackler*



David in the Lock 6 area

Frostbite Hike Features Capital Crescent Trail

By Bill Holdsworth

Join us for this year's Frostbite Hike on December 7 as we take a six-mile circuit hike that includes the Capital Crescent Trail, the canal towpath, the streets of Brookmont, and the Little Falls Stream Valley Trail.

We will rendezvous at 10:30 a.m. at the parking lot on the north side of Little Falls Parkway at Massachusetts Avenue. Ride On bus route #23 offers half-hourly service to the location on Saturdays.

In a nod to our industrial heritage, we will follow the Capital Crescent Trail for 2.5 miles down to the C&O Canal. The trail follows the right-of-way of the former Baltimore & Ohio Railroad's Georgetown Branch. Engineering highlights are the 341-foot-brick-lined Dalecarlia Tunnel and the 321-foot-long Arizona Avenue Bridge over the canal.

After crossing the bridge, we will descend to the towpath and head north for 1.3 miles to Lock 5. Here we will find Inlet Lock 1, which feeds water from the Potomac River into the canal.

We will cross the spiraling footbridge over Clara Barton Parkway to reach Brookmont. We will use neighborhood side streets and MacArthur Boulevard to reach Little Falls Stream Valley Trail for the final mile of our journey.

You can find links to Google maps for the parking location and hike route on the calendar of the Association website. For more information contact Bill Holdsworth at website@candocanal.org or 301-762-9376. On the day of the hike, you can reach him on his cell phone at 240-688-5889.



Inlet Lock 1 (left) and Lock 5 – Photo by Steve Dean

David Edwards-May Visit (Continued)

Then it was off to Hancock to meet Mayor Ralph Salvagno. He gave Barbara Sheridan, Bill and David the grand tour of the town. Mayor Ralph talked about his efforts to revitalize Hancock, which includes maximizing the potential of

its location along the canal, the Western Maryland Rail Trail and the Potomac River.

We look forward to a return visit by David Edwards-May and other international guests in August 2021.



David visits the Alexandria Aqueduct



Workers rebuilding Lock 18

Superintendent Brandt has long advocated the expansion and restoration of canal features in Williamsport. Eventually, the entire section of the C&O Canal in Williamsport will be restored to its 1920s appearance. Additional funding will be sought to create a user-friendly, fully accessible crossing of the canal and ways to bring the story of the industrial revolution along the canal to life for visitors of all ages.

A groundbreaking for the next phase of the park's story in Williamsport was also held on the same day – construction will begin on a new visitor center and park headquarters in 2020 and is projected to be completed in late 2021. The headquarters move from Hagerstown will bring about 70 jobs to Williamsport with an annual payroll of about \$5 million. The total project cost is \$15 million.



The boats used at Williamsport are electric powered replicas of the 1890s launch boats used on the C&O Canal. Williamsport is now the only place in North America where visitors can view a variety of canal features in one place. Tours are limited to 10 people. Currently boat rides are approximately 30 minutes and only include crossing the aqueduct. Future boat rides may be longer and may include the aqueduct and traveling to Lockhouse 44.

The boat rides are first come, first serve and reservations are not taken. For further information about the boat rides and current schedule, visit www.nps.gov/choh/planyourvisit/williamsport-launch-boat-program.htm or contact Williamsport Boat Operations at 301-582-0813.



C&O Canal NHP Superintendent Kevin Brandt speaking. Seated (l-r) – Williamsport Mayor Bill Green, Maryland Governor Larry Hogan, U. S. Senator Ben Cardin, U.S. Senator Chris Van Hollen, Sonny Holding (District Director for U.S. Congressman David Trone), Master of Ceremonies Tom Riford and Maryland Senator George Edwards. – Photo by Steve Dean



Above and below – Ground is broken for the new visitor center and park headquarters in Williamsport – Photo by Stephanie Spencer, C&O Canal National Historical Park, National Park Service (Also shovel inset)



First light on August 8th is reflected on the aqueduct guide rails – Photo by Steve Dean



The first boat to cross the aqueduct breaks the ribbon – Photo by Steve Dean



Above – Canal boat horns welcome the first boat across the aqueduct – Photo by Jim Heins

Below – Even NPS mascots Eleanor and Teddy celebrated the event – Photo by Steve Dean



Above – The aqueduct berm wall is designed to appear as it did in the 1920s, with a wooden wall

Below – A boat including Association President Bill Holdsworth (standing on left) crosses the aqueduct – Photo by Steve Dean



Kevin Brandt Retires from Federal Service

By Steve Dean

Kevin Brandt, the superintendent of the C&O Canal National Historical Park (NHP), is retiring from the National Park Service after 40 years of service at the end September 2019. Over half of that service was spent at the C&O Canal NHP.

Kevin started his National Park Service career in 1979 as a landscape architect in the agency's national planning and design center in Denver. He first came to the park as the assistant superintendent to Douglas D. Faris in early 1996. When Superintendent Faris retired at the end of 2003, Kevin was selected as his replacement. In a message to C&O Canal Association members in the March 2004 *Along the Towpath*, Kevin stated: "The future holds many challenges that will test our abilities. I am committed to finding the best, most effective ways to meet those challenges and ensure that the C&O Canal National Historical Park remains the refuge Justice Douglas and all of the park's founders imagined it could be." Looking back at Kevin's years at the park it is clear he met those challenges.

Kevin sometimes referred to the canal park as the "Challenge and Opportunity" Canal. He certainly pursued many opportunities during his time at the park, but started off with a major challenge. A Potomac River flood on January 20-21, 1996, following an almost record-setting blizzard, rain, and melting snow, covered about 80% of the canal, resulting in damage to more than 141 miles of the canal and towpath. Supporting recovery efforts for a flood-ravaged park became Kevin's first obstacle to overcome.

Kevin appreciated the important relationship of the NPS and the park with partner organizations, including the C&O Canal Association. The support of partner organizations was an essential element for Kevin and his staff to meet their goals, and Kevin never lost sight of that. He worked closely with the Association for support of numerous projects during his tenure as superintendent. Kevin frequently attended Association annual meetings and board meetings, and always addressed members concerns and provided an understanding of projects and issues. Kevin often supported and participated

in Association events, including Douglas Hikes. He enjoyed close working relationships with Association presidents, including Carl Linden, Rachel Stewart and current president Bill Holdsworth. Kevin supported the volunteer efforts of the Association, including the Volunteers-in-Parks and Level Walkers, and never hesitated to express his appreciation of those programs.

The Association was recognized by Kevin in October 2012, at the Big Slackwater ribbon cutting, when he presented the Superintendent's Award for Excellence in Citizen Stewardship to the C&O Canal Association.

Inviting President Rachel Stewart to the stage, Kevin thanked the Association for help at crucial stages of the project. He noted that the C&O Canal Association played a vital role, with their advocacy of the restoration that began in 1996, following floodwaters that destroyed the area, and continued until 2010 when final pieces of funding to ensure the restoration project's completion were secured. The C&O Canal Association provided donations to the park, enabling environmental compliance and preliminary design work to proceed, essentially making the restoration project "shovel ready."

The stabilization of the Monocacy Aqueduct, the restoration of the Catoctin Aqueduct, the restoration and watering of the Conococheague

Aqueduct, and the establishment of a permanent towpath at Big Slackwater are some of the better known projects that were completed during Kevin's time as the superintendent. However, there were many other projects that were completed and have enhanced the continuity of the towpath and the visitor experience. Browsing through the archives of *Along the Towpath* will bring many to mind – the rewatering of the basin at Cumberland, restoration of the pivot bridge at Point of Rocks, stabilization of Culvert 182 in Hancock and the restoration of the towpath at the Anglers Inn breach. New visitor centers were established at Ferry Hill and Hancock. Culverts were repointed, towpath sections were repaved, lock houses were restored, rail trails were created and locks were repaired. The list goes on and on.



Kevin Brandt speaks at his retirement ceremony – Photo by Steve Dean

The acquisition of a new canal boat for the Great Falls area was another example of the spirit of partnership that Kevin encouraged. At the christening of the boat, Kevin noted that: "The dedication of the park's new canal boat, *Charles F. Mercer*, is the realization of a dream. It is a tremendous example of a private, state and federal partnership. I applaud the vision of the students from Seven Locks Elementary School and the leaders and members of Friends of Historic Great Falls Tavern. We are grateful to so many of you who contributed to the building of this extraordinary boat. Because of these efforts our grandchildren will enjoy the unique experience of riding a mule drawn canal boat along the C&O Canal."

After retirement, Kevin will take on new challenges as the project manager for the Blue Ridge Parkway Foundation. We hope his schedule in retirement allows him time for some walks on the towpath he contributed so much to.

From his early years at the park, rebuilding from a catastrophic flood, to the crowning achievement of the Conococheague Aqueduct restoration, Kevin has served the C&O Canal NHP well. He often said "It's a great day to be on a national park!" – thanks to Kevin's leadership and vision there will be many more great days on the C&O Canal.

Kevin – the Association thanks you for your service.



Kevin and Rachel Stewart at the Big Slackwater dedication – Steve Dean



Kevin speaks to the Association board and membership at an annual meeting – Steve Dean



Kevin and Jim Heins installing the Lock 16 sign – NPS Photo, Joshua Nolen

A retirement ceremony and luncheon was held for Kevin Brandt at the Springfield Barn in Williamsport, Md. on September 4th. Around 100 friends and fellow National Park Service associates attended the event. John Noel was the master of ceremony, and numerous speakers recognized Kevin. Retirees from the C&O Canal are presented a wooden replica canal boat, and the boat given to Kevin was a special one made from wood recovered from Lock 3.



Along the Towpath, September 2019

The 2019 Fall Heritage Hike

By Steve Dean

On October 26th the Association will hold our traditional fall hike on the C&O Canal. We will meet at the Big Slackwater boat ramp parking area, and set out on one of three hikes. If this sounds vaguely familiar – it is – this is a second try on our rained-out Sunday hike from the Douglas Memorial Weekend that we held in May. Attendees from that weekend will recall that the weather was more suitable for ducks or fish than it was for hikers.

This is an incredible part of the canal, especially in the fall, and this was too good of a hike to pass up. The area is rich with history, as noted in Karen Gray's *Accompanied by the Past* article on page 14 of this newsletter.



Dam 4 guard gate and winch house – photo by Steve Dean

All hikers will meet at 10 a.m. at the Big Slackwater boat ramp parking lot. 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 4.4 mile return hike.

The long hikers will start off with impressive views of the river and steep cliffs on the berm side as they pass Lock 39 and proceed toward Snyders Landing. They'll also see Killiansburg Cave, which was a hiding place for Sharpsburg residents during the Civil War.

The medium hikers will start at Snyder's Landing and will progress through spectacular fall foliage. They will pass Lock 40, and may want to stop for a quick look at Roses Culvert to admire the recent repointing work done by the National Park Service. The berm side of Culvert 115 at Mondell is also worth a look, with a fast moving rocky inflow stream.

The short hikers will join at Taylors Landing. Hikers will be able to see the Dam 4 cave entrance and will be greeted by the roar of the dam and a fine view of the river as they ap-

proach the end of their hikes. The guard gate and winch house at Dam 4 is worth a look before completing the last leg of the hike. Hikers should also consider taking Karen Gray's advice to make a short trek upstream to see the Dam 4 inlet/guard lock that is just above the Big Slackwater parking area.

The happy hour and dinner will be at the Western Maryland Sportsmen's Club, which is near Dam 4. This venue has been a popular stopping place for the Association in the past. The happy hour will be a cash bar featuring beer, wine and mixed drinks. Dinner will be roast beef with mashed potatoes, vegetables and salad.

During the dinner, we will raffle off a gift certificate for a one night stay at Swain's Lock; which the C&O Canal Trust kindly donated to us. Raffle tickets will be \$5 either at the dinner or on-line at www.candocanal.org/news/raffle.html. You don't need to be present to win.

The evening program will feature a presentation by Karen Gray on the roles of women on the canal, both on boats and in lockhouses, as well as some unusual situations in which they turn up. Her talk will include specific examples of how women contributed to the canal's operation as well as stories about specific women drawn from the different periods of the canal's operation.

Heritage Hike Details

Hike meeting point –

Big Slackwater Boat Ramp Parking Lot

Take Dam Number 4 Road, then turn left (past Dam 4) and continue another 1 1/10 miles to the parking area. *Do not park at Dam 4.*

One bus only - departs at 10 a.m.

Bus reservation is \$5 in advance; \$7 on day of hike

Note – space is not guaranteed without a reservation

Dinner and happy hour location –

Western Maryland Sportsmen's Club

6504 Dam Number 4 Rd, Sharpsburg, Md.

Happy hour is at 4:30 p.m. (cash bar)

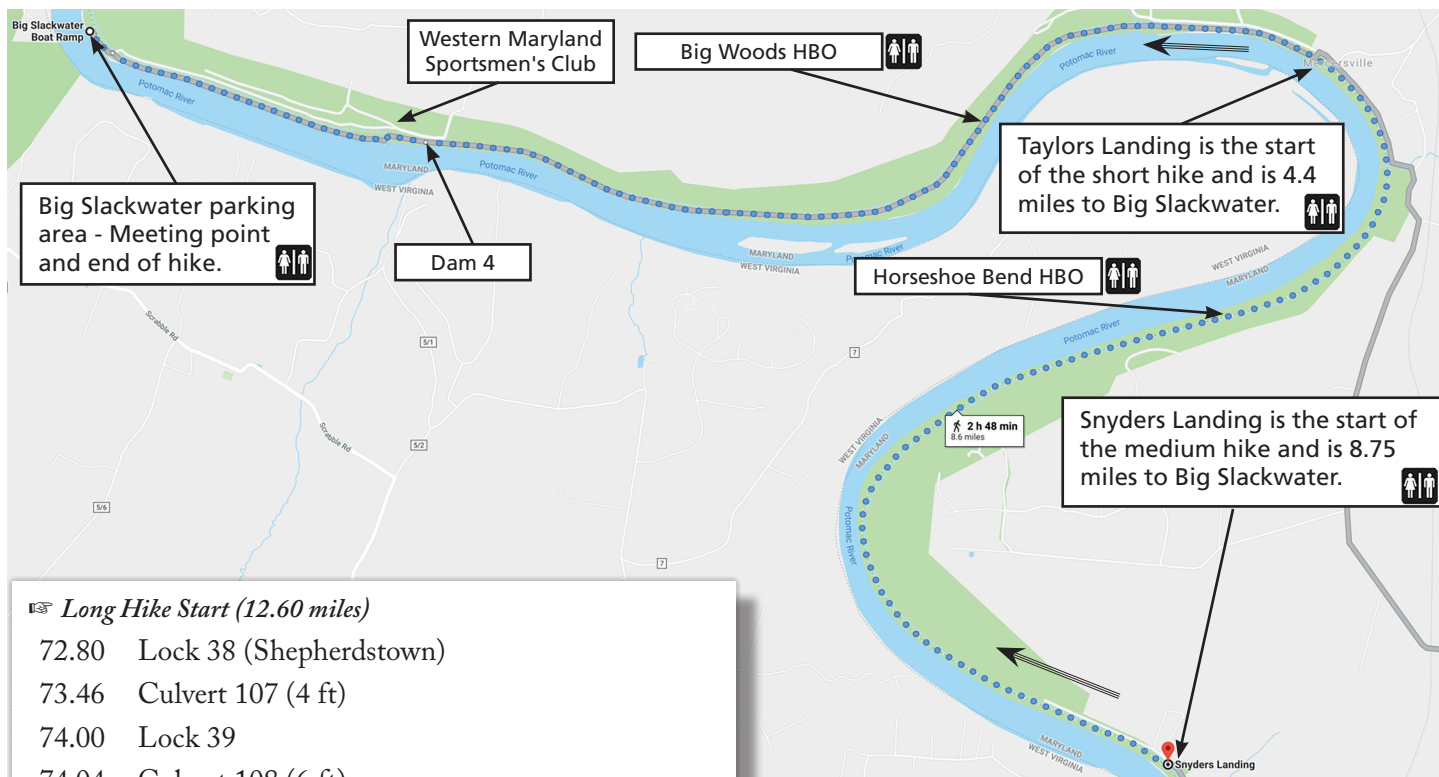
Dinner is at 5:30 p.m.

Program to follow

Dinner is \$17; must be paid in advance

***Registration form is in this newsletter
or register on-line at www.candocanal.org/calendar.html***

Reservations due by October 15



Above – the upstream part of the hike route, featuring the medium and short hike routes – Map data: Google

Below – the first part of the long hike route, from Lock 38 to Snyders Landing – Map data: Google

Left – mileages and references of the hike route

Long Hike Start (12.60 miles)

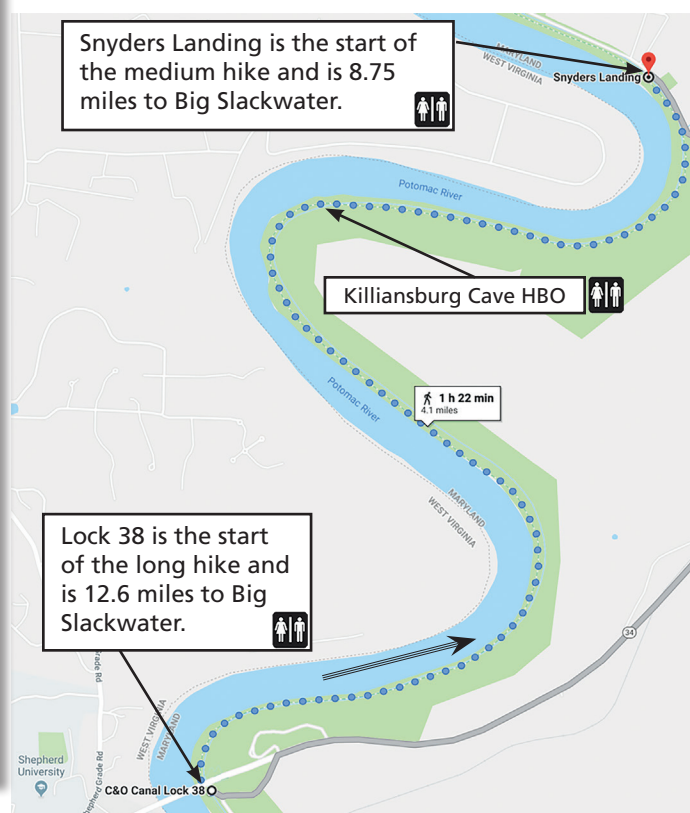
- 72.80 Lock 38 (Shepherdstown)
- 73.46 Culvert 107 (4 ft)
- 74.00 Lock 39
- 74.04 Culvert 108 (6 ft)
- 74.07 Waste Weir
- 74.20 Stone wall on berm & section house ruins
- 74.28 Culvert 109 (5 ft)
- 75.29 Killiansburg Cave Hiker-Biker Overnight Camp
- 75.73 Killiansburg Cave

Medium Hike Start (8.75 miles)

- 76.65 Snyders Landing & Culvert 111 (6 ft)
- 76.73 Steps and foundation for former high bridge
- 79.41 Lock 40
- 79.65 Waste weir
- 79.68 Horseshoe Bend Hiker-Biker Overnight Camp
- 79.98 Culvert 114 (Roses Culvert) (4 ft)
- 80.55 Culvert 115 (Mondell) (6 ft)
- 80.95 Community of Mercersville

Short Hike Start (4.40 miles)

- 81.00 Taylors Landing
- 81.62 Culvert 116 (Marsh Run) (10 ft)
- 82.46 Big Woods Hiker-Biker Overnight Camp
- 83.30 Dam 4 Cave
- 83.99 Culvert 118 (Hensons Culvert) (6 ft)
- 84.40 Dam 4
- 85.40 Big Slackwater parking area



Accompanied by the Past

By Karen Gray

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

Shepherdstown to Dam 4: History and Engineering

The River Access Locks at Both Ends

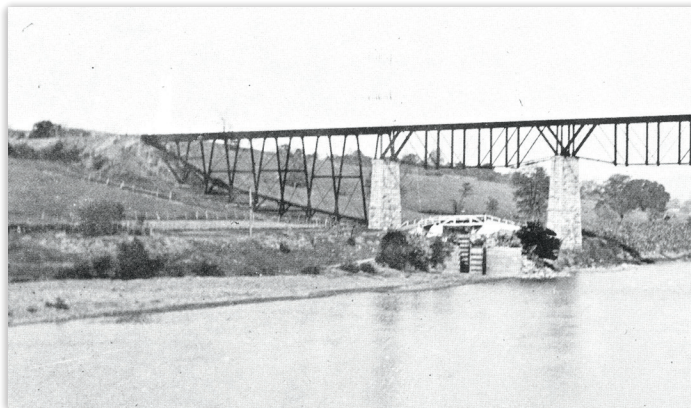
For those taking part in the 2019 Heritage Hike, I recommend adding on visits to two points at either end of the hike. Long hikers can visit the river lock that is 250 yards below Lock 38. All hikers can visit the inlet/guard lock above Dam 4, which is only 400 yards upstream from the Big Slackwater boat ramp parking area meeting point. Both of these locks are critical structures to this important stretch of canal. A basic purpose of both is to provide for the passage of boats between the river and the canal—but they do it dramatically differently!

The river lock at Mile 72.65 is one of three, the other two being: the Goose Creek River Locks at Mile 30.64 (just below Edwards Ferry, and actually a 2-chamber staircase lock—the only one on the canal); and the Shenandoah River Lock at Mile 60.62, just below Lock 33 and opposite Harpers Ferry and the mouth of the Shenandoah. These river locks interrupt the towpath berm of the canal and the canal end of river locks—like the canal itself—is always above the river. Consequently, the water to fill them when raising a boat up to the canal came from the canal. A high bridge provided towpath continuity, allowing pedestrians and mules to pass over the lock's canal end or, in the case of the Goose Creek Locks, over the entrance to a basin above the staircase lock.

The Goose Creek and Shenandoah River Locks were located to take advantage of major water routes across the river. The former served boats using the Goose Creek and Little River system and the Potomac River landing¹ serving Leesburg; and the latter served boats coming down the Shenandoah River. Contrarily, the Shepherdstown River Lock was not located near a major tributary but it was important to the shipment of cement from the busy Boteler cement mill located on the West Virginia side of the Potomac, about 1.15 miles downstream. Of course it also served boats passing between the canal and the Shepherdstown river landing. The Boteler mill structures included a low dam across the Potomac at canal Mile 71.63 and it created a slackwater pool that benefited boats crossing the river to the mill or town. The dam no longer exists and the river flows at its natural level, leaving the lock high and dry.

Guard/Inlet Lock 4 is a very different structure from the Shepherdstown River Lock. Most notably, the entire lock is at the level of the river which means the upstream end must provide for continuous fluctuations in the water level of the pool behind the dam. Even without a flood, the water in the pool varies, from a significant amount passing over the dam, to other times almost none. This lock is both a guard lock and an inlet lock, which requires explanation.

The lock is an inlet lock in that it provides water for the canal like all seven of the inlet locks associated with the pools behind their similarly-numbered dams. While all the guard/inlet locks provide water to the main stem of the canal, this one and those at Dam 5 and above Cumberland's Dam 8, function as the beginning of a canal structure as there is no canal directly above them. In the case of the Dam 4 and 5 inlets, one of the three canals in the C&O canal and river navigation system ended at the upper end of a slackwater river-navigation section. The canal segment that begins at the Dam 4 inlet, ends at Rock Creek, some 85.35 miles downstream.



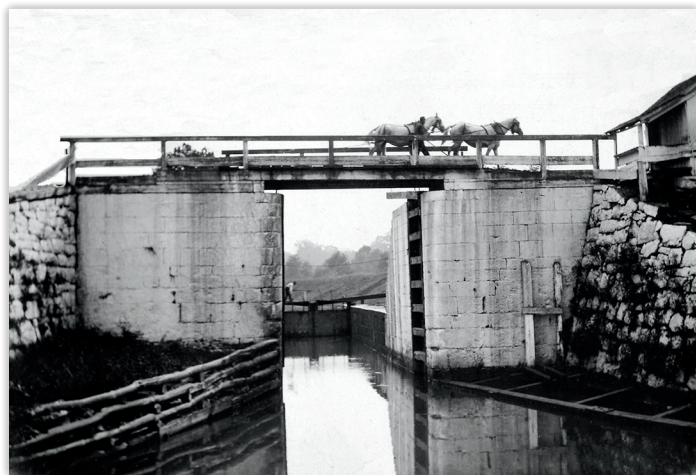
Shepherdstown River Lock cut – all photos courtesy of the C&O Canal National Historical Park, National Park Service

When the lock was operated, the water at the river level end would need to be lower (though perhaps only by inches) than the top of the lock walls. If higher it would have overflowed the lock when the gate was opened. From that point down to Lock 40 at Mile 79.41, the canal would have remained at that level except that here there is a supplemental gated feeder culvert through which water from the river can be added to the canal downstream of the lock. That structure—added as an afterthought—required an inlet weir, with a bridge for the towpath over it, on the river bank just upstream from the lock.

When the level of the river pool behind the dam was higher than the lock walls, boats would have to wait until the river fell. The risk of the pool behind the dam being too high

is precisely why there is a high guard wall built beside the river from the dam to the inlet and extending to the hillside the inlet is located beside. Also the gate at the upstream end of the lock towered above the lock, as it had to be as high as the top of the guard wall and of which it is actually a component. That guard gate quite simply makes this lock a guard lock as well as an inlet lock. Today the lock's upper end in the guard wall is sealed with concrete and there is an extensive sloping earthen berm down to the river behind it.

At Guard/Inlet Lock 4, the towpath at the river-end of the lock becomes a very steep slope between the top of the guard wall and the top of the lock wall. A mule crossover



Above – Inlet Lock No. 4

Below – Inlet Lock No. 4 in 1939



Along the Towpath, September 2019

bridge carried tow animals and pedestrians across the lock's upper guard gate to the towpath's continuation along the river bank. This is one of those places on the canal where the mules were switched to the opposite side of the boat from the side they've been on. Sometimes they were simply changed from one side of the canal to the other (as above Georgetown), but here the change was to and from the canal below the lock and river bank above the lock.

The 1.22 mile stretch between Dam 4 and the Guard/Inlet Lock 4, is unique in a number of ways. The most interesting is that the water level in the canal can be *below* that of the level of the pool behind the dam on the other side of the guard wall if the river is low. Being level with a major water source like a river is a situation canal engineers sought to avoid, understanding the danger such high water posed as well as their predictable floods. Note that in normal conditions when one stands on the abutment at Dam 4 it is especially easy to see the relationship between the river level behind the dam and the level of the towpath and canal on the land side of the guard wall—both of which are far below one.

One of the ways the engineers protected the canal from high river levels at the inlet locations (and the inlets were necessarily at river level) was to place two lift locks in quick, or relatively quick, succession just above the inlet. Those lift locks raised the level of the canal well above the river's usual and typical low flood levels. Such was not possible at Guard/Inlet Locks 4, 5 or 8 because there was no canal above these locks.

The Dam 4 Guard Gate passes the towpath and canal through that part of the guard wall that extends from the end of the dam to the hillside where Dam 4 Road and the Western Maryland Sportsman's club are located. The guard wall also extends from the top of the abutment up the river to the Guard/Inlet Lock 4, protecting the towpath and canal on its land side. The "towpath trail" here is an up on the guard wall and not on the towpath, most of which is not maintained and can't be used for some distance above the guard gate.

Note that **guard gates**, like this one at Dam 4 and the one above Lock 16 at Great Falls, are often erroneously referred to as stop gates or locks. However they are gates, not locks. **Stop gates** serve the purpose of holding water back in the prism of the canal and thus are no higher than the canal berms. Guard gates are as high as the guard wall of which they are a part. Both the guard gates not associated with a lock on our canal have winch houses on top of them. These were used to store and winch down the planks that closed the opening where the canal passes through the guard wall. Their purpose, like that of the guard wall itself, is to hold back floodwaters above the level of the canal.

Sharpsburg's Canal Connections

The 1.2 mile level between Lock 38 and 39 was known as the “1 mile Shepherdstown level”; the 5.41 mile level between Locks 39 and 40 was known as the “five mile Sharpsburg level”; and the 6.21 mile level between 40 and Guard/Inlet Lock 4, was known as the “six mile Dam 4 Level.” However, boatman J.P. Mose, in his listing of the names of canal levels, referred to the latter as the “six-mile level of Taylors Landing”²—an excellent example of the variants one regularly finds in anecdotal sources.

Snyders Landing at Mile 76.65 is the nearest point on the canal for Sharpsburg, being only 1.7 miles west of it. In historic canal sources, it was usually known as the “Sharpsburg Landing.” Due to two significant bends in the river that the canal follows, Lock 38 and the Sharpsburg/Snyders Landing are a surprising 3.85 miles apart by canal but only about 2.3 miles apart as the crow flies. This landing was one of the major locations for boats to be tied up for the winter, indicating that many captains and likely all or most of their crew had homes in the Sharpsburg area. Although Sharpsburg Landing was closer to the town and those living west and north of it, Lock 38 would have been closer for those in the area south and east of the town. Consequently, depending on where one lived, either the Sharpsburg/Snyders Landing *or* Lock 38 might have been one's nearest home wharf on the canal.

The Lock 38 area developed into a small community known as Bridgeport. At its height, it included the lockhouse and lock shanty, several residences, a basin and wharf area, a warehouse/store and a hotel. In addition, there was a high bridge over the canal providing access to the series of ferries or bridges that crossed the Potomac River at this location over the years. The abutments for the canal bridge can be seen just below the basin area at the foot of the lock. The warehouse/store, built over the flume on the berm side of the lock, served for the transshipment of goods and products to and from canal boats as well as a place where boatmen could purchase boat supplies or food, etc.

Because many boatmen lived in the Sharpsburg area, it and its boatmen often showed up in newspaper reports concerning the canal.³ For example, when there was violence related to strikes by the boatmen, the canal in the Sharpsburg area was often one of the locations where such occurred. Also boatmen said to be from Sharpsburg were often cited in newspaper reports among those agitating for better pay by shippers or lower tolls by the canal company—the usual reasons for labor unrest on the canal.

It's important to remember that (1) it was the captains who were paid by the boat owners to operate their boat, or a company paying them to carry its cargo; and (2) that the

captains then hired the crew they needed (typically until the last years of navigation on the canal, two “drivers” and two “steersmen”). In addition to the cost of crew, captains had other expenses, including tolls. (Note that everything changed for the coal boats after the 1903 establishment of the Canal Towage Company.) Nevertheless, the captains certainly would have tried to get crew as cheaply as possible, as any money not spent on the operation of the boat constituted their own income. When the captains were having trouble earning enough for their own living, there would have been a “bounce down” effect of low pay to their crew. Consequently references to “boatmen” agitating for lower costs of operating a boat included crew as well as captains and it's clear that the Sharpsburg area provided many such.



Dam 4 guard gate

Mercersville and Taylors Landing

Lock 40 is in one of those sections of the canal that can only be accessed from some point a good distance above or below. In this case they are Snyders/Sharpsburg landing 2.16 miles downstream and Mercersville 1.54 miles upstream. The Mercersville area is also the site of what is now known as Taylors Landing. It is difficult to determine with certainty the dates during which a given name was widely used for a specific location on the canal as well as the extent to which that name

was used in wider community. That “Taylors Landing” is a later name is noted by Unrau who identifies the location as “a warehouse and loading dock, known as Harris’ Warehouse and later as Boyer’s Warehouse...[and] now known as Taylors Landing.”⁴

There is an even earlier name for the area, according to the Wikipedia entry on “Mercersville” that cites the Maryland State Archives as the source of the following:

A court order for a new road in 1838 refers to the location as “Zook’s Landing.” Since the C&O Canal was still under construction at the time and had only reached the area a few years earlier, it is thought this is a reference to the area being used by boatmen of the earlier Patowmack Company.⁵

The Wikipedia site goes on to say:

Further evidence pointing to a Patowmack Company port is that Henry Zook, operator of Zook’s Landing, died in 1825, before the canal was incorporated. He is buried at Salem Lutheran Church cemetery at nearby Bakersville. There remains today an ancient iron ring affixed to the bedrock between the boat ramps at Taylor’s Landing, long rumored to be a relic of the Patowmack Company days.

The canal name for a location might not always be used in official documents. For example “Mercersville” is still official census designation for the area, and on many maps the name Taylors Landing is used only for the road paralleling the canal on the berm side.

Mercersville is named after Charles Fenton Mercer, the Virginia congressman (serving March 4, 1817 to his resignation Dec. 26, 1839), who was the primary force behind the launching of the C&O Canal project and the first president of the company from June 1828 to June 1833. The name Taylor derives from John William “Jack” Taylor (1868–1948) who operated a store adjacent to the wharf for many years and continued to live in the area after the canal closed to navigation.

On March 13, 1850, the Baltimore *Sun* newspaper reported that a Mr. Thomas G. Harris of Mercersville, had launched a steamboat capable of towing “10 boats from 90–100 tons, or the full capacity of the canal.” It is unclear whether his boat-building facility was actually at Mercersville. It appears, however that the boat was a tug-type boat and not itself a cargo-carrying freight boat.

On April 20, 1850, the Baltimore *Sun* reported the arrival in Georgetown of “a new boat, (not yet named), built and owned by Mr. Otho Baker, of Mercersville, Washington county,

Maryland” It is said that on this trip, its first, it carried “1,112 barrels of flour, being the largest load ever brought down the canal” and it is described as able to carry 125 tons and as drawing 5 feet of water. Baker is further said to have two boats “of the same sort” for sale. The Washington, D.C. *Daily National Intelligencer* April 25, reported this boat as having arrived on the 19th and bearing the name “The Whale” and it further specifically states that the boat was built at Mercersville. We can therefore presume that for a time, there was a boat yard at this location.

The Big Woods Hiker-Biker campsite is located at Mile 82.46 and the large opening to the Dam 4 Cave is seen at Mile 83.3 (1.1 mile below Dam 4). The cave is closed in an effort to protect bats using it from white nose syndrome, a disease caused by a fungus that can be carried into a cave by human visitors. The U.S. Fish and Wildlife agency describes it as “one of the worst wildlife diseases in modern times, having killed millions of bats across North America.”

Endnotes:

1. Note that river landings typically featured a ramp as well as a wharf wall, canal landings were always just wharf walls on the berm side, sometimes with an inset basin so that boats using the wharf were out of the main stem of the canal.
2. Kytle, Elizabeth. *Home on the Canal*, Seven Locks Press, 1983, p.141. The two other lists of the names for the levels are Thomas Hahn’s *The C. & O. Canal Boatmen 1892–1924* booklet (The American Canal and Transportation Center, 1980) pp. 54–56; and J. Myer’s C&O Canal NHP oral history (#33). There are many differences between these three lists, and it should be kept in mind that they all represent the last decade or two of canal navigation and that the names may well have differed at other times, just as did the names of locks and other locations on the canal.
3. See William Bauman’s invaluable transcriptions of newspaper reports about the canal that can be found on the C&O Canal Association’s web page: www.candocanal.org/histdocs/newspaper.html
4. Unrau, Harlan D. *C&O Canal Historic Resource Study*, p. 696. This document can be downloaded as a searchable pdf file here: www.nps.gov/parkhistory/online_books/choh/unrau_hrs.pdf
5. See en.wikipedia.org/wiki/Mercersville,_Maryland and MSA S1203-48 (Maryland State Archives) Patent certificate 2040 Prince George’s County Land Records.

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.

This report includes walks from May through August 18. Summer level walks can be some of the most challenging – heat is usually a factor; ticks, mosquitoes, and poisonous plants are a risk; and crowds and the resultant trash are often present. Some prefer to do their walks in the cooler months. No matter when, it all adds up to one great team effort.

Several new level walkers are featured this month – Mary Green, Monica Hanna, Elaine Stonebraker, Arthur Tsien, and John Wiggins and Kathleen Moriarty. Thanks for joining us! Some of our more active level walkers have really been busy lately as well. Earl Porter visits Level 17 above the Monocacy Aqueduct monthly, and often collects a significant amount of trash. Tom Crouch has started a one-person war on the dreadful trash situation between Weverton and Harpers Ferry. Trent Carbaugh has taken on numerous Western Maryland levels, providing much needed support up the canal. Many people think Jon Wolz lives at the Monocacy Aqueduct - he is a consistent presence on Levels 15 and 16, and really on top of things there. These are just a few – everyone’s support is appreciated!

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

Level 2 Incline Plane to Lock 5: Rod Mackler reports June 7 and July 9: In June the canal was mostly drained. There was a lot of garbage – I’ve never seen so much. The boat/canoe area at Fletcher’s Cove was busy. In July the area was cleaner; the water from the flood on the previous day probably washed trash away. The canal was mostly drained below Fletcher’s. There was a lot of water above. The NPS maintenance team was diverting the water into the overflow weir just above the Fletcher’s Bridge.

Level 3 Lock 5 to Cabin John Creek: Allyson Miller reports March 24 and 29; April 1 and 17; May 20 and June 24: Light amounts of trash were removed on the walks. As of June 24, my latest walk on the towpath, the Lock 7, 8 and 9 areas had been mowed, including Lock 8 which was neglected last year. Also, a strip was mowed along the towpath itself, on both sides of the towpath.

Level 7 Great Falls Tavern to Lock 21: Nancy Benco reports May 21: In May, construction work at Great Falls seemed near completion. Lock 20 was still unwatered but renovated spillway just north of the lock was open with water flowing down to river; the prism banks were newly reseeded. But upstream, water was low and stagnant. Blue herons and Canada geese with their young were in full display along the canal. **Jack and Karen Forster report July 28:** This level was walked because Level 8 was closed. Trash was surprisingly light for the heavy use. There were no wildflowers but much vegetation. A heron seen in the canal near Swain’s Lock and butterflies were abundant. **Jim and Lisa Goheen report August 5:** New gravel has been laid down on low spots from visitor center to Mile 15. There was a large snapping turtle near Mile 15, carp & smaller turtles were in abundance!

Level 10 Seneca Aqueduct to Mile 25: Monica Hanna reports July 27: This partly sunny Saturday afternoon was a nice time to familiarize myself with Level 10. There were almost no signs of the earlier heavy rain and hailstorm. There were four recently downed trees that had been cut and removed from the towpath. The turning basin and the towpath were verdant and active with swallowtail butterfly species including black and tiger; I also saw two monarch

butterflies. I saw the ubiquitous Paw Paw trees but very few bore mature fruit. I disturbed a sunbathing eastern garter snake near Mile 25.

Level 11 Mile 25 to Sycamore Landing: Mary Green reports June 22: There was no trash sighted. There were 20 hikers/runners and around a dozen bikers. Conditions were good and nothing out of the ordinary was observed.

Level 13 Edwards Ferry to Harrison Island: Liz Wagner reports July 24: The towpath path was resurfaced with a gravel top surface and stone base layer sometime this year before my March walk. The towpath surface was in very good conditions with the exception of two small areas between Mileposts 32 and 33 where heavy rain had washed gravel to the sides of the path and caused a small dip in the path from water flow. Many sections of the prism had water and one section between Mileposts 32 & 33 looked as if it had a considerable amount of water going through it. No areas of the towpath were flooded.

Level 15 Whites Ferry to Lock 26: Jon Wolz and Steve Hovarth report June 25 and August 1: In June we noted that the prism seemed to be drying up somewhat. The towpath was in good condition and we moved several small branches off the towpath. The edges of the towpath had been mowed but the mowing also cut down garlic mustard and left the plants on the ground along this level. We saw one egret in the prism and we heard at two different times barred owls up in trees, but we could not see them. Bulls frogs could be heard in the prism along the walk. The picnic table at the Marble Quarry camp site needs repair. There were several trees with a red ribbon or a tag on them along the towpath. In August we encountered a group of eight from a youth home in southeastern North Carolina. The group had two adult ministers and had been cycling from Cumberland on their way to Washington, D.C. There was evidence of trees being removed from the towpath since our June walk. The towpath was in good condition. Plant growth along the towpath was high. Green Osage oranges had dropped to the ground on and next to the towpath on Mile 36.

Level 16 Lock 26 to Monocacy Aqueduct: **Jon Wolz reports June 22 (with Steve Hovarth) and July 26:** The towpath continues to be in excellent condition on this level. In June we noted that the sides of the towpath and Lock 26 had been mowed. The rear window-sill at the Lock 27 house is rotting and will need to be replaced. The Monocacy River was low. The tree debris removal project had stopped and there was still a large debris pile. There was also evidence of erosion beneath the first and seventh arches of the aqueduct. Two more picnic tables to the Monocacy Aqueduct have floated away and I will work with Jim Heins to replace them. In July the debris pile was still present at the aqueduct, but I followed up after this walk and found out that during the week of August 5th work began again to remove the tree debris. The grass at the Monocacy Aqueduct had been mowed, but the one remaining picnic table there has been destroyed. The sinkholes at Culvert 69 are large and the prism is overgrown. **Michael Ciancoisi reports June 22:** I noticed a lot of growth in the upper wall of the foundation of the old warehouse by the Monocacy parking lot, so I clipped off most of it. I would have clipped it all off, but I stopped when I got close to a beehive. The plants growing along the watered section of the canal had been cut down fairly recently, and the grass in the area near the aqueduct had been mowed. I counted 29 turtles in the canal. It seemed as if there were more large turtles than normal.

Level 17 Monocacy Aqueduct to Nolands Ferry: **Earl Porter reports April 16, May 30, June 11 and July 10:** In April the NPS was at work clearing tree blowdowns. In May and June, a crew was working to remove debris from the Monocacy Aqueduct. There were three Frederick County school buses in the aqueduct parking area. In July there was some mud after recent rains, but the towpath was mostly firm. There is a consistent high amount of trash on this level, frequently around Nolands Ferry.

Level 19 Point of Rocks to Catoctin Aqueduct: **June Miller, with Cathy Guzauskas and Anastasia Miller report June 30:** It was surprisingly clean for this time of year, even at the Point of Rocks boat ramp. The Lock 28 house looked clean; no one was staying at lock house. **James Spangenberg reports July 13:** A group of 12 members of the Church of the Redeemer conducted a cleanup on Level 19 as part of Serve Day. They collected trash along the banks of the Potomac River in the Lander area and collected eight large bags of trash and various heavy items, including a truck tire, sand filled inner tube, large metal and plastic objects and a broken fishing rod. The area looks much better than it did.

Level 20 Catoctin Aqueduct to Lock 30: **Karlen Keto and Don Peterson report June 18:** We wanted to visit the Culvert 82 bypass bridge. We started our walk from the Brunswick campground and walked east until we reached the broken towpath. There is a well-supported temporary wooden walkway over and just above the creek. Access to the bridge has large rocks that require a dismount for cyclists. We found no trash. The towpath was in great shape.

Level 21 Lock 30 to Lock 31: **John Ferguson reports June 22:** It was a beautiful day; perfect conditions. The towpath has been reggraded and resurfaced with finely crushed stone. There were absolutely no potholes, puddling, erosion or obstruction. The surface was perfect for bikers and walkers. As usual at this time of year, much of the prism was choked with algae. Small stretches were dry, but the prism was mostly well watered.

Levels 21 and 22 Lock 30 to Lock 33: **Tom Crouch reports May 15; June 24 and 28; July 11 and 26; and August 2, 9 and 16:** In May the resurfacing of the towpath was complete on Level 21 and moving forward on Level 22. The resurfaced part was holding up well after heavy rains. During the first June walk I encountered five Appalachian Trail hikers; three were headed north and two were headed for Georgia. On this walk I picked up a significant amount of trash on Level 22, and hauled it with my heavily loaded bike trailer. Trash on this level becomes a significant issue because of frequent parties along the river in this area. Despite the thorough cleanup June 24, I hauled away another large bag of trash June 28. In July I encountered a group of Boy Scouts from Dublin, Ohio, at the base of the Harpers Ferry pedestrian bridge. They were riding the Great Allegheny Passage and C&O Canal from Pittsburgh to Georgetown. The heavy loads of trash continued in July, and I encountered a National Park Service contractor during the later walk, who carried off some of the trash in their vehicle. In August the trash loads were a little lighter, so perhaps the NPS contractors are picking the trash up. The towpath surface was in great condition, and mowing and brush clearing were taking place.

Level 23 Lock 33 to Dam 3: **Arthur Tsien reports July 25:** This was my first walk on the level. There was surprisingly little trash for a well-used level. Tree service contractors were working on the level. The recently resurfaced towpath looks great. The water pump at Lock 24 was in good working order.

Level 27 Antietam Aqueduct to Lock 38: **Ben, Jennifer, Holly and Zoe Helwig report July 27:** It was a nice day, but we saw more people on the river than the towpath. There was a lot less trash than we expected. We counted 51 cars at the Antietam area, and there was much activity around the aqueduct, with numerous kayaks in the creek and river. Butterflies were abundant.

Level 30 Snyders Landing to Lock 40: **Charles Connolly reports July 28 and August 17:** In July there were still issues on the level with sections of large rocks blocking the path, large puddles and many muddy areas. The towpath was very clean, and it was very pleasant day on the canal. In August I was happy to note that the towpath was scraped between Snyder's and Lock 40. All those rocks covered up and/or taken away. A sand base was prepped, possibly for a gravel topcoat. Mud puddle collection places are gone too. A steam roller was on the side of the towpath, so apparently more work is planned. There was quite a bit of trash at Snyders Landing.

Level 31 Lock 40 to Marsh Run Culvert: **Elaine Stonebraker reports July 3:** There were several muddy patches on the towpath near Mile 81. The grassy area in the canal prism between Marsh Run and Mondell is becoming grown in with sumac and other plants. Thrushes, towhees and finches were out. I noted some garlic mustard near Taylors Landing.

Level 34 McMahons Mill to Opequon Junction: **Trent Carbaugh reports May 20 and July 7:** In May the towpath was in surprisingly good shape; dry and with the causeways repaired enough to ride bikes on. Mowing had just been done and only some minor trimming of limbs and thorns was needed. Conditions in July were rapidly changing, from sun to clouds, then thunderstorm. The towpath looked good; I only had to do some minor trimming of thorn branches. When the storm hit it was amazing how much standing,

as well as flowing, water was on the towpath from Lock 41 to the McMahons Mill. There was 3 to 4 inches in some spots in less than 15 minutes. I only a few small birds and some deer tracks: the animals were probably smarter than me and knew a storm was coming.

Level 39 High Rock Quarry to Nettle RR Bridge Piers: Stefanie Boss reports July 28: There was very light towpath use. The towpath was in good condition, with a few puddles. There was very little trash. Phlox was in bloom.

Level 44 Fort Frederick to Ernstville: James Biasco reports July 26: There were five fisherman/kayakers out on Big Pool. I also encountered two long distance through bikers. The towpath was in good condition, and was dry and clean.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports May 24 and August 17: In May, it was the first time in all my years of level walking that I didn't find a single item of trash anywhere, including the Licking Creek Hiker/Biker campsite. I had an unsettling incident – at Mile 115 I encountered a walker. I saw him from a distance of about 100 yards as he approached. When he got closer, he moved over to my side of the towpath to put us in a “collision course.” So, I moved over. He avoided eye contact and gazed downward with a kind of scowl on his face. His fists were clenched. Fortunately, we passed each other without incident, but it was a reminder to keep one's guard up. In August I was a bit surprised by the number of people fishing in Big Pool (17). The numbers were more remarkable to me in light of how low the water level was in Big Pool. The towpath is in generally good condition on this level, reflecting the resurfacing that occurred two years ago. I noticed, however that vegetation is increasingly appearing to take hold in the middle of the path. The forested area along the towpath is lush. It hides all of the dead trees from the Emerald Ash Borer infestation. The ground is covered in dense greenery. Bushes are fully developed with growth as is typical for the time of year.

Level 46 Licking Creek Aqueduct to Little Pool: Bert Lustig, Patricia Graybeal and Jerry Mark report August 6: The towpath was in generally good condition, and the edges were recently mowed. Stilt grass encroaching on the towpath on this level. There was a fisherperson at Little Pool.

Levels 47 and 48 Little Pool to Round Top Cement Mill: Phillip M. Clemans reports June 21: It was a great day to hike. There was no trash found. The towpath was soaked, with a few branches on it, after recent rains. It was a testament to the viability of the towpath. There was scaffolding in place at the Round Top Cement Mill. It was quite green out. Four deer were observed, one with a nursing fawn. At least one pileated woodpecker was seen. It is nothing but a blessing to travel this stretch of America's westward expansion!

Level 49 Round Top Cement Mill to Lock 53: Paul Petkus and Sue Miller report July 4: The weather recently has been in a typical summer pattern, with frequent thunderstorms. Puddles on the towpath were proof that at least one of the storms passed through the area recently. A fallen branch that partially blocked the towpath was reported to the NPS. Bee balm was in peak bloom along the level and it was a banner day for observing butterflies. We identified 17 species of butterflies and several moths, including hummingbird moths. A large flock of wood ducks was present.

Level 54 Lock 59 to Lock 60: Dennis Kubicki reports June 21: The weather was good for a level walk during the summer. It was mostly cloudy with low humidity. Unbelievably, there was no trash on my level and on the portions of Levels 52 and 53 through which I passed. The areas around Locks 59 and 60 and the Stickpile Hill campsite were clean. I encountered two bikers who were traveling down from Cumberland who said that they saw no trash as well. Due to what must have been significant rainfall recently, the towpath was generally muddy and rutted. Relatively deep and lengthy puddles were found everywhere. There was much more evidence of beaver activity than before, This included a very well-constructed beaver dam just west of the Western Maryland Railway trestle.

Level 55 Lock 60 to Culvert 208: Paul Petkus reports July 14: The towpath was in good condition overall. There were a few scattered puddles and a couple of short muddy sections, but it was dry for the most part. It appeared that the potholes on road to the Bonds Landing camping area were patched. A downed tree obstructed the towpath a short distance upstream from Milepost 142. There was another tree obstruction at Mile 147.4. Both obstructions were reported the NPS maintenance. Eleven butterfly species were observed on Level 55. Dragonflies were very active throughout the afternoon. Naturally, they flew over the prism, swampy area and around the lock. Many dragonflies also patrolled the towpath to consume gnats and small bugs.

Level 56 Culvert 208 to Lock 61: John Wiggins and Kathleen Moriarty report August 9: This was our first level walk on Level 56. The level looked mostly in good shape and clear for hikers and bikers. Trash and sticks that were on or near the towpath and parking area was removed. There was a lot of Paw Paw fruit maturing on Miles 152 and 153. Stilt grass was growing all along the towpath, and even down in and across the canal prism in places.

Levels 59, 60 and 61 Tunnel Parking Area to Lock 68: Trent Carbaugh reports May 19: There were lots of branches down on Level 59 and a small amount of trash at Purslane Run Hiker/Biker. Towpath was in very good condition. On all three levels someone had pulled up quite a bit of garlic mustard and left it on the towpath. The sign on the towpath opposite the path from the Paw Paw parking lot was pulled loose from its support and taken away by someone. On Level 60 seven small sinkholes were present at Mile 160.85 again. Someone had already marked some of them with loggers' tape and sticks. I marked the others and called them in to the Park emergency number. Otherwise the towpath was in very good shape, just a few puddles. On Level 61 the towpath was mostly dry, mowing was good, some rough areas of partial washouts but not deep easily passible. I observed squirrels and deer, “speedster” dragonflies that followed me, one muskrat or nutria, and a very curious hummingbird.

Levels 65, 66 and 67 Spring Gap Recreational Area to Evitts Creek: Trent Carbaugh reports May 27: All three levels looked pretty good with a fair bit of mud and some large puddles. There was a tree down in the prism on Level 65 with the top on the towpath; I managed to cut away all of it. I also did some minor thorn and small branch trimming. Most trash was at the road crossings and at Spring Gap parking lot.

Volunteers-In-Parks – Feast or Famine

By Jim Heins

In the June edition of this newsletter, the message was: we are waiting – waiting, for a number of reasons, to be productive.

We are no longer waiting. Now we are trying to figure out how to meet to all the needs and expectations that are lying at our feet.

Starting in July, we finally began (in a limited way) installing more of the many benches that are awaiting a permanent location. The “bench bunch,” our great group of folks willing to deal with any hardship to put in these benches, came out and installed the first two benches of our large list this year.

Shortly after that, we received enough 12-foot long boards to build 14 picnic tables. Of course, they had to be cut in half, so a team of volunteers came to the carpenter’s shop at Great Falls to cut them in half to build 6-foot tables. Then the 80 6-foot boards had to be primed and then, in turn, painted with NPS brown a week later. All this requires considerable energy and enthusiasm from the eight to ten volunteers who showed up each time to help.

After that, the Swains Lock Stewards came out again to spruce up the campground and day-use area at Swains. Some of the activities that the stewards participated in were: painting; cleaning tables, fire rings and grills; and picking up trash. The stewards also spent time returning all the picnic tables that apparently move around when there is a full moon, which we then anchored down.

The bench bunch is now gearing up for the installation of 14 more benches from Milepost 3 to Milepost 120, which will take them into November.

The assembly of some of the picnic tables and delivery to Monocacy and Rileys is also on the schedule. If there is enough time, it is hoped we might be able to spend some time at Rileys to try and spruce up that area.

What a feast the VIPs are having at this time.

If anyone is interested in being added to the “call when needed” list for volunteers, please contact Jim Heins at vip@candocanal.org.



Rod Mackler, Steve Horvath, Jon Wölz, Doug Zveare and Jim Biasco cutting picnic table boards – Photos by Jim Heins



Dave Shumaker, Doug Zveare, Pat White, Rod Mackler, Jon Wölz and Dan Mick priming boards



Steve Hovarth, Barbara Sheridan, Rod Mackler and Pat White applying the final coat



Pat White and Jon Wölz touching up



Dave Shumaker and Jon Wölz installing a picnic table anchor



Tom and Linda Lightfoot installing the plaque

Nature Notes

By Marjorie Richman

The Many Faces of Jack-In-The-Pulpit

Spring flowers have a vast audience of followers. In spring we see their lovely shapes and colors as they get ready to attract pollinators and win the race to reproduce. Eventually these flowers wither and die, but in some cases that's no reason to lose interest. For some plants, spring is just the beginning of a continuously interesting, extended reproduction cycle.

One plant in this category is the Jack-in-the-pulpit. In the spring the unusual flower is on display, in summer the unusual leaves are on display, and well into the fall the exotic red berries, the fruit of the plant, stand out on the forest floor.

The shape of the flower that blooms in the spring is one of nature's most unusual. The flower is actually hidden in a tubular structure that forms a canopy over the top of the plant. The tubular structure is called a "spathe." At the height of the bloom, the spathe is decorated with green and brownish/purplish stripes. The flower inside the spathe is club shaped. It is called a "spadix," but referred to as the "Jack." Or, it could be a "Jill." The reproductive parts are hidden deep inside the spathe. Since pulling the plant apart is not an option, gender must remain a mystery a bit longer.

Once the spathe and flower die back, a Jack-in-the-pulpit can still easily be identified by its distinctive green leaves. The leaves of a Jack tower over the plant. They are three-parted, growing from one long basal stem. Even without the rest of the plant being present, the leaves remain throughout the summer, marking the spot for the next blooming season.

If a female plant is successfully pollinated, green berries form, replacing the spadix on the leaf stem. They might be hard to see in summer among all the other greenery on the forest floor, but by early fall these berries turn a hard-to-miss scarlet color. The combination of three relatively tall leaves protecting bright colored berries on the one stem is unique in a forest getting ready for winter.

To complete the reproductive cycle the seeds must be freed from the berries. They either are eaten and dispersed by wildlife, or they fall to the ground as they ripen. Once germinated, a seed forms a corm, a part of the plant stem that remains underground and functions as storage for nutrients throughout the winter. It takes about 2-3 years of growing before the plant can produce a flower. The first flowers will be male, pollen producing flowers. As the spadix increases in size, and if environmental conditions are favorable, the plant becomes female, ready to reproduce. Although a plant can go from male to female, it is not self-pollinating. Once a plant becomes female, the male reproductive parts have matured and died. The female plant must be pollinated by pollen from a separate male plant, thereby avoiding the possibility of problems due to inbreeding.

Unlike most plants, Jacks-in-the-pulpit can be identified for many months after the initial spring blooming phase. In fact, by the time you receive this newsletter, there will be no doubt as to where the female plants are located. The Jills will be unmistakable with their cluster of red berries protected by three broad leaflets.



Jack-in-the-pulpit in spring – Photo by Marjorie Richman



Jack-in-the-pulpit in summer – Photo by Marjorie Richman



Jack-in-the-pulpit in autumn – Photo by Vanessa Neill

Dickerson Dragonfly Walk

By Steve Dean

If you are old and you wish to be young again, if only for a moment, try and identify a dragonfly – Simon Barnes



This year has been an incredible one for odonates. Perhaps that is one good side effect of the seemingly never-ending rains last year. Dragonflies and damselflies have been abundant, not just on the C&O Canal, but throughout the Potomac region.

A large group of enthused dragonfly watchers gathered at Dickerson on August 24th. The group ranged from young to older, and many were repeat dragonfly walk attendees. The weather was unseasonably cool – great news for walkers, but not so good news for dragonfly activity. Despite the cooler weather, the sun was bright and the dragonflies came out in force, with a few damselflies out as well.

Dickerson doesn't quite have the wide range of odonates as other areas, like Oldtown about 125 miles upstream, but is a fine area for viewing them, with a watered prism, a wide array of plants for the dragonflies to land on and food insects to keep them interested. The group sighted at least five different types of dragonflies and a couple of types of damselfies. A highlight was observing eastern pondhawks laying eggs in the canal waters.

Summer may be winding down, but there is still time to get out and observe the wonderful odonates we have on our canal park. Grab a guide, such as *Stokes Beginners Guide to Dragonflies*, take your camera or binoculars and join the fun.



Eastern pondhawk (f) (also in header) – Photos by Steve Dean



Eastern pondhawk (m)



Damselfly (bluet family)



Widow skimmer (m)



Blue dasher (m)



Obelisking dragonfly – while not observed on a cooler days, this is a common practice of dragonflies to minimize exposure to the sun and stay cool

Carderock Butterfly Walk

By Paul Petkus

On June 8th, I led a group of nature enthusiasts on a walk focusing on butterflies. The walk started in the Carderock picnic area. We looked for butterflies in the wildflowers growing in that area and along the towpath. We also looked for butterflies among the clover growing in the picnic area at the conclusion of the walk.

It was mostly overcast during the outing, but the sun did make an appearance. The temperature was in the upper 70's. It was comfortable for the participants, but it wasn't necessarily ideal for butterfly activity. Their overall activity was a bit lower than it could have been. In spite of that, we observed 11 species of butterflies over the course of two hours. That's typical of an early June outing in the area. The identities of ten of the species were confirmed. They were eastern tailed-blue, cabbage white, silvery checkerspot, summer azure, question mark, silver-spotted skipper, zebra swallowtail, little wood-satyr, red admiral, and Zabulon skipper. Cabbage whites were easily the most frequently seen during the outing. Zabulon skippers were the second most frequently seen, although they were not as plentiful as I expected. The unidentified species was a black-colored swallowtail. It flew upward into the trees before any of us got a good look at the markings on it. Based on observations during my visits to that area in June over the past few years, it was likely a spicebush swallowtail or a female tiger swallowtail.

It was helpful to have many pairs of eyes looking for butterflies. Throughout the outing, different members of the group took turns calling out sightings. The rest of the group moved to the location to view the sighting. A good percentage of the butterflies were cooperative and didn't fly off when we gathered near to view them. As a result, I was reasonably successful in getting photographs of them, as the photos below attest. The photos were helpful in discerning between similar species. We had laminated placards and reference books with us to assist with that effort. If a butterfly isn't moving, it can be difficult to locate. The photos were also helpful to show to members of the group who may have had a difficult time spotting a particular well-camouflaged butterfly or a small butterfly that may have been difficult to find. Binoculars were

also helpful during the outing due to the fact that some of the butterflies were small and others weren't always conveniently close by.

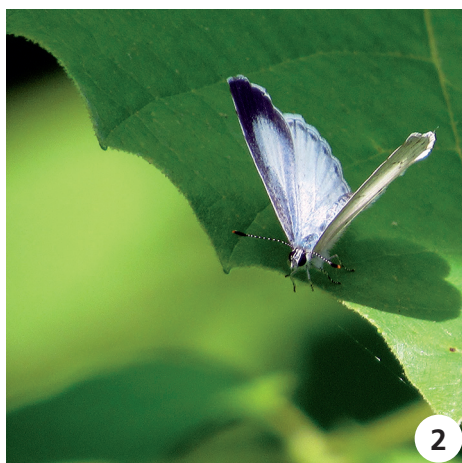
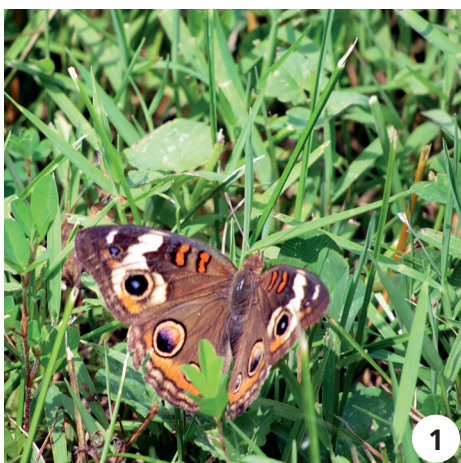
We briefly picked up a couple of additional participants during the outing. A pair of bicyclists paused and chatted with members of our group.

The conditions may not have been ideal for butterflies on that day, but it definitely was for dragonflies and damselflies. They were very active and present in large numbers.

I surveyed the area the week before the walk to attempt to determine the best route for the butterfly walk. There was more butterfly activity then but fewer species observed.



Butterfly walk participants at Carderock – Photo by Paul Petkus



Species that were observed the week prior to the butterfly walk, but not during the June 8th walk, included buckeye, tiger swallowtail and least skipper.

Future walks will be planned for alternate times of year or locations. Another consideration would be to hold additional ad hoc walks during the summer that would be announced a few days in advance via the Association's Twitter account. A different mix of species might be possible. The varied possibilities are part of the fun of the outings.

Butterflies in images: 1 – buckeye; 2 – summer azure; 3 – Zabulon skipper; 4 – summer azure; 5 – silvery checkerspot; 6 – zebra swallowtail; 7 – little wood satyr; 8 – question mark; 9 – silver spotted skipper; 10 – eastern tailed blue; 11 – cabbage white; 12 – Zabulon skipper (m). Butterfly in header – red admiral.
Photos by Paul Petkus



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 bike ride
Sept. 26-28, 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 5, 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. 6, Sun. Open house , noon to 5 p.m., at the Abner Cloud House at Fletchers Cove
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**. Three hike options starting in the Dam 4 area. Dinner at the Western Maryland Sportsman Club, with program to follow. Complete details and a registration form are in this newsletter. Contact Steve Dean at programs@candocanal.org.

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. Capital Crescent Trail and the towpath. See details on page 7 of this newsletter. Contact Bill Holdsworth at 301-762-9376 or website@candocanal.org.

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.*

Save the date!
 The C&OCA annual meeting will be on
March 14, 2020
 We'll be returning to the
 Upper Montgomery County VFD,
 in Beallsville, Md
 We will again feature
 lunch and dinner options
 Details in the December newsletter

Continuing Hike Series

With the return of fall the Continuing Hike Series will resume. The September 28th hike will begin at Dam 5 and hike through Four Locks to McCoys Ferry. Tim Snyder will hike with us and interpret Civil War events in the area.

The hike on November 17th will start at Dargan Bend, but will include some rough ground as we hike to the Colonial era Huckleberry Mine near Lock 36.

For both hikes dress for the weather, wear sturdy shoes, and bring water and lunch or a snack. We usually finish by 2:30.

I've been leading these hikes for 22 years, and it is time for me to pass the baton to another leader. I'll happily mentor anyone willing to step up and continue leading the Continuing Hikes.

– Pat White hikemaster@candocanal.org

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

C&O Canal National Historical Park Headquarters

1850 Dual Highway, Suite 100, Hagerstown, MD 21740

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	John Noel
Superintendent's Assistant	301-714-2201	Linzy French
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Mgmt.	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 (Acting)	301-714-2238	Brendan Wilson
Partnerships Coordinator	301-714-2218	Ben Helwig
Volunteer Coordinator	301-491-7309	Emily Hewitt
Cultural Resources Manager/Historian	301-491-2236	Vacant
Historian	301-714-2220	Karen Gray
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

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

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

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

Western Maryland District – Mile 42.19 (Monocacy River) to Mile 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 (Acting) 240-625-2931 Joshua Nolen

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

Supervisory Park Ranger Stephanie Siemek

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

Supervisory Park Ranger Stephanie Siemek

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
Williamsport Boat Operations	301-582-0813

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 Po-
tomac 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. 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 informa-
tion submitted to the State of Maryland under the Maryland Char-
itable 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 web-
master is webmaster@candocanal.org. C&OCA also maintains a tele-
phone number for recorded information and inquiries: 301-983-0825.

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Secretary: Kerry Gruber, secretary@candocanal.org

Treasurer: Richard Radhe, treasurer@candocanal.org

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Tim Snyder, William R. Stewart, Pat White. (terms expire in 2021):
Trent Carbaugh, Dick Ebersole, Christine Holdsworth, Anthony Laing,
Paul Petkus. (terms expire in 2020): Chris Cerniglia, Jill Craig, Jonnie
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Editorial Review, Steve Dean; Environmental, Rod Mackler; Festi-
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Programs, Steve Dean; Sales, Jill Craig; Special Projects, Susan Van-
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ference 2021, Bill Holdsworth.

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

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Culvert 135, at Mile 102.65, drains a generally active stream. The upstream arch, shown here during a dry spell in 2016, features a 6-foot span and high 90 degree wing walls. The downstream arch drains directly into the river. Photo by Steve Dean

Check us out on social media!

C&O Canal Association



Founded in 1954



@candocanal.org



@CandOCanalAssoc



candocanallassoc

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