

ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

An independent, non-profit, all-volunteer citizens association established in 1954 supporting the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin.

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Number 2

President's Report

By Tiffany Ahalt

Greetings C&O Canal Association members and stakeholders.

It is my sincere pleasure to serve as the 31st president of the C&O Canal Association. I look forward to meeting and working with all of you in the upcoming months.

Volunteers are the heart and soul of any organization, and it is evident that many of our volunteers have gone beyond normal boundaries to support the mission of the Association. Please join me in thanking William Holdsworth for serving as president for the last six years and Richard Radhe for serving as treasurer for the last eight years. We appreciate their gift of time and passion for serving the Association.

As I reflect on my reason for becoming a member and volunteer it is simple – to support the ongoing efforts of preserving the history and landscapes of the canal for future generations. The C&O Canal Association, like other non-profit all-volunteer organizations, is at crossroads in redefining its mission and purpose in a changing world. Always an optimist, not a pessimist, I believe that challenges are opportunities in disguise. So how do we start that process and ensure that everyone's voice is heard?

*A pessimist sees the difficulty in every opportunity;
an optimist sees the opportunity in every difficulty.
– Winston Churchill*

Over the next few months, we will issue a brief survey to our membership and stakeholders to, frankly, learn what we do not know. Why did you become a member? What talents or skills can you offer to the organization? The feedback will help guide the discussions and decisions by the board as we determine and shape the future of the Association. Here are goals that I will personally champion during my term:

- Strengthen and create new partnerships with stakeholders along the entire canal corridor.

- Evaluate committee structures and roles, consolidate and update descriptions.
- Engage the populations that visit, work, or live by the canal. Diversity is important more than ever if we are going to effectively conduct our mission to connect with those populations. The C&O Canal National Historical Park was the eighth most visited unit in 2020 among the more than four hundred parks administered by the National Park Service. There is potential for expanding our outreach to an average of five million visitors per year!
- Create a succession plan for leadership – is important for any organization, creating opportunities for new leaders at a committee or board level.
- Evaluate the programs and mission of the organization. What is no longer relevant?

Continued on page 2



See page 4 for Stephanie Spencer's update on the Paw Paw Tunnel Slope Stabilization Project to find out about the objectives and status of this very important project. Photo by Stephanie Spencer

- Increase volunteer recognition and outreach. Promote opportunities for service clubs, recreational enthusiasts, youth programs, families, and corporations that have an interest in environmental and historical preservation. Increase recognition and awareness for the knowledgeable and resolute volunteers who have and continue to serve.
- Reorganize and increase our outreach and communications. Make sure our messaging is consistent and shared on all platforms to truly engage all ages. Increase our engagement with the media, including shameless plugs for our contributions in the past and the present.

Please feel free to call or email with questions, and suggestions and, of course, invite me to your meetings and events taking place along the entire stretch of our treasured C&O Canal.

*With gratitude,
Tiffany C. Ahalt*



Outgoing President Bill Holdsworth transfers the gavel to newly elected President Tiffany Ahalt at the Association annual meeting March 26. Photo by Steve Dean

A note about Association presidents –

Since 1957, 31 persons have served as Association president. Four people – Ken Rollins, Carl Linden, Rachel Stewart and Dward Moore – have served multiple non-consecutive terms, resulting in 36 actual presidencies over the past 65 years.

Boat Operations Return to Georgetown

By Nancy Benco

After more than 10 years, a new canal boat is carrying tourists through the locks of the C&O Canal in Georgetown. The new boat was dedicated April 28. It was built at the Roudebush Yacht & Engine Works shipyard near Baltimore.

The boat makes a one-hour round-trip on the canal, starting at Lock 3 at 30th Street N.W. and continuing to the Key Bridge. Along the way, it passes 19th-century brick warehouses and shady, brick-lined parks. At Lock 4 the boat is locked through by the boat's crew, who also provide a running commentary about the 19th century canal.

Unlike its mule-drawn predecessor, the new 80-foot long boat is motorized. Tickets, schedule information and other information for the tour are available from Georgetown Heritage at www.georgetownheritage.org.

The National Park Service plans to operate its mule-driven canal boat, *Charles F. Mercer*, at Great Falls this summer. For updates on the starting date, check the park's website or call (301) 767-3714 Wed. - Sun., 9 a.m. – 4 p.m.



Canal excursion participants board the boat. Photos by Nancy Benco



The boat embarks on a canal excursion.

Donors to Association Funds

February 1 to April 30, 2022

Nancy C. Long Aqueduct Fund – A

– Supports restoration and preservation of the 11 aqueducts on the C&O Canal. The fund was established with a generous donation made by C&O Canal advocate Nancy Long.

Davies Legal Fund – D

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

Ken Rollins C&O Canal Fund – R

– Supports current projects and programs in and for the C&O Canal National Historical Park.

Rachel Stewart Swains Lock Area Fund – S

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

General Donations

American Painting Fine Art – A, S
Katherine Andrie – A
David & Barbara Biser – A
G.N. Bloom – R
John Bogdan Jr. – A, D, R
C&O Bicycle Hancock – A
Jay Creswell – A
Joseph D'Amico – R
Robert & Jane Dowler – D
Jack M. Ebersole – A
William E. Gerber – R
Brant Goldwyn – R
Don & Liz Harrison – A
Lisa Hendrick – A, D, R, S
Bob & Stephanie Hibbert – A, D, R, S
Joseph Howard – R

John & Shizue Howe Jr. – A
Sally Lee Hunter – R
Thomas B. Jackson – A
Ann Kelton – A
Rita Knox – A, R
Louis LaBorwitt, Ph.D. – R
Linda & Michael Marmer – A
Phillip & Luella Mast – A, R
Alice Mayo – R
Robert McManus – R
Edward Terhune Miller – A, D, R, S
Forrest & Lorraine Minor – R, S
Kirk & Karen Moberly – D
Suzanne Picard – S
Lynn M. Schmit – R
James Shea – R
William R. Stewart – A

Teresa Thacker – A
C. Jean Toleman – A, D, R
Hilary Walsh – R
David Wieking – R
Evelyn & Ronald Williams – A, D, S
Jean Wilson – A, D, R, S
Ed Wojtaszek – R
George & Julie Wyeth – S
Barbara Yeaman – R

In Memory of Randy Astarb

Jane & Norman Liebow – R

In Memory of John Barnett

Sally Sherman – R

In Memory of Pamela K. Lantz

Jo Ann Condry – R

C&OCA Welcomes New Members

Tracy & Jimmy Barnhart
C&O Bicycle
Ed Burck

Robert & Kathy Freer
Todd & Dawn Harrison
David Hunter

Joan McDermott & Peter Good
Douglas & Ann Tusten
Denise Yocum

Please contact the Membership Chair for any membership-related questions at membership@candocanal.org.

Association Programs are Back!

After a long break from activities due to the pandemic, the Association is resuming our popular program schedule. A new program chair is at the helm – Jonnie Lefebure – and, with the assistance of Dick Ebersole and others, program activities have resumed. The annual meeting was successfully held in Williamsport in a new venue with lunch and dinner service. Continuing Hikes have been held and were well attended. A Douglas Memorial Hike and Dinner event was conducted in the Poolesville area; despite rainy weather it was well-received. A President's lunch returned to Little Orleans in June, and summer nature walks, a paddle trip and the annual bicycle through-ride are on the schedule. The fall Heritage Hike will return to Western Maryland in October. Visit the calendar on page 26, watch the Association's web site and follow Facebook @candocanal.org for further news of upcoming events.

To Preserve and Protect: Paw Paw Tunnel Slope Stabilization

By Stephanie Spencer



*South (Upstream) portal of the Paw Paw Tunnel.
Photo by Stephanie Spencer*

Introducing an Engineering Marvel

Tucked away in the mountains of Western Maryland stands one of the most significant engineering features of the C&O Canal National Historical Park (C&O Canal). Whether approaching from the north or the south along the towpath, the portals (openings) of the Paw Paw Tunnel seemingly materialize as a gateway through the mountain. The north portal of the 3,118-foot-long structure is located at Mile 155.2. For many, the trek through the dark, damp tunnelway is the highlight of their visit to the park.

To avoid building six miles of canal along a section of the river called the Paw Paw Bends, the C&O Canal Company decided to construct a tunnel through what is known as Tunnel Hill. This effort consisted of only one mile of construction on a route located above the level of recurring floods. The 25-foot-wide Paw Paw Tunnel, considered to be an engineering marvel, is lined with over six million bricks and took around 14 years to complete. Originally, the project was only expected to take two years to complete and cost around \$33,000. Due to labor issues, funding, work stoppages, and the challenges of

digging through hard, loose shale, the project took much longer than expected and cost over \$560,000.

But the challenges did not stop there. Since opening in October of 1850, the tunnel and the surrounding canal continue to be impacted by rock slides. The 890-foot north (downstream) approach to the tunnel was primarily cut through shale – a layered rock – with interbedded layers of siltstone – a sedimentary rock composed primarily of silt particles. Time, erosion, and weather caused the rock layers to deteriorate, resulting in sliding or toppling failures. A number of slope stabilization efforts occurred during the canal's operational period.



2017 conditions of the loose shale along the north approach cut. Photo by Joe Reed, C&O Canal Civil Engineer



2022 conditions following Phases 1 & 2 of the Paw Paw Tunnel Scaling Project. Photo by Stephanie Spencer

Since the C&O Canal was established as a National Historical Park, the National Park Service (NPS) has implemented strategies to protect the incredible Paw Paw tunnel and to ensure that visitors are able to safely enjoy its history. These strategies were driven by the continued deterioration of the shale and siltstone. The current NPS project efforts focus on addressing the existing loose rock and providing for more sustainable measures to address future slope stability issues.

Along the Towpath, June 2022



Mission 66 project of pinning the loose shale. Historic photo C&O Canal NHP, National Park Service



A canal boat exiting the Paw Paw Tunnel. Historic photo C&O Canal NHP, National Park Service



Rockslide clearing on the towpath and in the canal prism. Historic photo C&O Canal NHP, National Park Service

Explaining the Project Breakdown: Phases 1 & 2

From 2017 to 2019, Phase 1 of the Paw Paw Tunnel Scaling Project was conducted, and Phase 2 began and ended in 2019. Costing close to \$1 million out of the NPS National Recreation Fee Program, these project phases addressed the most urgent sections of the deteriorating rock slope and performed rockfall analysis within the north approach “cut.” The work in these phases was focused on the towpath side of the cut, immediately adjacent to the towpath within the first 625 feet of the north tunnel portal.

While the scope of the project phases was limited due to available funds, typical work measures included “scaling,” or removing, loose and unstable rock and debris, and “pinning” rock in place to provide further stability and long-term protection. Both rock scaling and pinning have occurred in this area in the past.

The pinning of the rock involved a 15-foot minimum length bolt going into the rock, as well as pinned mesh, which is a system of anchors and steel rockfall mesh. Used in select areas, the pinned mesh and “shear keys” help to stabilize localized rock slopes. Shear keys act as “engineered shelves” to prop up unstable rock ledges and were pinned underneath rock slabs into competent rock. Rock drains were also installed to help relieve groundwater pressure from behind the rock and minimize the potential for freeze-thaw cycling. In turn, the drains



Above – The pinned mesh, which is a system of anchors and steel rockfall mesh, used to stabilize the rock.

Below – A 2019 view of the boardwalk portion of the towpath. Both photos by Joe Reed



will help minimize the progression of continual rock deterioration. All of these methods and actions are aimed at restraining localized or widespread rockfall issues.

Explaining the Project Breakdown: Phase 3

In 2021, Phase 3 of the Paw Paw Tunnel Scaling Project began. Costing over \$7.6 million out of the NPS Line Item Construction Program, this phase of the project continues to address rockfall hazards while also removing rock and debris from previous rock slides, stabilizing the rock face within 1,000 feet of the north tunnel portal and adjacent to the canal, and replacing the wooden boardwalk that serves as a portion of the towpath in this section. Loose rock on both sides of the towpath at the cut and north portal presents potential safety hazards to visitors and park resources, such as the Paw Paw Tunnel, and threatens to damage the towpath.

In May of 2016, a rockslide along a portion of the 1,000-foot-long cut caused rock and debris to collect within the canal. This slide has caused the impounding of water back into the Paw Paw Tunnel, which increases the potential for freeze/thaw damage along the lower courses of brick during the winter months.

Portions of the shale and siltstone layers could be seen hanging precariously adjacent to where the 2016 slide occurred, and it was only a matter of time

before gravity and weather caused them to follow suit. Anticipated to be completed in fall of 2022, this phase of the project works to clear the canal of the debris and to stabilize all sides of the cut within 1,000 feet of the north portal.

Looking to the Future

Following completion of the Paw Paw Tunnel Scaling Project, the goal is to provide long-term safe passage through this stretch of the towpath by improving the boardwalk and minimizing rockfall hazards. Deterioration of the tunnel will be reduced by the addition of improved water drainage, helping preserve the significant historic structure for future visitors to learn about and enjoy.

Due to the slope stabilization efforts, visitors and park structures within the area will face a greatly decreased risk of rockfall hazards and will enjoy a newly-replaced boardwalk. The NPS is also pursuing future projects to address the large backlog of deferred maintenance and repairs to the Paw Paw Tunnel itself.

Visiting the Tunnel

Since November 2020, the towpath north of the tunnel has been closed, but the Paw Paw Tunnel remains open to visitors. While you are unable to go all the way through the tunnel and out onto the northern boardwalk portion of the towpath, you can still experience it up to the construction zone at the north portal. During the winter, one of the portals is partially covered to prevent damage to the masonry, but the tunnel is open year-round.

If you decide to venture into the depths of this magnificent structure, be sure to bring a flashlight or headlamp and dismount bicycles. It gets very dark in the middle of the tunnel, and water drips can cause dips in the towpath. While you are walking through the tunnel, take a moment to run your hand along the towpath railing. In some places, you can still feel the ruts in the wood caused by years of ropes rubbing from when the mules pulled the canal boats.

You may also notice portions of missing bricks where water comes through. Many of these openings are “weep holes,” which were built into the tunnel to allow water to drain from the mountain above.

While the northern approach to the Paw Paw Tunnel is closed off, the Tunnel Hill Trail detour is active and will remain in place until construction is completed. The contractor currently anticipates that scaling material will be hauled out Tunnel Hill Trail



Contract work to remove loose rock within the cut, starting from the top and moving down. Photo by Joe Reed



Looking North: A 2021 view of the May 2016 rockslide. Photo by Stephanie Spencer



Looking South: A 2021 view of the May 2016 rockslide. Photo by Stephanie Spencer

Volunteers in Parks

By Jim Heins

The VIPs are Struggling Through the Spring

Springtime is the most active time of year for the VIPs. That is the time to get the park cleaned up and fixed up. Not only do many aspects of the park need attention, fixing, painting or replacing but ideas, mostly good, rise out of the winter months and are ready to try out. Natural growth requires much attention. All of these things need to be (or should be) attended to in the spring. Many volunteers are anxious to get out in the park and “do things.” The biggest obstacle to all of this, often, is the weather.

With really good weather. In April, the Association held its first annual canal cleanup, the *C&O Canal and Riverside Cleanup*. With help from park staff, outside volunteer and members of our association, we operated 12 sites and with support from 145 volunteers, hauled out considerable trash from the park. Thanks to all who participated.

The Swains Stewards started yet another year polishing up the campground and day-use area there. In addition, 20 bags of garlic mustard were removed from a portion of that area.

Then the weather turned against us. A garlic mustard pull was scheduled for the last Saturday in April. With temperatures in the low 40s and rain, THAT was washed out.

Although the weather caused fairly wet conditions on May 13 and 14, we had wonderful cooperation from Maintenance at Great Falls, allowing us to work indoors with a great cadre of volunteers. Two mornings of painting resulted in 50 boards primed and painted for use in picnic table repairs and construction.

Before this article appears in print, we will have installed directional signs at Edwards Ferry, sponsored by the Canal Towns Partnership, leading towpath users to Poolesville. We will also be helping with support for a similar sign at Shepherdstown.

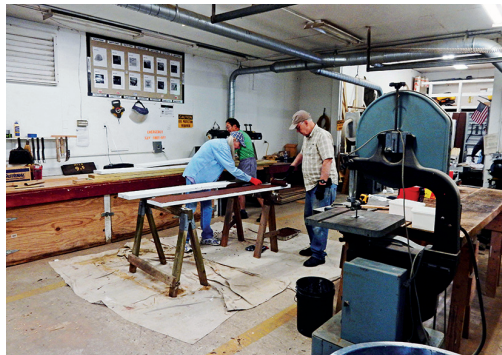
Also on the plate of the VIPs are repairs to picnic tables and tentative installation of more benches.

Maybe the weather will feel sorry for us and shine on our parade.

For further information about projects and volunteer opportunities, contact Jim Heins at vip@candocanal.org.



Mike Bucci shows off the trash haul at Violettes Lock during the C&O Canal and Riverside Cleanup. Photo by John Haaga



Picnic table board painting in the Great Falls maintenance shop on a rainy May Saturday. Photo by Jim Heins

Paw Paw Tunnel (Continued from previous page)

and Tunnel Hill Road in the near future. Prior to any hauling, a pedestrian management plan will be developed and any changes to the current detour will be communicated to the public.

The Tunnel Hill Trail is approximately a mile and a half in length with an elevation change of 375 feet. From the south (upstream parking lot) end, this trail begins by crossing the canal prism and climbs 0.63 miles to the top. On the north (downstream) end, the bypass begins where the trail meets the towpath near Mile Marker 155 and climbs 0.82 miles to the top.



When planning to trek the bypass trail, wear sturdy shoes that have good traction, stay hydrated, and plan for the trail to take about 1 1/2 to 2 1/2 hours, depending on your load, fitness level, and pace. Cyclists are also required to dismount along the trail. Be sure to take time to enjoy the views of the river and canal that the Tunnel Hill Trail offers!

Stephanie Spencer is a professional photographer and journalist from Pennsylvania. She works at the C&O Canal National Historical Park headquarters as the Facility Management Systems Specialist.

Left – A cover provided by the contractor to protect the tunnel during winter months. Photo by Stephanie Spencer

Pedal, Paddle and Hike

By Trent Carbaugh

The Importance of Archeology How it Applies to Visiting and Volunteering in the C&O Canal National Historical Park

Archeology –

The study of human history and prehistory through the excavation of sites and the analysis of artifacts and other physical remains.

– *The Oxford Dictionary*

Most folks have very little knowledge of how archeology actually works or what it can tell us. Unfortunately, it's never bullwhips and nail biting adventure, though quite a few archaeologists do wear fedoras as their chapeau of choice. Archeology is usually hard, complex, often dirty work, with moments of discovery and frequently a fair bit of confusion.

Quite often it is seen as being a hindrance to completing projects or slowing construction down to a crawl while the slow methodical examination of an area is completed. It is important to remember that cultural resources are just as important as natural or recreational resources, if not more so in some cases. Unlike most sciences, archeology is a terminally destructive process. After you dig something, it is gone forever; you only get to do it once. This is why archeology is done very carefully with what

seems to those outside the field as obsessive documentation and care. Done properly, this process can tell us an amazing amount of information.

The Importance of Trash

That old adage “one man’s trash is another man’s treasure” is certainly true for archaeologists. Much of what archaeologists find is simply trash, the broken implements or waste products of human activity. Ceramics, or the pieces thereof, litter the landscape of history. These items, until relatively modern times, were the containers of choice for dry foodstuffs and dairy products. Unfortunately (or fortunately depending on your point of view), ceramics are easy to break. Shards of broken pots, plates, jugs and other vessels can inform a trained eye as to the use, age, and origin of such vessels.

Glass, mostly bottles used for alcohol storage and chemical or medicinal products, can tell us much about their age and provenance by the way they were made. There is a comparatively steady progression in glass bottle manufacturing techniques through time that can help identify the age of a bottle or its pieces. Metalwork such as nails, broken buckles or tools, often allow interpretation of what an area was used for as well as fixing dates of occupation.

The structures of humanity, the buildings, wells, privies, canals, railroad tracks, etc. were often simply buried when the need for them had passed, either intentionally or through the action of time. Excavating these



Excavating a unit at the 18th century Stoner Farm in Waynesboro, Pa. All images by Trent Carbaugh unless otherwise indicated.



Excavating a red ware pot at the Stoner Farm. The same pot is pictured above, with the pieces cleaned, documented and reconstructed as much as possible.

constructions can tell us much about how and why things were done as well as about the people that were involved.

Sites of settlement were chosen for particular reasons: access to resources, protection from weather, etc. This is a fact no matter what a culture's social or technological development level is. The desire for a comfortable life is a constant. This means it is possible to find distinct occupation layers from modern times to prehistory superimposed over each other. The C&O Canal, in places, was built on top of colonial roads and settlement areas as well as earlier Native American camps and seasonal village sites.

Context

Just finding an artifact does not tell you much; where you find it tells you much more. For example, ceramic shards on a colonial American site can tell you the rough age of an excavation level by their material, use, and type of glaze used. The shape of the vessel can tell you its purpose. These things can also tell you whether a ceramic vessel was imported from Europe or of local manufacture. Analysis of the materials the

ceramic was made of can tell you fairly precisely where it was made and lead you to information about trade patterns both local and internationally.

When actually digging a site, archaeologists map it out in a grid pattern based on known structures which can be anything from building remains to ground features such as depressions or earthworks. Shovel tests are frequently done by digging a small hole on the grid and screening the dirt to check what is there with the least amount of disturbance. Remote sensing techniques, such as resistivity testing or Light Detection and Ranging (LIDAR) imaging can also play a role in deciding where to dig. Square or rectangular areas are mapped in on the grid (referred to as units) and the exacting process of excavation begins.

Stratification

While digging proceeds, different layers become discernible by observing changes in soil color and texture, both in the floor of the unit and, more importantly in the sidewalls of the unit. Barring some odd construction process in the past, these



Wooden plank raceway in place in a waste weir on the C&O Canal.



Random bits of pottery collected along the shore of Big Pool by someone. Unfortunately, picking up pieces takes them out of their context. With no context, the shards tell us less of their story.



Paddle gate in place in a lock on the C&O Canal.



Wooden plank raceway in a culvert on the C&O Canal. This was often done to prevent the buildup of debris by creating a smooth surface for the water to flow over.

strata effectively tell you where you are in time. The deeper a layer is, the further back in time it is. This is also where artifacts help you out; they are used as a diagnostic tool to fix approximate dates of a level. This process is continued until undisturbed subsoil is reached.

Mapping and Documentation

Each level is carefully mapped and photographed; artifacts are recorded; and type and color of soil is documented. When a unit is finished, the sidewalls are carefully drawn to show the stratification and any artifacts in the walls. This process is repeated over the course of an excavation of the unit and all this information is later digitized and turned into maps that show a three dimensional picture of a small part the past. This process is repeated over the site. This is a simplistic explanation of a rather more complex process but hopefully you get the idea.

How This Applies to Park Volunteers and Visitors

After reading the above you may think to yourself “Well, how does this apply to me?” It is not uncommon, especially after weather events, to come across artifacts on the ground surface. These will usually be ceramic or glass but can be anything. The best thing to do is to leave these things in place.



Excavating a cistern at the Saylor House. Wells, cisterns, and privies were often filled with rubbish when no longer used. These features can be a treasure trove of artifacts and in some cases dietary information.



A pause in drawing a brick kitchen floor, excavated in the Saylor House, Hagerstown Md.

If you want to indulge in a little citizen science, photograph the artifact with something to show scale and record its GPS co-ordinates from your phone, then give the information to the park. If you think something is of importance (and in danger of being disturbed or looted) kick some dirt over it after photographing and getting its co-ordinates.

Keep in mind that the entirety of the C&O Canal is essentially one big artifact and needs to be treated as such. This is why the NPS has rules against relic hunting, metal detecting, and other such activities. It is also important to remember that the Potomac watershed has been occupied for at least 12,000 years and current research from other areas is indicating that this date may be very conservative.

Until some overachieving bright young physicist figures out how to build a time machine, (probably a really bad idea) we're stuck with the only effective means of time travel known – archeology. As members of the C&O Canal Association, part of our mission is to protect the historic, natural, and *cultural* resources of the park and the Potomac River drainage.

A note on the photographs: As there is no active archeology going on in the park at this time, most of the photographs for this article are from other sites in the Potomac River drainage,



A random find of the remains of an iron enameled bucket, photographed in the woods around Four Locks.



A late 18th early or 19th century pocket knife handle excavated at the Stoner Farm and photographed with a modern reproduction of similar but not exact form.

specifically on Antietam Creek, mostly from the 18th century Stoner Farm in Waynesboro Pa. Additionally some are from the early 19th century Saylor House site in Hagerstown, Md. Other photos of random surface artifacts were photographed in place in various areas of the park.

Resource – Little Antietam Creek Inc. Should you have an interest to learn more, LACI is a non-profit organization that teaches archaeological field work, lab work and historic preservation at the beautiful 18th century Stoner Farm in Waynesboro Pa. (lacionlineorg.wordpress.com/)

References:

Maintenance Archaeology, Scott Parker, teaching document, LACI publications.

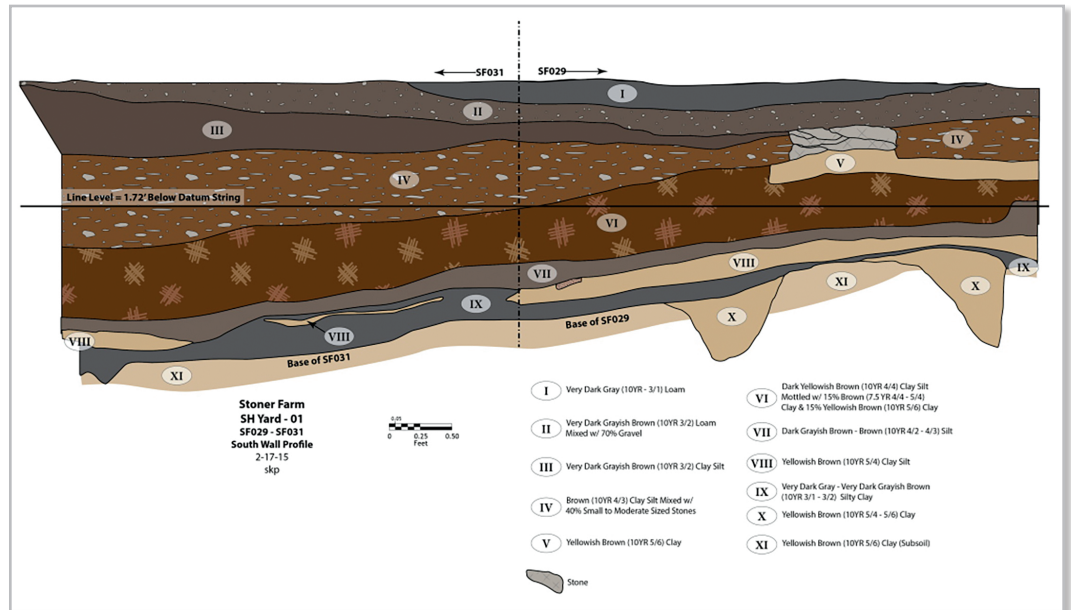
A Layperson's Guide to Historical Archaeology in Maryland, James G. Gibb, 1998 Archaeological Society of Maryland

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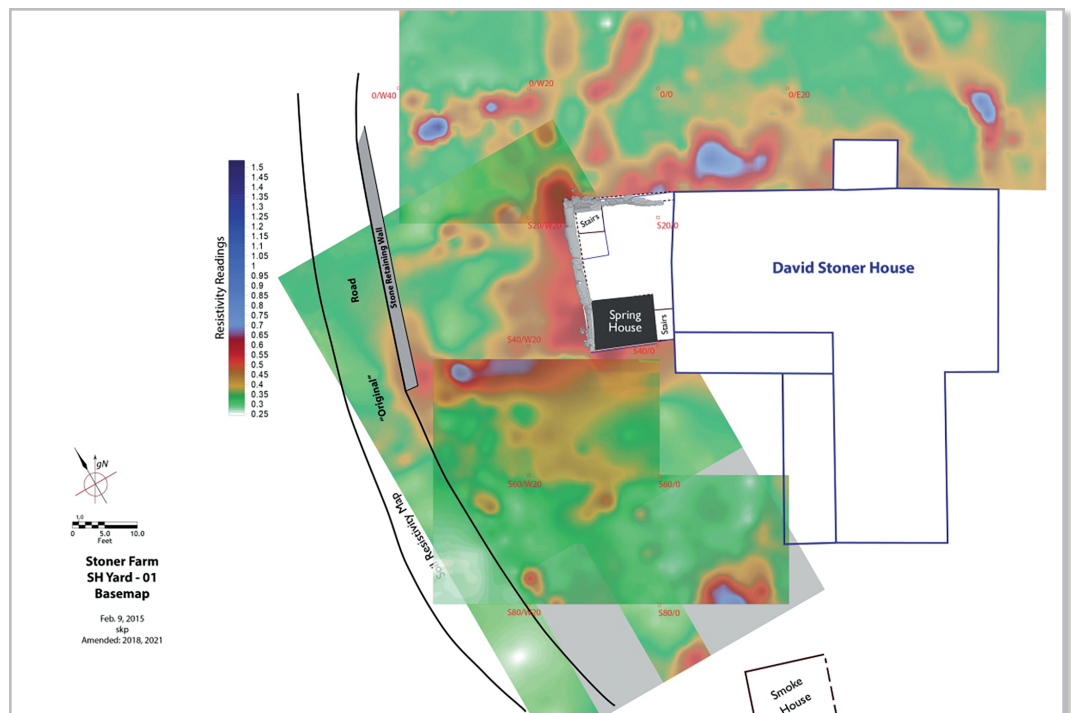
Facts on File; First Edition

Upper right diagram – Digitized drawing of the south walls of two connected 5 by 5 foot units at the Stoner Farm showing a slice of the stratification of the layers. Measurements are done with engineers scale, in feet and tenths. This process is repeated over the site and the data can be used to show such items as the original ground slope before historic modification or detect severe weather events like floods. Drawing courtesy of Scott Parker

Lower right map – Base map of the Stoner Farm site resistivity survey. Resistivity works by arcing low voltage electricity between two separated points and then measuring the difference in resistance between the points. This is done over a grid, sort of like a big checkerboard. In this particular case the grid was 2 by 2 feet. The data is then digitized and turned into a map, the colors show where stuff is. Resistivity is good for locating buried structures and ground disturbances. Map courtesy of Scott Parker



Mapping with a total station at the Saylor house.



Accompanied by the Past

By Karen Gray

The Trusteeship 1906–1938

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

In several of my columns in 2021, I dealt with the early history of the court actions, beginning with the action on October 2, 1890 that authorized the trustees for the 1844 bondholders to take control of the canal, repair, maintain, and operate it on an experimental basis. The experiment was to see if, under the trustees, the canal could earn enough income over five years to pay for the repairs, keep the canal in good working order, and begin to pay down its enormous debt.

By October 1890, the B&O Railroad controlled the majority of the 1844 bonds as well as those of 1878. Just prior to the October 2 ruling, the court permitted the 1844 bonds to be subrogated to the 1878, assuring their ongoing rights while not displacing the priority for payment of the 1878 bonds if and when the canal was sold. This meant that the 1844 trustees were closely connected with the railroad and the struggle between the two groups of bondholders was over. They now had a common legal connection.

However, the court's decisions were guided by the laws, and the trustees were subject to court oversight and orders. The result was not always favorable to the B&O and keeping the trusteeship arrangement would prove costly to the railroad. As a consequence, the pervasive belief that the B&O RR controlled the Trusteeship is an error – as the appellate court rulings that supported the lower court decisively pointed out. The B&O's role in the background was significant – but the court, not the railroad, was in control.

In an opinion and order filed July 30, 1894 by the court, the October 2, 1890 “experiment” of the operation of the canal by the 1844 trustees was extended to May 1, 1901. Then, on April 8, 1901, it was extended again to January 1, 1906. During those two extensions, the trustees contracted with the C&O Transportation Company (C&OTC) to manage the operation of the canal, initially with visionary plans for the mechanization of boat towing and other major improvements. Additionally, the C&OTC guaranteed a \$100,000 profit per year.

As 1906 approached, the trustees, as expected, petitioned again for an extension of their possession and operation of the canal. This was an arrangement that did not

affect ownership, still vested in the company's stock, of which Maryland owned a clear majority. This time, however, the trustees asked for automatic annual renewals and approval of a new contract with the C&OTC that guaranteed only that the canal would not be operated at a loss.

The court set December 27, 1905 as the date for a hearing on the petition that allowed all parties in the canal cases to give their response to what the trustees were requesting. This time, however, there were no objections. Maryland had sold its interests in the canal to Fairfax S. Landstreet, a West Virginia coal baron. Landstreet held positions with banks and railroads, including the Western Maryland Railroad, which had just won the right to cross the canal and also condemn and purchase pieces of canal land for its extension from Big Pool to Cumberland, land that the railroad needed and the canal did not.



The 1924 flood at Cumberland (shown here), followed by another in May, resulted in the trustees deciding not to open the canal for an official boating season. It was never opened again. Post card image

With the Maryland interests, Landstreet had acquired the majority of C&O Canal Company stock, and thus controlled the election of officers and directors. The C&O Canal Co. and Maryland – in the past seeking to have the canal sold – had been the reliable opponents to the 1844 trustees who sought control of the canal to operate it. Now, in Landstreet's hands, those differences disappeared, and Landstreet would shortly sell those interests to the B&O RR.

1926 and 1928 Petitions to Sell the Canal

There were minor issues that arose for the Circuit Court of Washington County handling the canal case (Equity Nos. 4191 and 4198 consolidated) from time to time. However, between 1894 and 1926 there were only two major issues: (1) the petitions by the trustees for extensions of their control of the canal; and (2) the extended court proceedings around

the Western Maryland Railroad's need for canal lands and crossing rights for its extension to Cumberland, 1903–1905. Then, in 1926 a new, major complication arose.

But first some background: Between 1877 and 1890, a large number of canal employees and persons providing supplies to the canal company had gone unpaid. In 1896, during the first extension of the trusteeship (to May 1901), many had managed to get the attention of their state legislators. The result in the January session of 1896 was the passage of a law registered as Chapter 136 ½, which provided for payment of such claims if validated in ways specified in the act.

In an effort to determine with some precision how much money was involved in these relatively small claims for labor and materials, the governor of Maryland appointed Charles A. Little of Washington County as an auditor to register and audit those claims. Unfortunately, this confused many claimants who thought that with the registration of their claim it was validated, but it was not. In 1900 the state responded with legislation in Chapter 270 of that year's session, essentially incorporating claims of those who were confused by the governor's registration system under the 1896 act and revising the validation guidelines to accommodate them.

There is evidence that the B&O RR began to buy up these claims, likely acquiring many for less than the face value from owners who regarded a bird in the hand as worth more than two in the bush. The claimants must have known payment was unlikely, as the only time the trustees had significant excess funds it was used to retire 1878 bonds and their interest coupons – with the court's approval. As it turns out, the court erred in that regard, as we'll see shortly.

On September 9, 1926, one William T. Coulehan petitioned the circuit court of Washington County to order the sale of the canal so that he might be paid \$3600.32 owed him along with interest amounting to \$3.20 – a claim that had been certified on January 5, 1891 by the circuit court of Washington County and that qualified under the 1896 act for payment. His petition for the sale of the canal included extensive documentation of the trustees' failures to operate the canal profitably as had been initially required, and that they had not even not even opened the canal for a boating season after 1923.

The court ordered a hearing on October 16, 1926 on Coulehan's petition, but before that date, on October 8, legal documents were filed in the court showing that, on October 4, Coulehan had "for value received," transferred his claim to the B&O RR Company. The predictable result was that Coulehan's lawyers sent a petition to the clerk of the court to enter Coulehan's September 19th petition on the court's record as "dismissed."

In 1926 the holder of a small claim, qualifying under a 1896 Maryland act which placed such claims in line for payment from the sale of canal lands, attempted to force the end of the trusteeship and sale of the canal. This attempt went down in flames. What was behind Coulehan's sudden decision to sell his claim rather than push for the sale of the canal is a matter of speculation.

Less than two years later, on May 29, 1928, a new petition was filed also asking for the termination of the trusteeship and sale of the canal so that the petitioners' claims could be paid. Much of the text in that document reiterates almost word-for-word the same accusations and details of the trustees' failures as had appeared in Coulehan's petition.

The charges against the trustees included their failure to comply with some of the court's orders, such as submitting annual statements of receipts and expenditures showing the accounts in the black, as mandated in the 1905 court ruling allowing automatic annual extensions. Indeed, there had been a number of years when those reports were submitted a year or more late. (Although, of course, the court should have ordered the trustees to produce a report when one failed to be filed on schedule.)

This new petition was filed not by one claimant under the Maryland 1896 and 1900 acts, but by a group of them. Some, unsurprisingly, were administrators for the estates of the original claimants who had died in the intervening decades. In significant ways, this petition appeared more likely to succeed than had Coulehan's.

The final court opinion on this petition was issued jointly by the two sitting judges of the Circuit Courts of Washington and Allegany Counties. Among the issues with which the court concerned itself were how claims would be validated and whether interest was due on them. With regard to the first, the judges ruled that "*the [1896] Act itself requires the judge to pass the order whenever any such judgment or claim 'authenticated, proven or certified', shall be presented to him.*" The act's prescribed methods were followed when possible, but this allowed the court latitude due to such difficulties as the fact that "*the books and papers of the canal company were no longer accessible.*" The court also ruled that the debts would accrue interest and specified the amount.

Further, the judges noted with regard to the original October 2, 1890 ruling establishing the trusteeship: "*This decree directs that the tolls and revenues received from the use and operation of the canal shall be applied by the trustees ... (1) to pay all current and ordinary expenses incurred in operating the canal and for keeping the same in good working order.*" Five more categories followed, establishing the order in which long unpaid claims for certain "current and ordinary expenses" were to be paid.

Importantly, the judges in this opinion state that these small individual claims “ought to have been paid by the trustees before the application of any of the funds from tolls and revenues to the bonds.” The perfect occasion to have done so was 1905 when the trustees received \$500,000 from the Western Maryland RR for the canal land it acquired for its Cumberland extension. While the court at that time had allowed the trustees to use that money to retire 1878 bonds and their interest coupons, this court states that it should have paid the 1896/1900 claimants first.

It was found that one of the claims had actually been paid, but the judges ordered that “the remaining petitioners are entitled to payment with interest.” Thus, any surplus income in the future should be applied to these debts. At this time, however, it is unclear how many were still held by individual claimants or their estates, and how many the B&O RR had bought. In any case, as the canal was not making any money and at that time there was no expectation of a significant sale of canal lands, the petitioners were left with the priority of their claims clearly established, but still unpaid.



The trustees annual reports during the years without a boating season (1924–1937), frequently mentioned that, if the canal were reopened, “there would be some considerable expenditure required in the matter of the lock gates and lock tender houses.” The photo of Lock 71 from after 1938 was made by HABS-HAER’s prolific photographer, Jack E. Boucher. C&O Canal NHP, National Park Service

1938 and the B&O RR Petition

By 1936 the B&O RR was deeply in debt and negotiating with the government that was interested in acquiring canal lands, in particular for extending a parkway beyond Great Falls. The B&O, however, sought clear title to canal land in the district and above Point of Rocks where their mainline was constricted between the canal and the ends of ridges at the four points over which the famous B&O/C&O court battle had raged from 1828 to 1831.

The result of this activity was an opinion from the office of the U.S. Attorney General on the B&O’s offer to sell the District of Columbia to Point of Rocks segment of the canal.

On November 14, 1936, the Attorney General’s memorandum *On the Title to the C&O Canal from the District to Point of Rocks* was issued. It clearly stated in the second paragraph:

It is of course well known that the Baltimore and Ohio Railroad Company is not the owner of the Chesapeake and Ohio Canal. By reason of certain transactions ... the Baltimore and Ohio Railroad Company has come to exercise a dominant influence over the canal and may be in a position to bring about a sale of the canal property. As any such sale must be made under the direction of the court, the railroad company cannot make a binding contract for the sale of the canal property or any part of it.

On October 15, 1937, Herbert Preston, the last of the final three men to serve as trustees for the 1844 bondholders, died without having provided for successors. On April 29, 1938 the B&O RR filed a “Petition for the Appointment of Receivers” to sell the canal. Back early in 1890, receivers had been appointed by both the DC court and the Circuit Court of Washington County to take control of the canal and its records and obtain for the courts the information they required to make their decisions. However, on October 2, 1890, when the control of the canal was moved to the 1844 bondholders’ trustees, the receivers were set aside along with an order to sell the canal. In the legal record the order to sell was simply in abeyance and left the receivers without anything to do. Those original receivers had long since died, making the appointment of new ones necessary.

In the petition, the B&O stated that it held “in pledge”: (1) All the 1878 bonds still outstanding, the principal of which was worth \$132,500; and (2) substantially all those little claims filed under the Maryland 1896 and 1900 acts, having a value in excess of \$450,000. It had acquired, as well, the: (3) Maryland interests that had been sold first to Landstreet in 1906, consisting of three mortgages on the canal property given by the Canal Company to the State of Maryland in 1835, 1839, and 1846—the latter confirmatory of and as further security for the indebtedness in the earlier mortgages. Finally, (4) the RR owned \$1,320,000 of the bonds of 1844/48 and (5) the majority of the outstanding capital stock of the Canal Company.

As a consequence, the petition stated that the RR believed “the only outstanding claims not subordinate to the aforesaid claims, are “labor claims” amounting to less than \$25,000, including principal and interest; and that, with the exception here noted, The Baltimore and Ohio Railroad Company is in fact the owner of the prior liens upon the canal property aggregating an amount far exceeding the value of the property.”

So, in effect, the B&O was “the last man standing,” holding all the interests of the former parties in the canal

Nature Notes

By Marjorie Richman

The Language of Ants

In the 1977 movie *Close Encounters of the Third Kind*, intelligent beings from another planet visit Earth and our scientists have to figure out a way to communicate with them. To do this they must open up their minds and think beyond the way we communicate. Fortunately, these aliens communicate between themselves by sight and sound, just like us, but the sounds in their language are tonal variations rather than words, and colors have meanings. Music and flashing colored lights become the basis for interplanetary conversation.

Actually, we don't have to wait for the arrival of aliens to interact with creatures that have evolved very differently than we have. We encounter them in nature every day. In the late 20th century, scientists recognized the possibility of overlooked intelligence among species of insects that live in socially cooperative, highly organized communities. Even more intriguing than their organizational prowess is the ability of these species to communicate among themselves. Ants live in such communities, and for a long time scientists wondered how insects with primitive brains and few capabilities for expression are able to exhibit such complex behavior.

Ants must have done something right, since they have been inhabitants of our planet a good deal longer than we have. Ants first appear in the fossil record about 140 to 168 million years ago, tiny creatures roaming the world with dinosaurs. They began to diversify about 100 million years ago, about the same time as flowering plants diversified and well before we could even be considered an evolutionary possibility.

Ants live in what are called eusocial colonies; that is, cooperative communities in which each individual belongs to a group that performs one function essential for the survival of the colony. The first level of organization is the division of adults into reproductive and non-reproductive individuals. Reproductive females may become queens; reproductive males perform their one function before they die. Non-reproductive adults are organized into groups that perform one

Continued on page 16



While not seen on the C&O Canal, leafcutter ants are an excellent example of the cooperative behavior of ants. Photo by Marjorie Richman

Accompanied by the Past (Continued from previous page)

cases. That certainly put it in a position "to bring about a sale of the canal property" as the Attorney General's memorandum put it. In reality, however, the B&O had no access to all this wealth as it clearly acknowledged in the petition that: "*all of the aforesaid claims of The Baltimore and Ohio Railroad Company are presently held in pledge by Reconstruction Finance Corporation*" – the RFC being a tool developed by the government to help important companies get through the depression. Thus far, it was loans from the RFC that had kept the B&O itself out of bankruptcy court by using all its C&O Canal interests to secure those loans.

The petition then reported on the B&O RR negotiations with government agencies concerning the canal and

notes that "*in the event of the purchase of said canal property by the Government the consummation of the same will be desired by the Government without delay.*" In other words: let's hurry this process up.

Clearly the Circuit Court of Washington County was aware that this petition was coming, as on the same date that the petition was filed, April 29, 1938, the court decreed "*that the appointment of Receivers as prayed for in the foregoing petition is necessary and proper.*" It then appointed Edgar W. Young, R. S. B. Hartz and G. L. Nicolson as the new Receivers—a small but essential first step in the complex path of selling the canal that will be covered in a future column.

Across the Berm

Pam Lantz

Pamela Lantz died March 22 in Parkersburg, W.Va. Pam had a passion for adventure, with many outdoors-related hobbies. She was especially enthusiastic about bike riding and was a regular rider in the Association annual C&O Canal Through-Rides. She also had many hiking adventures and participated in the 2004 C&O Canal Association Douglas Thru-Hike.

Pam was well-respected in the Association bike group and a friend to all. Jim Heins noted that she was always smiling, pleasant and never said anything bad about anyone. Denny Sloppy said that Pam was an anesthetist nurse and helped other people whenever given the opportunity. She mentored other nurses and took great care of her family and friends. She was loved by all who knew her.

John Betting recalled meeting Pam at the through-ride in 2005 and learning that she had biked across the United States from west coast to east coast. He saw her on every through-ride after that, except when she got sick in 2020. She recovered and was able to do the 2021 through-ride. She also did many Great Allegheny Passage Bike rides with other C&O Canal Association members over the last 15 years.

Norman Liebow sums up Pam's kindness: "Pam was one of the most exciting and excited persons on all of our

cycling adventures. She was caring for all and was always ahead with the best suggestions. Years ago, when I was more involved with the through-ride, Pam showed me her appreciation of my help with a very special gift. She was thinking ahead when she saw something at the Brunswick town street party. She gave me a bandanna with the Brunswick street map on it. Every time I go to the drawer, I go for the Brunswick and remember Pam's kindness. She was and will always be a very special person to be fondly remembered."



Pam Lantz is third from the left in the front row in this photo from the 2021 C&O Canal Through-Ride. The front row is (l-r) Denny Sloppy, Paul Leatherman, Pam, Katrina Craddock, Art Wise and Ellen Sackstein. Jon and Daniel Wilson are in the back row. Photo courtesy of Denny Sloppy

Nature Notes (Continued from previous page)

important task, such as protecting the queen and the colony (soldiers), finding food and reporting the location back to the colony (scouts), following scouts and transporting food to the colony (workers) or caring for offspring (workers). As far as we know, the citizens of eusocial colonies excel in cooperative behavior. There is even evidence of altruistic suicide, an individual sacrifices its life to protect the colony.

To any observer of nature, it is obvious that ants communicate with each other. When a lone ant finds a food source, it returns to the colony. Almost immediately others flood out of the nest and follow the scout. When the queen is ready to mate, she flies to a height and settles onto a twig or branch. How do the males find her? It was assumed that some type of chemical was secreted, perhaps by a gland, but the actual mechanism was a mystery.

In the late 1950s, Edward O. Wilson, at that time the leading expert on the natural history of ants, was determined to find the answer. The difficulty was dealing with a creature

2-5 millimeters in length that weighs 1-2 milligrams. Removing and analyzing each tiny gland capable of secreting a scent would not be easy. On the other hand, there are a finite number of topics of conversation among ants, so the number of pheromones would be limited.

According to Wilson's book, *Tales from the Ant World*, he was aided by the work of earlier micro biologists to locate glands in tiny ant bodies. He had noticed that the scouts seemed to use their stingers to lay down a trail of scent. If that were true, then the secreting gland should be co-located with the stinger. To extract candidate glands, he used the smallest forceps developed by jewelers to handle very small precious stones. After several failures, he finally found a white spec of a gland that exudes a scent causing the ants to rush out of their nests. As expected, the gland is located at the base of the stinger. Small as it is, this gland is the key to ant communication. Wilson calls it the "ant Rosetta Stone." Further research showed that ants actually secrete mixtures of pheromones in order to convey different meanings: excite, attract, follow or lead.

Across the Berm

Mickey Reed

Mickey Reed died peacefully May 8 after an illness. She spent her childhood in New York and Connecticut. Mickey was married to John Reed, who preceded her in death in 2019. Mickey and John had seven daughters. They moved to Bethesda, Md. in 1974, and Mickey worked with Maryland Delegate Connie Morella. Once Morella was elected to Congress in 1986 Mickey served as her legislative assistant until 1990, and again from 1994 until her retirement in 1997. The Reeds lived in Singapore from 1990 to 1994 due to a transfer of John's work.

Mickey was a longtime supporter of the C&O Canal and the Association. Mickey and John were enthusiastic towpath and trail walkers, often accompanied by their collies. They participated in the 2004 and 2009 Douglas Memorial thru-hikes, celebrating their 55th wedding anniversary during the 2009 hike. Mickey served the Association as information officer from 2000 to 2002, and in 2004 and 2005. In that

role she sought to improve communications with members and the public to promote the park and the work of the Association. She also supported Carl Linden on the Monocacy Aqueduct Committee.



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

Edwin Wesely

Edwin Wesely died May 26, 2021 in Charlottesville, Va. Ed grew up in Chevy Chase, Md. He excelled at tennis, winning many championships and titles. After his education he headed west to explore the country. He eventually came back to Maryland and taught at Hood College and Montgomery County Community College. He also worked for the National Park Service as a seasonal park ranger. Ed lent his tireless support to many causes and efforts, and was admired and respected by many for his efforts. Another interesting and beneficial project of his was a program to raise and tag monarch butterflies.

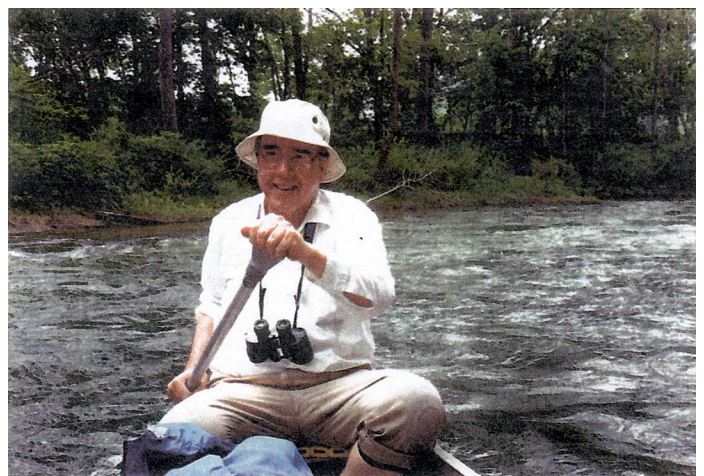
The C&O Canal was fortunate to be included among Ed's many interests. He became a level walker in 1970 on Level 8 (Lock 21 to Lock 22). In those early days of the level walker program, Ed stood out as a guide and mentor for others in the program. As a level walker, he helped support Thomas Hahn in preparation of the original Towpath Guide to the C&O Canal, which is a go-to reference on the canal.

Ed participated in the 1974 Douglas Memorial Thru-Hike and helped organize many of the annual Douglas Hikes in the years after that. During those events, he was known for his canal songs and stories that enlightened many about the history of the canal. He continued as a source of canal and

Association history and stories after that, including a moving and informative tribute to Grant Conway in the December 2008 *Along the Towpath*.

In 1972, Ed became one of the members of the initial C&O Canal Advisory Commission. This groundbreaking commission helped protect the C&O Canal in its early days as a national park. He served for a second term on the commission, supporting it until 1980.

Park users and Association members all benefit from the efforts of Ed Wesely and other early canal supporters like him.



Ed Wesely. Family photo

A Highway Next To the Canal in Washington County

By Michael Marmer

This is the story of a highway that ran next to the Chesapeake and Ohio Canal in Washington County, Md. It started at Little Pool on the C&O Canal, about five miles south of Hancock, Maryland and went three miles south, until it ventured away from the canal around Parkhead. I learned of this highway as a result of my purchase of two 1922 postcards. This also is my story about those postcards and the photographer.

I discovered the C&O Canal at the age of 12, as a Boy Scout in a Wheaton, Md. troop in 1967. Like many Boy Scout troops, our goal was to hike on the canal over time with some camping trips, averaging 20-mile hikes. It took until January 1970 to complete all 184.5 miles and earn a Boy Scout C&O Canal medal, along with the canal patch and the five segments for each district that was part of the canal. We really did not learn anything about the function or the history of the canal while doing the hikes, because such information was not provided.

After my time as a Scout I never forgot the canal and I started to bike on the towpath in 1981. My wife, Linda, and I continued to bike on the canal frequently after we married and, in 1992, we joined the C&O Canal Association, which introduced us to information about the canal's history and purpose in life until its closure in 1924.

I was always interested in history and I am an avid reader, but I also collect various items. So I became interested in time on the history aspect of the canal, along with its purpose and what one can do on the canal today. I started to collect C&O Canal documents from the 1800s. Many are very rare pieces. Karen Gray, who writes for *Along the Towpath* on the history of the canal, has been my go-to person for information on my finds and helps in knowing more about that item. She has become a great friend over time.

One of my finds was two postcards, dated 1922, of the canal. In the postcards the canal is pictured with the Western Maryland Railway alongside it. It is unusual that the National

Highway is in between the canal and the railway on the postcards. I became curious about the National Pike being between the two modes of transportation, since Linda and I have been biking on what is now the Western Maryland Rail Trail where the railroad was in these cards. I never noticed any indications of roadway along the trail, as it is all trees now. I started to look online for any map of this area from the early 1900s. I found a map from 1899 at the University of Texas.

In 1899, the National Pike, as it was called on the postcard, was a dirt road. On the map, the pike is a double line drawn as it crosses the railway, south of Little Pool. It can

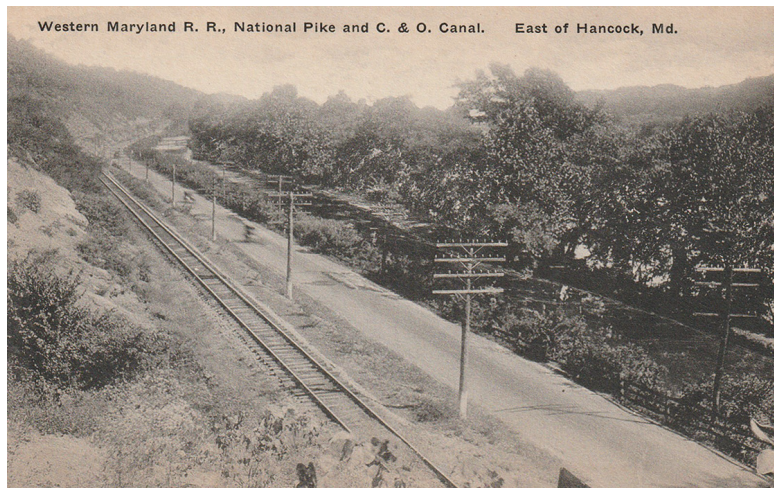
be seen in bit of blue, to the left, on the map. Then the pike goes on south through Millstone, a town I have never heard of. I do not think this town exists anymore, as I found nothing about it on the Internet. The town probably died after the canal and railway closed.

The pike crosses back over the railway, then continues about a half mile, until it crosses back over the railway, once again

between the railway and canal, until it reaches Parkhead. At Parkhead it crosses back over the railway to pass over Licking Creek and continue on to Hagerstown, Maryland. I believe the total distance of pike between the canal and the railroad is about three miles.

I became curious about the long-gone pike roadbed. Why is there no historical marker on either the canal or the rail trail for this stretch of lost National Pike? In any case, our next bike ride, after doing the research in finding this map, was to look for the roadbed. And we found it! Despite the trees, one can see the flatness of the area that was once a highway along the canal and railway. For the few miles it parallels these other modes of travel, transportation history now forgotten.

I do not know when the highway was moved to present day U.S. 40, before Interstate 70 was built. I have found one highway map from 1948 with U.S. 40 in present location.

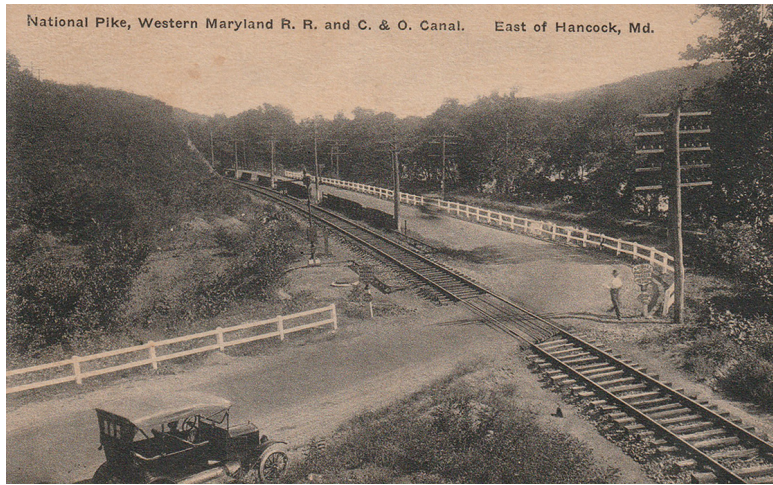


1922 historic postcard by Dr. James E. Feltner

The photographer's name was Dr. James Elbert Feltner. I believe he stood on some high ground to take to take these photographs. In one picture there appears to be a concrete structure, just barely visible. It is likely that, due to construction of present-day U.S. 40, some of the hills along the old road were lost.

One of the photos in the postcard is at the Library of Congress, and I have about 25 postcards credited to Dr. Feltner, mostly of Hancock and the National Highway, east and west of Hancock.

Feltner was born in 1883 and died in 1923, only 40. He was an optician, as I found on the first annual report of opticians, from 1915, for the state of Maryland, and he is listed in Hancock, Md. Some cards state that he was a jeweler, as opticians were considered jewelers due to glasses sales. He also won a patent in 1925 for the return mechanism of a phonograph arm. He sold Victrolas in his store, as I found in an ad from 1915 for that was sent to me by the historian of Hancock, Md.



1922 historic postcard by Dr. James E. Feltner



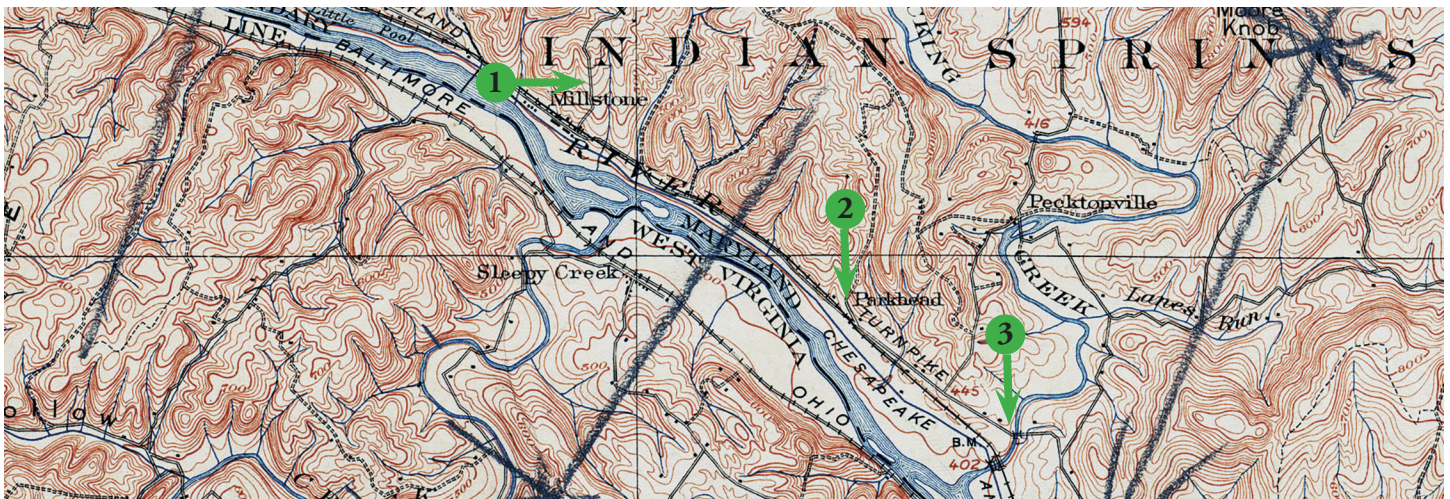
Modern-day view of the old road bed from the former Western Maryland Railway, now Rail Trail. The canal, towpath and river are visible in the background. Photo by Michael Marmer

Dr. Feltner was from Shepherdstown, where his father was a clergyman. In 1912, the father married his son to Nellie Perkins, whose mother was post-mistress of Hancock. Nellie's father was Dr. William Perkins, a beloved country physician who died in 1896. Dr. Feltner died in 1923 at the age of 40. He is buried at the High Street Presbyterian Church in Hancock.

This is a story now told due to my learning about this pike between the C&O Canal and the Western Maryland Railway as a result of finding Dr. Feltner's postcards. And now it's no longer forgotten.

I dedicate this to Karen Gray for her help on all things C&O Canal and her friendship and kindness. She inspired me to write this, as I had no idea how to write about Dr. Feltner

and connect him to the C&O Canal, despite the two postcards, as most of his work in photography was not C&O Canal related, but these two photos are very important to the canal's history.



1899 map. The pike is a double line (1) crossing the railway south of Little Pool. The pike continues south through Millstone to Parkhead (2), crosses back over the railway to pass over Licking Creek (3) and continue on to Hagerstown. Map source – University of Texas Libraries

On the Level

By Steve Dean

February to April 2022 Level Walks

Level Walkers are getting busy! They covered 40 of 69 levels during this quarter and many conducted numerous walks on the levels they support.

Level Walkers are Association members who agree to cover a section (level) of towpath. Their combined efforts are a significant contribution to the park and their support is appreciated both by the National Park Service and the Association. Level Walkers volunteer on their own schedule. Further information about what levels are and the ways the Association defines a level and the NPS defines a level (there is a big difference) can be found at levelwalker.blog/2022/03/30/what-is-a-level/.

This report includes level walker activity that was reported for February through April 2022. On some occasions, reports may be omitted for various reasons and will be included in later updates if applicable.

Thanks to the level walkers who responded to me about updated volunteer service agreements and other matters. If you are a past level walker, please remember that if you have not renewed your NPS volunteer service agreement since July 2021 you are no longer a volunteer. This is a mandatory NPS requirement.

For more information about the program and a list of the levels, visit candocanal.org/level/. Information for level walkers is also available at levelwalker.blog/ – users can sign up for email distribution when updates are posted. This is how volunteer program information is passed on to level walkers.

Please contact me at lw@candocanal.org for further information. As reported previously this is a new address; the old levelwalker@candocanal.org address is no longer valid.

Level 1 Tidelock to Incline Plane: Joel Miller reports Feb. 19: Despite it being quite windy during my walk, I didn't see much paper trash on the towpath. I picked up many water bottles, several wine bottles, and a large piece of window glass. I was able to pull a large sheet of plastic (possibly shrink wrap from a large appliance) that was hanging over the canal from the 30th St. Bridge. Strangely, I counted 12 red traffic cones that had either been blown in the canal or tossed in.

Level 3 Lock 5 to Cabin John Creek: Alyson Miller reports Dec. 28; Feb. 23; and March 5, 10, 19, 20 and 22: The Lock 7 parking lot continues to be a dumping ground. Towpath conditions were generally okay, although there was a very rough section at

Lock 7. The level was busier in March with the resultant trash. Prism watering conditions were noted in March: Low water levels from Cabin John Creek to Lock 7, Lock 7 to Sycamore Island, and the water pumping station to Lock 6. It was generally dry from Lock 6 to Lock 5, and south of Lock 5 was dry.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports February through April: The towpath was monitored over numerous walks, through all conditions. No significant issues were reported during this period. Part of the level has been naturally rewatered from dams formed by fallen trees. **Alyson Miller reports Feb. 10, 16 and 23; and March 5, 10, 20, 21 and 22:** Tree work was completed in February and I noticed the towpath was chewed up in many places. The tree debris was cleared from the towpath but there is rutting and in one place a gash in the prism wall. I contacted D.C. Water about the work site at the Cabin John Creek footbridge. They informed me that they repaired a failed manhole which and a sink hole that had formed, fixed a metering station and bank erosion on the prism wall, and that they are monitoring the site for a few more months. They have done significant clean up in the area after the floods last August and it looks better than it did. The NPS cleaned weeds and small trees around Locks 13 and 14; they looked very nice! The short path by the Lock 8 house was resurfaced.

Level 5 Lock 14 to Bridge at Cropley: Jude and Mary Fran Franklin report March 15 and 16: The towpath was clean and clear, with no large puddles. The orange/green fence at the 30-foot stone wall has several breaches and at least one large erosion hole. There is erosion at Cropley Bridge going from towpath toward the Potomac River. Less than 10 bikers followed the C&O Canal bike rules with signals or vocal warnings. Most bikers rushed by at high speeds with no warnings. **Mindy Ginsburg reports April 22:** It was a relatively quiet afternoon on this typically heavily trafficked part of the path. Even the footbridge was empty, except for a fox that I saw dash across the footbridge and into the woods. There was minimal trash on the towpath. A nice array of wildflowers was visible on the level.

Level 8 Lock 21 to Lock 22: Rinze and Sue Roosma report March 2: The towpath was relatively clean, with only a few items to pick up along the way. The Swains picnic area was clean and a large flock of birds had gathered around one picnic table. There are plenty of turtles in this section, and multiple great blue herons were observed during the walk. **Alice Mayo reports March 16 and 22:** It was an enjoyable walk with my trusty assistant, Nori the Canal Dog. The towpath was generally in good condition with low levels of trash. I noted that people had collected trash in park bags and left the bags near the Montgomery Plogs sign at the Pennyfield parking lot. I took them home and disposed of them. Both the Swains and Pennyfield parking lots were rutted and needed attention. Water levels in the prism are very low and

stagnant behind fallen trees or sediment islands in the prism. At a couple of places there are small areas of erosion or slump at the edge of the towpath. American toads were chorusing and I saw several red shouldered hawks along with the usual turtles, fish, and heron.

Level 9 Lock 22 to Lock 24: Sylvia Diss reports March 25: The towpath was clean. The steps to the towpath at Seneca are in poor condition. A great blue heron and several turtles were observed. Comments regarding picnic tables at Violettes Lock were forwarded to the NPS.

Levels 10 and 11 Lock 24 to Sycamore Landing: Joan McDermott and Peter Good report April 13: It was an unusually hot day for April. There were teenagers jumping into creek from aqueduct. They were polite and friendly when we talked about getting hurt. Other walkers called to report the unsafe activity. We encountered a French man backpacking from Washington D.C. to Harper's Ferry, and then on to the Appalachian Trail. *Joan and Peter are new level walkers – we welcome them to the team!*

Level 12 Sycamore Landing to Edwards Ferry: Pat Hopson, with Ray Abercrombie, Elizabeth Dame, Margaret Neuse, Ron Wise, and Frank Wodarczyk, reports March 20: In our usual pattern, some of us met at Sycamore Landing and cleaned up there or walked the entire level. The rest of the group met at Edwards Ferry and worked downstream. We did not clean up at Edwards, because of expected coverage there from the upcoming Watershed Cleanup. The weather was moderately cool and sunny, with strong winds. Everyone seemed to be enjoying the beautiful early-spring day – cool but mostly sunny, with flowers and green grass emerging. One notable feature is the large number of trees that have been felled by the wind, disease or old age; the NPS has done a great job of cutting out all that impacted the towpath. The towpath is in good condition all along this level.

Level 13 Edwards Ferry to Harrison Island: Ron Tipton reports April 25: It was a gorgeous spring day! There was a good bit of water in sections of the canal which are usually dry. Quite a number of large hardwoods have been recently removed, especially between Mileposts 32 and 33. There were many songbirds active, and I saw and heard a hawk and two owls. There is a large amount of garlic mustard on this level.

Level 14 Harrison Island to Whites Ferry: Jone and Joseph Parr report April 14: It was a beautiful day to be out on the towpath! The towpath was in good condition – dry and clean. The culverts all had running water. Wildflowers were in spectacular bloom and the woods were carpeted with the lovely Virginia bluebells. Garlic mustard was scattered all along the level, with a big patch just south of Milepost 34. We saw a fox climb up a tree trunk.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports Feb. 18, March 29 and April 15 (with Doug Zveare and Steve Hovarth): The towpath was in generally good condition, but in April divots were noted from tree work. There are also hoofprints in the towpath surface and an elderly man complained that they pose as a trip hazard to him. I reported a downed tree in February. A contractor has removed several dead trees along the towpath. In

March I noted that occupants of the cabins at the White's Ferry Sportsman's Club have vacated their cabins as required by the NPS. A safe was found along the river in March and reported to the local police. Wildflowers were abundant in April. Leading the list of notable flowers were the robust and plentiful Virginia bluebells. In April, we saw two snapping turtles wrestling in the water near Milepost 37. We noted that the people who manage Whites Ferry had mowed the bridge abutments, the canal prism, and the granary ruins.

Level 16 Lock 26 to Monocacy Aqueduct: Mike Ciancoisi reports Feb. 12 and 17: I conducted walks to assess the four culverts on this level. Culvert 65 is in stable condition, but there are still three large tree logs at the inflow. Water appears to be flowing under the debris. A moderate amount of water continues to flow through Culvert 66, but another stone has fallen from the towpath side arch since my 2021 visit. There were no changes to Culvert 68 from my 2021 visit. Culvert 69 appears to be stable, with sink holes in the prism over top of it. Tree debris on the inflow of Culvert 69 that was reported in 2021 was gone during this visit. **Jon Wolz reports Feb. 22, March 30 and April 19:** The towpath was in good condition, however there are horse hoof prints from Lock 26 up to the Monocacy Aqueduct. The prism water was very low from the entrance at the Dickerson lot up to Lock 27. I looked carefully and I could not detect a leak from the canal on the river side near Culvert 68. There is an impressive tee-pee shaped otter den on the berm side of the canal near Milepost 40. In March I put my hand onto a stinging nettle plant cleaning the aqueduct parking lot and two of my fingers stung for several hours. A Boy Scout clean-up was conducted in the Monocacy Aqueduct area in March and they did a great job. The power plant was very quiet in March. The prism water is higher in April before the power plant entrance road. There was water flowing from the pipe at the power plant into the prism. From the power plant road to Lock 27 the prism water is still low. The bikers dismount warning signs I turned in to the NPS in 2018 have not been replaced – I've stopped telling cyclists to dismount.

Level 17 Monocacy Aqueduct to Nolands Ferry: Earl Porter reports Feb. 16 (with Ed Bottinger), March 26 and April 21 (with Ed Bottinger): All arches of the Monocacy Aqueduct were open during these walks after a recent clean-up. In February and March, it was noted that stones had fallen from the granary ruins at the Monocacy basin. A smoldering fire was found in the fire pit at the Indian Flats hiker-biker camp in February and extinguished. Trash levels remained consistently high on all walks.

Level 19 Point of Rocks to Catoctin Aqueduct: June Miller reports Feb. 8 (with Linda Miller) and April 20: In February conditions were quite wet due to snow melt. We found a shotgun shell at the Point of Rocks parking area and reported it to a natural resources officer who was there. We saw the least amount of people I've encountered on level walk since the start of the pandemic. Water was noted in the prism in April due to recent heavy rains. A low hanging vine was noted at Mile 49.5. **James Spangenberg reports April 28:** Much trash was found on a trail

used by fisherpersons for access to the river near Milepost 48. The picnic table at the Bald Eagle Island hiker-biker camp is in poor condition. Someone pulled up garlic mustard plants and left them on the towpath. I picked up those dead plants and disposed of them at home. A tree service crew from was in the process of dealing with the trees on the towpath from Lander to the Catocin Aqueduct.

Level 21 Lock 30 to Lock 31: **Karlen Keto reports Feb. 23:** It was an unseasonably warm day and I saw almost 50 turtles! A light amount of trash was found, including soiled diapers. I encountered a walker who was practicing for a long Sierra Club hike on the towpath in two months.

Levels 21 through 24 Lock 30 to Dargan Bend: **Tom Crouch reports Feb. 21 (21-22), March 7 (21-22), March 18 (21-24), April 13 (21-22) and April 22 (21-24):** Two downed trees across the towpath near the U.S. Rt. 340 bridge were reported in February. Numerous bikers were out on that date. There was less traffic on an overcast day during the first March walk. Extensive trash was found at an unauthorized camp site just upstream from the U.S. Rt. 340 bridge. During the second March walk it was noted that the new towpath surface had become bumpy between Harpers Ferry and the bridge Maryland Heights. There was extensive towpath use reported on the April walks. It was noted that e-bike use is increasing considerably and many users are riding in powered mode and not pedaling. Heavy trash conditions persist on these levels.

Level 22 Lock 31 to Lock 33: **Karlen Keto reports Feb. 16 and April 15:** I did my February walk without with long-time canine companion Chessie, who crossed the Rainbow Bridge in December. I'll be looking to adopt a canine canaller soon. The February walk was comfortably cool, with light trash found. In April I encountered numerous Appalachian trail hikers. Over 70 bikers passed; only five alerted me to their presence. Garlic mustard is prevalent on this level.

Level 23 Lock 33 to Dam 3: **Arthur Tsien reports Feb. 28 (with Judy McGuire) and April 14:** During the February walk conditions were good and most trash was between the Harpers Ferry railroad bridge and the Maryland Heights crossover. We noted over 40 walkers on the Maryland Heights trail and overlook. A possible osprey nest was noted on the older railroad bridge. In April it was noted that there was some rutting and erosion at Lock 33 where the towpath grade changes. Otherwise, the resurfaced towpath generally looked good with no significant ruts or erosion. The towpath was dry with no puddles despite recent rains. Trees were in various stages of foliage growth. Virginia bluebells and other plants were in bloom.

Level 25 Dargan Bend to Lock 37: **Dave and Barb Collins report April 16:** Conditions were good with light trash. It was a very busy day on the towpath, with a lot of bikers. Unfortunately, the bike riders seem to be going faster. Several passed us without slowing down. Some stayed side by side instead of single file when they came past us. Woodpeckers of various kinds were active and Virginia bluebells were in bloom.

Level 26 Lock 37 to Antietam Aqueduct: **Larry Cohen reports Feb. 6:** Towpath conditions were good. The Mountain Lock parking area is frequently used as a dumping ground. Trash is also dumped from Limeklin road along the canal between Mileposts 68 and 69.

Level 27 Antietam Aqueduct to Lock 38: **Ben, Holly and Zoe Helwig report March 20:** It was a quiet day on the towpath. Our beagle friend Lizzy accompanied us. Most trash was by the Antietam campground. The Antietam aqueduct looks good, but there is still some erosion on the downstream end. Graffiti was noted on Lock 38 and reported to law enforcement. Towpath conditions were good.

Levels 28 and 29 Lock 38 to Snyders Landing: **Brigitta Shroyer and Joel Anderson report March 4:** The towpath was in excellent condition on both levels. Bagged dog waste is a problem on Level 28. Trash is heaviest around Lock 38. Towpath use was light on a sunny and cool day.

Level 32 Marsh Run Culvert to Dam 4: **David Plume reports Feb. 12:** There was very little trash on the towpath; most was around the parking areas. There were large trash items in the small parking area at the Marsh Run Culvert. The towpath has now been resurfaced through the entire level. It is in excellent condition.

Level 33 Dam 4 to McMahons Mill: **Dick Stoner reports March 5, 12 and 28:** The towpath surfacing project has proceeded westward through this entire level! It passed the Dam 4 area and continued all the way to the concrete walkway section that starts above Milepost 86. The surface is excellent and seems to have raised the path, which helps water runoff and prevents pooling. It is also clear that lots of tree trimming has been done on this level. Conditions for biking and hiking along Big Slackwater and Level 33 overall are excellent. NPS contractors are working on the project north of McMahons Mill (Level 34) and barges are in the river, which carry equipment and materials being used to raise the surface of the mile beyond McMahons Mill.

Level 35 Opequon Junction to Lock 43: **Paul Leatherman reports April 25:** The towpath was in excellent condition and there was minimal trash.

Level 36 Lock 43 to Falling Waters: **Paul Leatherman reports April 21:** The towpath was in very good condition and clean. It was a beautiful time of the year to walk, with many wildflowers in bloom

Level 40 Nettle Railroad Bridge Piers to Dam 5: **James Spangenberg reports April 27:** There was a lot of trash at the Dam 5 parking and fishing areas. The towpath was in good condition. Highlights of the walk were the Virginia bluebells, an active pileated woodpecker, and the waterbirds on the Potomac River.

Level 41 Dam 5 to Four Locks: **Mike Anderson reports Feb. 14:** The level was rather quiet and there was not much trash. The towpath was in good condition. A large tree was still resting on Dam 5, and the river level was quite high. It was quiet on the towpath, but fisherpersons were at Dam 5.

Level 42 Four Locks to McCoys Ferry: Jack Ebersole reports April 28: It was a slow morning, with just one biker. There were two campers at McCoys Ferry. The towpath was in good shape, dry and clear of obstructions. I encountered a person at McCoys Ferry who said she came there frequently to get out of Hagerstown. She had a sign from the back of her car thanking the rangers for protecting visitors. It was a lucky day and worth the trip; I found a dime.

Level 44 Fort Frederick to Ernstville: Jim Biasco reports April 15: There was no one on the towpath but fisherpersons out on Big Pool and along the shoreline in Fort Frederick State Park. Towpath conditions were good and dry. The surface is not as good as the new surface on that is some sections of the towpath, with some roots coming up, but it is still pretty good. Some small branches were down.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports Feb. 11 and April 5: The towpath on this level continues to remain in relatively good condition after the resurfacing that occurred three years ago. As noted previously, vegetation (mostly weeds) is increasingly appearing to take hold in the middle of the path. Foliage was clear in February and I met some birders on the towpath who were concerned about policies impacting the habitats for birds on the park. The towpath border areas have recently been subjected to a considerable amount of tree cutting. In April it was obvious, from what was left, that the removed trees were mostly emerald ash borer-infested and represented a threat to hikers and bikers. There was a large amount of residue (e.g., bark, branches, chips, etc.) that was left on the towpath surface, making for a messy look. And the large (tree trunks, root systems) and small debris (branches, etc.) that was left adjacent to the towpath, along with the untouched (by the tree cutters) dead and dying trees has resulted in (to this observer) a very unsightly look to the woodland. This was particularly true of the area between Mile Markers 114 and 115.

Level 49 Round Top Cement Mill to Lock 53: Paul Petkus and Sue Muller report Feb. 12: Human usage was light; we only saw seven people and four of these were in one group of walkers. I was able to inspect and take photos of all of the structures on the level since the vegetation was dormant on this visit. Unfortunately, a wall along the hill at the cement mill has failed since my previous visit on October 9th. We identified 17 species of birds, including a red-shouldered hawk, a belted kingfisher, dark-eyed juncos, red-bellied woodpeckers and pileated woodpeckers.

Level 54 Lock 59 to Lock 60: Dennis Kubicki reports Feb. 21 and April 14: The most significant observed condition in February was a fallen tree at about Mile 142.5. The diameter of the trunk was about 2 feet. It completely obstructed the towpath. Beyond that tree, the towpath from Little Orleans through to Lock 60 was full of deadfall from the recent windstorm. I removed as many of the limbs that interfere with travel as I could. The rest were more of a minor annoyance than anything else. As noted in earlier reports, from Little Orleans to about Milepost 145 the towpath is in generally good condition. But from there until

Lock 60 there is a significant level of degradation. In many locations there is deep rutting and pits. In some there was standing water of varying extent. In other places the towpath was in moderately good condition. Sometime after a recent period of rain a heavy wheeled vehicle had traversed the towpath from Little Orleans through to Lock 60, leaving deep tire ruts.

Level 55 Lock 60 to Culvert 208: Paul Petkus reports March 5 (with Sue Muller) and April 24: No structural issues were noted on the walks. Trash was light, as usual. The towpath was in good condition and some light branches were removed. The March walk was on a good day for observing birds. Sue Muller identified most of the species identified. She was looking for nests and breeding activity for the Maryland and D.C. Breeding Bird Atlas. In one tree she viewed, instead of a bird, she spotted a raccoon sleeping in a tree. In April wildflowers were in bloom and numerous bird species were active. Butterflies were observed and nine species were identified. Numerous snakes were sighted.

Level 56 Culvert 208 to Lock 61: John Wiggins and Kathleen Moriarty report April 11: There was not much to report, except the level looked clean and mostly unchanged and it was a beautiful time to go to see the wildflowers. There were no big changes to the towpath. It looked like patching was attempted in several places, but potholes still abounded. The brush had all been mowed back from the sides of the towpath, which was nice. We saw a lot more knotweed than we remembered seeing before (maybe more visible after mowing), all along the level. Other invasive plants were proliferating as well.

Level 61 Town Creek Aqueduct to Lock 68: Trent Carbaugh reports March 11: There were a few puddles but, other than lots of little sticks down, the towpath was clean and in good shape. I encountered a homeless person on a bike and warned him of upcoming bad weather. In the last three years or so I have been seeing more homeless folks, on bikes, in the western part of the canal. Usually this is in warm weather and they seem to be continually moving and are always pleasant to deal with. It was unusual to see someone out this early in the season. I saw many turtles, one beautiful young water snake, geese, a woodchuck, red and gray squirrels. The beavers appear to be back with a vengeance, with two new dens on the towpath side of the canal. It is difficult to say for sure, tracks were not good, that a fisher may be living in a hole in the dam at the downstream end of Lock 68.

Level 64 Kellys Road Culvert to Spring Gap Recreational Area: Nasra Sakran reports April 11: It was a pleasant day and there was not much trash directly on the towpath. Most of the trash was bottles that had been thrown/rolled and were nested at the edge of the canal. There was a new (to me) bench installed near Milepost 123.

Roving Level Walker: Mark Stover reports February to April: Mark walks various parts of the entire canal on a regular basis. One tree issue was reported on the towpath just past Little Catoctin Creek. Bald eagles were spotted near Mileposts 53 and 87 in April.

A Day on Level 44

By Anna Porter

April 5 was a cool and cloudy early spring morning as I started out on my hike along the towpath. I was walking on the section of canal between Fort Frederick and Ernstville, known to level walkers as Level 44. The clouds were heavy, but the forecast said the rain would hold off until afternoon. To any passersby, it would look like just an ordinary hike on a lovely section of the towpath. But for me, Level 44 is anything but ordinary.

This day would have been my father's 102nd birthday, and the towpath was his second home. My parents, Hal and Jane Larsen, loved to hike, bike, and enjoy the peace and quiet of the towpath for almost 40 years. They were very involved with the C&O Canal Association, holding high positions such as president, secretary, and other functions.

Most importantly for me that day was the fact that they were level walkers on Level 44 for 25 years. For years, I had been wanting to honor my parents by walking their level, but I could not remember which one it was. I finally contacted the right people and got the information that I needed to visit the level.

On this quiet spring morning the beauty of this level became apparent. There was so much to see! I saw a mink, my first time ever. I saw ducks, geese, and a turtle sunning on a log. The wildflowers were incredible! Bloodroot, Dutchman's breeches by the hundreds, cutleaf toothwort, spring beauties, violets and ground ivy; plus bluebells in bud and the mottled leaves of trout lily. I also saw many cultivated species, planted perhaps by some long-ago canal employee: forsythia, daffodils, spirea, periwinkle, and grape hyacinth colorfully lined the way. The pale green of early spring leaves was just making an appearance, but the leaves were still small enough that the views were great.

I was surprised to see that over a mile of the canal was, in fact, not canal but Big Pool. No wonder they loved this section! There was so much bird life and beautiful water views, with the lake reflecting the gray sky like a Monet painting. A couple of fishermen were enjoying the quiet as well.

My dad and I shared a love of history, and this stretch of towpath has it



Hal and Jane Larsen taking a break during the 1989 Douglas Memorial Hike.



Anna Porter and Traveller visiting Level 44.



Big Pool. All photos courtesy of Anna Porter



Dutchman's breeches.

in spades! From the stop gates at either end of Big Pool, to the waste weir and spillway, the beautiful stone culverts, and some unidentified remains of structures where the cultivated flowers were, there was much to explore. Of course, I had to jump down and explore and walk through each culvert (be careful if you do this, it's dark in them and slippery!)

The towpath contained everything my parents loved: a place to hike, to bike ride (mainly my mother's hobby, she biked the entire towpath three times), and explore their love of nature and history. My dad had a special fascination with historic canals. No wonder it captured their hearts and kept them coming back for so long. I have many fond memories of hiking along the canal with my parents as a child, but never this section.

I maintain a trail in Shenandoah National Park and I was inspired by my parents' selfless gift of their time to do the same. At first I thought it would be a lot like work; something that needed to be done, but I soon realized that taking care of



Taking time to smell the flowers.

a trail gives you a sense of pride and contentment. I love my trail! I take pride in keeping it in tip-top shape, and I notice new things in the natural world every time I'm there.

As I walked along with my dog Traveller and my friend Carole on this very special day, I felt my parents' presence very strongly. I picked up trash and pitched branches off the towpath and I felt they were thanking me for my work on "their" trail. What better way to honor the memory of two loving parents than by doing what they loved to do? I often honor the memory of loved ones with a hike in "my" park, but hiking my parents' section of the towpath was so much more meaningful.

As we arrived back at the car, the skies finally opened and the predicted rain started. Perfect timing, and a perfect end to a perfect day. I intend to make this an annual event, I wish I lived closer and could hike the towpath more often. Thank you to everyone who contributes to preserve this very special place!



Big Pool overflow.



Visiting Culvert 149.

Calendar of Events - 2022

C&OCA Business
C&OCA Hike and Dinner
C&OCA Nature Walk
C&OCA Paddle Trip
C&OCA Bike Ride
June 25, Sat., Nature Walk focusing on odonates (dragonflies and damselflies), 9 a.m., Oldtown. Further details are provided below this table. For information contact Steve Dean at editor@candocanal.org.
July 2, Sat., Nature Walk focusing on butterflies, 10 a.m., Oldtown. Further details are provided below this table. For information contact Paul Petkus at papetkus@yahoo.com or text 773-450-6039.
July 23, Sat., Nature Walk focusing on odonates (dragonflies and damselflies), 10 a.m., Dickerson Conservation Area. Further details are provided below this table. For information contact Steve Dean at editor@candocanal.org.
Aug. 7, Sun. Board Meeting , 1 p.m. Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 26-28, Fri.-Sun. **Paddle Trip** in the Paw Paw Bends area of the Potomac River from Paw Paw, W.Va to Little Orleans, Md. (22 miles). This 3-day paddle trip includes two nights camping out. Reservations are required and paddlers must provide their own canoe/kayak and associated paddling/camping gear. Paddlers are expected to contribute to community type meals and help out in camp. For more information and to make reservations, contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

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

Oct. 7-12, Fri.-Wed., **Through Bike Ride**, Cumberland to Georgetown. No sag wagon provided. Reservations required; reserve no later than August 12. Limited to 20 riders. To register or for more information, contact Denny Sloppy at dennysloppy@yahoo.com or 814-577-5877.

Oct. 22, Sat., **Heritage Hike and Dinner**. Location and details will be announced in the September *Along the Towpath*. For more information, contact Jonnie Lefebure at programs@candocanal.org.

Dec. 4, Sun. **Board Meeting**, 1 p.m. Glen Echo Town Hall, 6106 Harvard Ave.

Important Information –

- » Liability waivers are required for many Association activities.
- » Hikes require proper footwear.
- » Paddling, hiking and biking participants are responsible for their own equipment and food.
- » Reservations and/or advance fees are required for some events. Advance fees are non-refundable after the reservation closing date.
- » All events are subject to cancellation. Visit www.candocanal.org, Facebook @candocanal.org or contact the event coordinator for updates.
- » Participants are expected to comply with whatever local requirements for COVID-19 are in effect at the time of the event.

Dragonfly and Damselfly Walks -

Did you know that the C&O Canal NHP has the most diverse population of odonates (dragonflies and damselflies) in the national park system? Find out why! Join Steve Dean in Oldtown June 25 or Dickerson July 23 to observe these fascinating creatures. The walks will take between one to two hours. Bring water and walking shoes. A field guide (Stokes - Beginners Guide to Dragonflies is a good basic reference) and field glasses are optional. Photography is encouraged! The meeting point is the Lock 70 parking area June 25 at 9:00 a.m. (we'll head downstream) and the Dickerson Conservation Area July 23 at 10:00 a.m. (we'll head upstream). Contact Steve at editor@candocanal.org for further info.

Butterfly Walk -

The C&O Canal is a natural haven for butterflies of all kinds. The species and their activities are highly dependent on the season, weather and the types of flowers in bloom. Join Paul Petkus for a nature walk focusing on butterfly identification in Oldtown July 2 at 10 a.m. Meet at the Lock 70 parking area (Oldtown). The walk will head upstream to the Alum Hill Deep Cut and back. Bring water. Optional equipment: binoculars and your favorite butterfly identification book. For more information about this event, contact Paul at papetkus@yahoo.com or text to 773-450-6039. Walk will be canceled in case of inclement weather.

C&O CANAL
NATIONAL HISTORICAL PARK
Telephone Numbers and Personnel



C&O Canal National Historical Park Headquarters

142 W. Potomac St., Williamsport, MD 21795

Superintendent	301-714-2202	Tina Cappetta
Deputy Superintendent	301-714-2200	John Noel
Superintendent's Assistant	301-714-2201	Mackensie Henn
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Mgmt.	301-714-2204	Ben Helwig
Chief of Resource Mgmt.	301-714-2225	Jeri DeYoung
Chief of Maintenance	301-714-2211	Jim Yelton
Chief of Interpretation, Education and Volunteers	301-714-2238	Christiana Hanson
Partnerships Coordinator	301-714-2218	Anthony Bates
Volunteer Coordinator	301-491-7309	Emily Durán Hewitt
Cultural Resources Manager/Historian	301-491-2236	Justin Ebersole
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	Vacant

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	
Georgetown Partnerships Coordinator	240-291-8466	Shaun Lehmann

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

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

Interpretive Supervisor	240-625-2931	Joshua Nolen
District Ranger Law Enforcement	301-722-0543	
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.

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

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

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:
911 or 866-677-6677

REPORT SAFETY HAZARDS OR TOWPATH ISSUES:
866-677-6677 or HAZARDS CHOH_Hazards@nps.gov

CHECK PARK AND TOWPATH STATUS BEFORE VISITING:
www.nps.gov/choh/index.htm

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*Content included in this issue consists of material related to:
History/education - 34%, Association business - 28%, NPS/park
information - 18%, volunteer activity - 16%, nature - 4%.*

C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are: \$25 individual, \$35 family, and \$50 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 information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

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

ASSOCIATION OFFICERS

President: Tiffany Ahalt, president@candocanal.org

First Vice President: Barbara Sheridan

Second Vice President: Anthony Laing

Secretary: Kerry Gruber, secretary@candocanal.org

Treasurer: Paul Lubell, treasurer@candocanal.org

Information Officer: Doug Zveare, inquiries@candocanal.org

BOARD OF DIRECTORS

Terms expire in 2025: Christine Cerniglia, Tom Crouch,
Steve Dean, Bill Holdsworth, Travis Medcalf.

Terms expire in 2024: Trent Carbaugh, Philip deVos,
Dick Ebersole, Christine Holdsworth, Paul Petkus.

Terms expire in 2023: Jill Craig, Jane Hanna,
Jim Heins, Jim Hutzler, Jonnie Lefebure.

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Festivals: Rita Bauman/Dick Ebersole | **Finance:** Paul Lubell

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Nominating: Bill Holdsworth | **Programs:** Jonnie Lefebure

Sales: Jill Craig | **Special Projects:** Susan VanHaften

Volunteers-in-Parks (VIP): Jim Heins

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

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Culvert 104, at Mile 70.8, is located near Shepherdstown in an area known as Millers Basin. The area was associated with a sawmill and a lime kiln. The berm prism above the culvert features a stone wall. Recent repointing of this culvert by the NPS has improved its stability. Photo by Steve Dean

Check us out on social media!

C&O Canal Association



Founded in 1954



@candocanal.org



candocanalassoc

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