

ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

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

Volume LIV

December 2022

Number 4

President's Report

By Tiffany Ahalt

As I prepare this message, I am reminded of how lucky we are to live in a world that provides us with opportunities to make a difference through philanthropy and service to others. I am thankful for the guidance and knowledge of volunteers and canal enthusiasts who have supported and continue to support efforts to preserve and promote the C&O Canal National Historical Park.

“The one constant thing about growing old is the realization that we can no longer do all the things we used to like to do and must put them in our past.” So eloquently stated, these are words from longtime member and volunteer, David Johnson. Please join me in thanking David for his forty years of volunteer service to the Association in many roles that most recently included service as chairman of the Bylaws Committee and associate editor of *Along the Towpath*.

With 2023 right around the corner, it is time to get to work as we focus on the next chapter of the Association. As I stated a few months back, we need to have a better understanding of our members as we move forward with evaluating

how to remain relevant. With such a heavy reliance on volunteers, change will be inevitable to remain a sustainable organization that plays a role in preserving the C&O Canal National Historical Park for future generations. We will start with asking you, the members, to help us learn what we don't know. Please take time to complete an online survey which can be accessed through the link at the end of this article or in an email message to members that will be coming soon. Your responses will be anonymous unless you share your name.

Speaking of volunteers and members, it's time to renew your annual membership with the Association. Please take time to do so and consider sharing the gift of membership with a family member, friend, neighbor, or co-worker. It is the gift that keeps on giving.

The Association is fortunate to have the support and appreciation of many partners, including the Canal Towns Partnership. I encourage you to visit the many towns that are part of this network. Here, you will find great holiday gifts

Continued on page 2



Stephanie Spencer shares the fascinating story of two historical structures at Great Falls. Visit Page 8.



Trent Carbaugh leads a tour of the Big Pool area in Pedal, Paddle and Hike, starting on Page 13

and opportunities to celebrate the season with food and drink as you travel the towpath. These towns are made up of small businesses that are the heart and soul of the community.

I would be remiss to not acknowledge and thank long-time member and historian Karen Gray. Karen was recently recognized by the NPS for her many years of conducting research and sharing the history of the C&O Canal. If you are on Facebook, consider joining the *C&O Canal History and Technology* group where you can learn many interesting and facts about the C&O Canal, thanks to Karen. I also ask that you keep Karen, her family and friends in your thoughts and prayers as she continues to endure an illness.

Thank you for the opportunity to serve as your president. I look forward to working with all of you to take on the challenges and opportunities that await us in 2023.

Best wishes for a safe, healthy and enjoyable holiday season!

Tiffany Ahalt



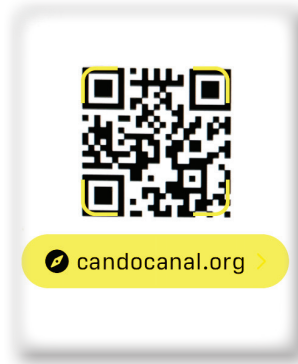
Use the below link or the QR Code to the left to complete the C&O Canal Association member survey:

www.surveymonkey.com/r/PDTQWF3

Use of QR Codes in *Along the Towpath*

By Steve Dean, Editor/Producer

Quick Response (QR) codes are a simple and effective way to provide Internet addresses in printed publications to access information. Use of QR codes avoids the need to type in lengthy addresses. QR codes can access web sites, email addresses and many other features. They are especially helpful with Google Maps. The Association is using them in *Along the Towpath* and other printed items to enhance accessibility. Any QR code provided in an Association publication is verified to ensure that it will not link a user to any unsafe sites or contacts.



Sample QR Code selection on a mobile device.

Use of a QR code is quite simple. Smartphones and tablets can access QR codes, and some computers can as well if a QR reader application is installed. The user only has to turn on the camera app on their device and view the QR code on the screen. A box should highlight around the QR code and provide the name of the site or application; in some cases it may be necessary to tap on the QR code if the camera locks on to another object. Once the QR code is visible, tap in the box or site name and the site will quickly open and be ready for use.

C&O Canal Association Fund Status Report

By Bill Holdsworth, Finance Committee Chair

The Association has always benefited from the generosity of its members and never uses donations for administrative overhead. Membership dues support our administrative activities.

In support of this goal, we place the donations in excess of dues in special funds based on the donor's wishes. We currently have five such funds. They are shown below with their current balances, as of September 30.

\$48,413	Davies Legal Fund
\$35,115	Kenneth Rollins C&O Canal Fund
\$29,658	Rachel Stewart Swains Lock Area Fund
\$15,190	Nancy C. Long Aqueduct Fund
\$669	Cumberland Boat Fund

We take money from these funds to support various projects. Recently, our volunteers repaired the fence at Rileys Lock. Those expenses were charged to the Rollins Fund. The Long Aqueduct Fund helped fund repairs to the Monocacy Aqueduct. The Rachel Stewart Fund supported picnic table upgrades at Swains Lock.

If a donor doesn't specify a fund preference, we place the money in the Rollins Fund.

Dues and other income go into the General Fund. Administrative expenses are charged to the fund. The September 30 balance was \$95,327.

Donors to Association Funds

August 1 to October 31, 2022

General Donations

Marney Bruce – *R*
Joseph M. D'Amico – *S*
Andrea Faller – *A*
Deborah C. Lodato – *R*
Michael C. Marmer – *A*
Rodney Rempt – *R*
Raphael Semmes – *A, D, R, S*
Wallace H. Spaulding – *R*
Peter Van Vliet – *A, D*

In Memory of Randy Astarb

Jane & Norman Liebow – *R*

In Memory of

Pamela Lantz and Alfred Sorkowitz

Katrina S. Craddock – *A*
Kelly M. DeSantis – *A*
Sheryl P. Etelson – *A*
Carol A. Hayes – *S*
Patricia C. Hopson – *R*
Paul W. Leatherman – *R*
Emil T. Moskovich – *R*
Deborah K. Poole – *A*
Dennis J. Sloppy – *A*
Arthur Y. Tsien – *R*
Jon M. Wilson – *S*

Arthur E. Wise – *R*

Francis J. Wodarczyk – *R*

In Memory of Ric Larsen

Hoang Bui – *A*
Jordan Faris – *D*
Emma Kurnat-Thomas – *R*
Joan LaRocca – *R*
Rachel Matz – *R*
Barbara A. Oberender – *R*

In Honor of

Dick Ebersole and Jonnie Lefebure

Surveyors Historical Society – *A*

Information About Association Funds and How to Donate

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.

Ken Rollins C&O Canal Fund – *R*

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

Davies Legal Fund – *D*

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

Rachel Stewart

Swains Lock Area Fund – *S*

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

Donating Funds

Visit www.candocanal.org/contributions/ or scan the QR code with a mobile device for further information about Association funds or to make a contribution now. Current funds are also listed on the membership renewal form in this issue.



The Association Welcomes New Members

Carolyn Avery

Steve Brown

Rosetta Johnson & Carol Coraccio

Mark & Rebecca Mitchell

Marilyn Pontius

Dick Potteiger

Membership Renewal Reminder –

Please use the enclosed renewal form to process your membership renewal for 2023 if you haven't already. Alternatively, you can get a form by going to candocanal.org/membership/ or scanning the QR code to the right, where you can click on the **Renew for 2023** button and renew online or download the 2023 renewal form pdf. If you are unsure of your membership status, check the "Membership Expires" date just above your name on the mailing address for this issue of Along the Towpath. If it says, "Membership Expires Dec-2022" then your membership renewal is due. Thank you so much for your continued support of our organization!

If you have any questions, please contact the Membership Chair at membership@candocanal.org



Notice of 2023 C&O Canal Association Annual Meeting

By Steve Dean

Announcement of Annual Meeting

The annual meeting of the membership of the Chesapeake and Ohio Canal Association will be held on Saturday, March 25, 2023 in Beallsville, Md. Details of the meeting location and arrangements are in the sidebar of this article. The meeting will be for the purpose of electing officers for 2023, electing a nominating committee for 2024, receiving reports of officers and committees, and any other business that may properly come before it. Two proposals to amend the bylaws have been submitted and are summarized on Page 7. All members of the Association in good standing are invited to attend. This notice constitutes the call for the meeting, pursuant to articles II.2, III.1, and IX of the bylaws.

Nominations for Officers and Directors

Officers, except directors, are elected at each annual meeting to serve a term of one year. In addition, five directors are elected at each annual meeting to serve a term of three years. The nominating committee, chosen at the preceding annual meeting, will present a slate of candidates. Additional nominations may be made from the floor at the annual meeting. Members attending the 2021 annual meeting elected Bill Holdsworth (Chair), Steve Dean, Bob Hibbert, Tony Laing, Jonnie Lefebure and Barbara Sheridan to form the 2023 nominating committee. The committee has nominated the following candidates for election in 2023.

Tiffany Ahalt – President

I currently have the honor of serving as the C&O Canal Association's president and I appreciate the guidance and wisdom shared by other board and committee members over the last year. I look forward to working with the membership to identify new volunteers and preserve the C&O Canal National Historical Park for future generations. I am currently the director of sales and community engagement for Visit Hagerstown/Washington County Convention & Visitors Bureau. I have over 20 years of experience in the tourism industry and not-for-profit community, focusing on historic preservation and scenic byways. As a Rotarian, I have served in many roles, including club president and assistant governor for District 7620. With a passion for volunteering, I strive to inspire member engagement and sustainable practices for non-profit organizations that I serve. I reside in Jefferson, Maryland, with my husband Brad and sons Logan and Braden.

Barbara Sheridan – First Vice President

I have been a member of the C&O Canal Association for over 25 years and have served previously on the board as a director, as first vice president, and as president. I have chaired two thru-hikes (2004 and 2009) and was the membership chair for 15 years. I am also currently serving on the programs committee. I was born in Washington, D. C. and have lived in the area all my life. My first awareness of the canal was an aerial

2023 C&O Canal Association Annual Meeting

The annual meeting returns to the Upper Montgomery County Volunteer Fire Department (UMCVFD) in Beallsville, in 2023. This venue is central to most annual meeting attendees and is a hospitable location with a large meeting room. Annual meeting events start at 11:30 a.m. with lunch and an opportunity to meet the candidates and mingle with other Association members, followed by the annual meeting, a happy hour and a buffet dinner. No registration is required to attend the meeting, but advance reservations and payment are required for lunch, happy hour and dinner.

Registration

Attendees can use the registration form enclosed in this newsletter or register on-line at www.candocanal.org/annual-meeting. Open the camera app on your phone or pad. Hold your device so that the QR code appears in view. Tap the notification over the QR code to open the Annual Meeting link.



[candocanal.org/
2023-annual-meeting-meals/](http://candocanal.org/2023-annual-meeting-meals/)

Directions

The UMCVFD is located at 19801 Beallsville Road. Open the camera app on your phone or pad. Hold your device so the QR code to the right appears in view. Tap the notification over the QR code to open Google Maps. Within the app select Directions to enable navigation guidance.



view of it from a streetcar while on the way to Glen Echo Amusement Park as a child. The streetcars are long gone, as is the amusement park, but the canal lives on for all to enjoy! If elected as first vice president, I will work with the Association to help preserve and protect this valuable resource for future generations.

Tony Laing – Second Vice President

I have been a member of the C&O Canal Association for 17 years. During this time, I have enjoyed participating in the paddling trips that the association sponsors, including the Paw Paw Bends weekend trip, the Monocacy River trip, the Brunswick to Monocacy trip on the Potomac, and trips on the canal itself.

I backpacked the canal from Cumberland to Harpers Ferry in 1980, and I cycled the entire length from Cumberland to Georgetown in 2009. I have been on the board of directors for three terms and I am one of the two canoemasters who are responsible for the paddling trips. I also was head of the tour planning steering committee for the recent World Canal's Conference.

I have a certain historical affinity to the canal as my great-grandfather helped construct the canal in the 1830s. He and his two brothers got jobs digging the canal after they disembarked from a ship sailing from Hamburg, Germany to Baltimore. At one point they operated a boarding house in Oldtown before settling in Cumberland. I was born in Cumberland and now live in Olney, Maryland. I am retired from the U.S. Department of Education.

I would like to serve another term as second vice president to give back for all of the fun and growth that the Association has given me.

Kerry Gruber – Secretary

I've been an Association member since 2010 and joined the board of directors in 2015. I have also participated in hikes along the canal and several World Canals Conferences. I was born in Baltimore and raised in North Chevy Chase, Md. and Washington, D.C. My grandparents lived in the Burleith neighborhood of Washington, D.C. and painted scenes of the canal and Georgetown back in the 1930s. I retired from the federal government in 2012 as an education statistician. The beauty and history of the canal is something I enjoy sharing with others. It would be an honor to continue serving the board as the secretary.

Paul Lubell – Treasurer

Thank you for considering me for reelection as treasurer of the Chesapeake & Ohio Canal Association. Since the 1990s, I have been treasurer at a series of non-profit organizations. This includes the International Society of Parametric Analysts

(ISPA) 1996-2000, Thrivent Baltimore County Chapter (2003-2007), Columbia Volksmarch Club (2013-present), and St Paul Lutheran Church-Catonsville (2020-present). Their annual budgets ranged from the low thousands to amounts in excess of \$1,000,000. Additionally, as chairman of the finance board at St Paul (2004-2007), I was responsible for setting up the church's account charging structure. I have an MBA in finance (1965) and have a very strong interest in investments. I have a small tax practice so am able to prepare our 990-EZ forms that are required by the Internal Revenue Service. My son has been kind enough to give me a 2019 version of Quickbooks so reports will be able to be prepared using the same software that the Association has been using many years. This increases the comparability of prior year to current year data. Many of you know me by now. Please continue to ask questions whenever something concerning our finances is not clear. I promise you a prompt and candid response.

Steven Dean – Information Officer

I have been a member of the Association for 15 years and have served as the level walker chair for 12 years and as the editor/producer of *Along the Towpath* for 10 years. I also coordinated the all-volunteer effort to restore and republish the *Chesapeake and Ohio Canal National Historical Park Official National Park Handbook*, which saved the NPS funds and also raised funds for the Association. I support the Association and the C&O Canal NHP any way I can with digital media and photography support and take a particular interest in the documentation of C&O Canal culverts. If elected as information officer I will support the Association and the park by supporting and promoting the Association's mission and activities.

Jane Hanna – Director

I have served as an Association director for the past two years and I worked on the 2021 World Canals Conference. I am retired from the National Park Service, where I worked at the Harpers Ferry Center writing and designing interpretive media. I currently serve as a level walker on Level 14.

Jim Heins – Director

Since my involvement with the canal and the Association starting in the mid 1990s, I have participated in a number of park cleanup and maintenance activities, had been an active member of the volunteer bike patrol at Great Falls since its inception in 1999 until 2014, had worked several years as a volunteer member of the boat crew on the canal boat at Great Falls, and have helped with frequent repair and maintenance of the old canal boat. I also actively participated in procuring the new canal boat, the *Charles F. Mercer*, at Great Falls. For several years, I participated as an interpreter at Monocacy Elementary School during their Canal Week activities.

Within the Association, I have been involved in a number of the scheduled hikes, including the 2004 and 2009 Douglas Hikes as well as thru-hiked alone to Cumberland in 2000 and I have biked many times as sweep with Tom Perry on the annual thru-bike ride in October. I am currently in my 17th year chairing the Volunteers in Parks committee and have been a level walker for a similar number of years. I am also the canal steward at the Swains day use and campground.

I believe the C&O Canal National Historical Park provides a wonderful opportunity for people to witness and enjoy one of the great parks within our park system. However, in light of recent directions that the system is taking, there is a tremendous need for all the care and support we can offer. Our association gives us a chance to take from the park but it is equally important to give to it. As a continuing board member, I believe I can effectively contribute to that end.

Darius Mark – Director

Growing up in Central Pennsylvania, the son of a history teacher, I developed an early interest in learning about the historic markers of our shared past. Most of our family excursions were focused on discovery: who built these structures, why they were located where they were, how were they constructed, who used them, what happened to them, and/or what replaced them? One such ruin was the Juniata Division Canal, a competitor of the Erie Canal, which paralleled the William Penn Highway and Juniata River going right through my hometown of Huntingdon, Pa.

I was trained as a trail overseer by the Mid-State Trail Association while attending Pennsylvania State University as an undergraduate and have subsequently built and maintained natural surface trails for both hiking and biking. This interest in exploration, discovery, and volunteering has continued into my adult life.

Today, I live and work in Frederick, Md. as a small business owner, member (and past chair) of the Frederick County Bicycle & Pedestrian Advisory Committee, member of the Frederick County Executive's Rural and Scenic Road Advisory Committee. I've gained perspective on the unique value the C&O Canal has brought not just to the communities located on the canal, but to those nearby. The potential to grow this impact is tremendous and Frederick County is just one example of this. As an avid cyclist and kayaker, I'm quite familiar with the canal sections from Williamsport to Georgetown. While its time transporting cargo was brief in the scope of its history, the canal has always transported people and connected communities not just to each other, but to their past. Helping to insure that continues is the basis of my interest in serving on the board.

Allyson Miller – Director

I have been a member of the C&O Canal Association since 2018. I moved to the Washington, D.C. area in 1981 and visited the towpath off and on until 1998, when my husband and I moved to the Glen Echo Heights neighborhood of Bethesda. Since our move to Bethesda, we visit the C&O several times a month, enjoying the towpath for hiking, running, cycling and cross-country skiing and kayaking and ice skating in the canal. I retired from the U.S. Government in 2018 and started as a level walker the same year for Level 3 and later added Level 4. I cycled the entire length of the C&O and the adjoining GAP trail with family in 2019. I recently joined the Weed Warrior program. I usually patrol my levels by bicycle and no matter where I go in the park, I carry a bag for picking up trash. I love being outside and enjoying the natural beauty and history of the park and talking with passers-by who often say "thank you" and sometimes even stop and ask how they can help. I love living close to this wonderful natural area. I hope to see the locks and lockhouses restored and water returned to the first 22 miles of the canal as it was 20 years ago.

Arthur Tsien – Director

As a longstanding outdoors and parks enthusiast, I learned about the C&O Canal soon after moving to the Washington, D.C. area in 1980. Over the years, I have walked much of the towpath and explored many of the canal's wonderful historic and natural features. I have biked the length of the towpath and enjoyed other activities along the way. The canal is my favorite local outdoor spot. I try to visit somewhere on the canal at least once every several weeks.

I am a mostly retired lawyer and have been an Association member for several decades. Three years ago, I became a level walker. Since then, I have taken on two additional levels. I have also participated in Association walks, a canoe trip, a clean-up, and work sessions.

Jonnie Lefebure – Director

Completing two years of term of resigning director

It's been a pleasure serving on the Association board for the last seven years; I look forward to the prospect of another two years. I've been the chair of the program committee for the past year and a member of the Canal Classroom Corps since its start in Williamsport in 2013. My wife and I are level walkers on Level 27 in the Sharpsburg area.

Dick Stoner – Director

Completing one year of term of resigning director

It is an honor to be nominated to serve on the Association's board. If elected, I will try to help the Association enhance its operations and advance its mission. I've been a member

Notice of Proposed Bylaws Amendments

By Dave Johnson, Bylaws Committee

It is expected that two motions to amend the Association's bylaws will be introduced at the annual meeting. The bylaws may be amended at a meeting of the membership of the Association by a two-thirds vote, provided that the text of the proposed amendment has been included in the call to the meeting. This notice constitutes the required publication.

QUESTION 1: President and Treasurer transition.

Association treasurer Paul Lubell has proposed an amendment to provide special exceptions to the bylaw setting the term of a new president or treasurer.

MOTION: To amend Article II, Section 3, by adding the underlined words: to the first sentence, "or until their successors have been elected and installed" and to the final sentence, "The terms of all officers shall begin at the close of the Annual Meeting at which they were elected, except that the term of a Treasurer-elect shall begin thirty days later and the term of a President-elect shall begin thirty days later unless waived by unanimous agreement of the Executive Committee."

Summary: Article II.3 covers the election and terms of executives and directors of the Association. It specifies that all terms of office will begin at the close of the Annual Meeting at which they are elected. The proposed amendment would delay the installation of a new president and/or treasurer for thirty days to ensure an orderly transition. The Executive Committee could negate this extension for a president-elect.

Mr. Lubell has provided the following explanation of his proposal: "While rarely occurring, this year [2022] we had the election of new individuals for President and Treasurer. An interim period between election and assumption of office is needed so that the newly elected person becomes acquainted with tasks in progress for both offices. The transition period is

also needed to satisfy any banking and legal requirements pertaining to these offices. While I can find no legal requirement that prevents the President from taking office immediately, I would like to suggest that an incoming president may wish to have a transition period but there is no way to change writing signature authority instantaneously so a transition period for the position of Treasurer should be mandatory. During this period of interregnum, both the old and newly elected President and/or Treasurer can be listed as authorized signers of our bank accounts. The symbolic transfer of the gavel may still take place at the Annual Meeting even if my suggested amendment is adopted."

The Board of Directors recommends a vote FOR adoption of this proposal.

QUESTION 2: Finance Committee membership.

Treasurer Paul Lubell has proposed an amendment to increase the authorized membership of the Finance Committee.

MOTION: To amend Article VI, Section 7, by changing the words "two other members" in the first sentence to "two or more other members."

Summary: Article VI describes the make-up and responsibilities of the Association's standing committees. Section 3, which covers the Finance Committee, currently specifies that the committee shall be composed of the Treasurer and two other members appointed by the President. Mr. Lubell notes that the committee has been enlarged to its current strength of six members and asks that the bylaw be amended to sanction this expansion.

The Board of Directors recommends a vote FOR adoption of this proposal.

2023 Annual Meeting (Continued from previous page)

of the C & O Canal Association for most of the past two decades and have been more involved since the Big Slackwater project was started in 2012. It passes behind our family's 108 acre farm at Milepost 87. I have been a level walker on Level 33 since the project was completed and the new path opened between the Dam 4 boat ramp and McMahon's Mill.

I grew up also in Bethesda, Md. and remember ice skating on the canal before it was a national park. As a child participating in the annual spring hike on a section near Sharpsburg, I shook hands with Justice William Douglas, who was

elderly but still came out for at least part of the hike in the years between 1970-75 after which he retired from the Supreme Court of the United States. With my four siblings and their families, we like to hike or bike along various sections of the towpath. I hope to help this park continue to be improved and open to more and more people each year. I have experience in finance and corporate management and small business management, which may or may not be helpful in this role. I volunteered on several days in during the 2021 World Canals Conference and met many board members during that time.

A Story Untold: *The Washington Aqueduct Gatekeeper's House*

By Stephanie Spencer



Great Falls Tavern and Lock 20
—Photo by Stephanie Spencer

On a bluff overlooking the Great Falls section of the Chesapeake & Ohio National Historical Park stands an impressive but mysterious masonry structure. Nestled below is a related building with a puzzling, windowless appearance. These stone structures are often unnoticed by the many visitors who pass by on their way toward the historic tavern and Lock 20. The two buildings are the Gatekeeper's house and the gatehouse. They are part of the Washington Aqueduct System and are largely uninterpreted – but their history is fascinating.

Background

The Washington Aqueduct Gatekeeper's House, also known as the Engineer's House (E-House), is located high above the iconic Great Falls Tavern. When standing on the towpath and gazing across the canal prism near Milepost 14.30, the E-House can be found on the hill behind where the comfort station sits. While the bluff it stands on is not an active

visitation area and primarily houses park support structures, the unique red coloration of the E-House's roof can be seen through the trees during winter and early spring.

A historic structure report was completed on the E-House in 2021, providing the C&O Canal National Historical Park with a more in-depth look at the building's history. Since the 1930s, the National Park Service (NPS) has used the area surrounding the E-House to support park operations. The structure stood alone on the hill above the floodplain when it was built in 1875, but presently shares the view with a few other park support structures.

The Washington Aqueduct, along with this sandstone building, was named a National Historic Landmark in 1927. The E-House has been used by the NPS since 1989 for support, including office spaces, storage areas, and a computer server room. Currently, only the server room remains.



Left – A 2022 view of the Washington Aqueduct Gatekeeper's House (E-House); Right – The staircase leading up to the E-House – Photos by Stephanie Spencer



Left and right – E-House architectural details – Photos by Stephanie Spencer



2022: A present day view of the gatehouse – Photo by Stephanie Spencer

The one-and-one-half story asymmetrical stone masonry E-House is just one element of the two masterworks of civil engineering utilizing the Great Falls section of the Potomac River – the C&O Canal and the Washington Aqueduct System.

The Washington Aqueduct System

Composed of a 12-mile-long system of tunnels, bridges, and conduit, the Washington Aqueduct System helps deliver water to the nation's capital and typically runs parallel to the C&O Canal and the river. This complex system was constructed due to the continued growth of the city and the increasing need for larger water capacity than what other systems were able to provide. Freshwater that was impounded and diverted above Great Falls first arrived in Washington, D.C. in 1863.

The United States Army Corps of Engineers (USACE) designed and constructed the system, while the government funded the project. In 1862 President Lincoln reassigned the work from the Department of War to the Department of the Interior. Just five years later in 1867, the project was then transferred back to the Department of War.

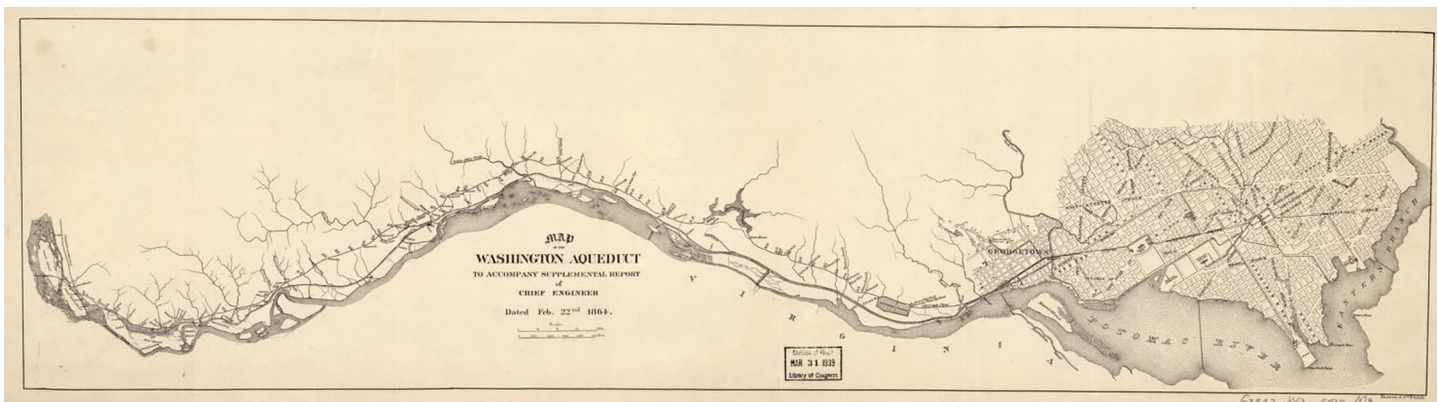
Over the past century, the system has been repaired, expanded, and supplemented but remains in place even today. Designed in 1852 by Lieutenant Montgomery Cunningham Meigs, the system continues to primarily function as originally designed and intended. Out of three proposed

water sources for the capital, the Great Falls portion of the Potomac River was selected.

Meigs' design included a 12-mile-long gravity fed system utilizing a 7-foot diameter brick-lined aqueduct. This length of aqueduct required 11 tunnels, 26 culverts, four bridges, and two reservoirs, and the brick-line conduit system descends 9 inches every 5,000 feet. His design took just under 11 years to complete instead of the originally estimated 3-year timespan, due to delays caused by funding, management issues, and the Civil War. In the 1920s a 12-mile-long concrete conduit was added parallel to the original brick-lined conduit system.



1853: Construction of the gatehouse in progress – Photo C&O Canal NHP, National Park Service



A map of the Washington Aqueduct system – Image C&O Canal NHP, National Park Service

A portion of the work began within the Great Falls area, including the construction of the first tunnel, which was blasted through 1,432 feet of rock and emerged near Angler's Inn. Two permanent structures were also erected within the landscape, to include the gatehouse and the E-House. Both were constructed using sandstone from the Seneca Quarry, where stone had been obtained previously for the building of various structures along the C&O Canal.

In place by 1862, the gatehouse sits just north of the Great Falls Tavern and is made of both stone and slate. This large structure houses the sluice gates that were built to admit and regulate water into the conduit system. While water still flows through the gatehouse, the gates themselves no longer function as water control.

A dam above Great Falls was built to divert water to the gatehouse, and the viewing platform near Lock 20 provides a view of the intake. While USACE maintains and operates the Washington Aqueduct including the gatehouse, they transferred ownership of the E-House to the NPS in 1989 due to it being deemed no longer necessary for the functionality of the aqueduct system.

The E-House, also referred to as the gatekeeper's house, was constructed in 1875 as a home for the gatekeeper, the individual responsible for managing the controls within the gatehouse. Currently, a metal staircase leads from the gatehouse to the E-House but is restricted to authorized personnel use only. During the construction of both structures, stairs in a similar location were likely in place to allow for a quick connection between the two buildings.

The E-House is just one of three houses built along the Washington Aqueduct system as residences for staff. The designs of all three of the Washington Aqueduct houses were based on Meigs' drawings for



1856: Construction in progress of the Washington Aqueduct water intake near the Great Falls Tavern – Photo C&O Canal NHP, National Park Service



A Washington Aqueduct marker located in the Great Falls area – Photo C&O Canal NHP, National Park Service



2022: The Great Falls water supply dam that diverts water to the gatehouse – Photo by Stephanie Spencer

superintendent's lodges in national cemeteries. The Department of War began building such structures in 1871 and, by 1881, had built 55 of them at national cemeteries across the country.

The other two Washington Aqueduct residence houses were built at the Dalecarlia receiving and Georgetown distributing reservoirs. While the house in Georgetown has since been demolished, the Dalecarlia and Great Falls (E-House) structures remain standing.

The reservoirs in Dalecarlia and Georgetown are required to help with the quality of water, due to the concern about the Potomac River's turbidity. The capture of the water at the reservoirs allows for the water to still and drop sediment, while also increasing overall water storage capacity. One reservoir at the Little Falls Branch in Dalecarlia receives the water, while one reservoir northwest of Georgetown distributes the water. Two cast iron mains downstream of the Dalecarlia location delivered the water into D.C. and extended the total length of the Washington Aqueduct System to 18.6 miles.

The Future of the E-House

The E-House is an interesting national historic landmark-contributing structure that adds to the history of the popular Great Falls area, despite not being a part of the C&O Canal system itself. While the interior of the structure has been altered to accommodate office spaces and storage, the structure retains most of its historic integrity and character defining features. The NPS is hoping to conduct some repair work to the building in the near future.

Please remember that the E-House is not open for public visits, and the bluff it stands on is not an active visitation area, due to primarily housing park support structures. If you are on the towpath during the months of minimal leaf and vegetation coverage, you may just catch a glimpse of its red roof peeking through the trees as a reminder of the Washington Aqueduct System.

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



Historic depictions of Washington Aqueduct structures – Image C&O Canal NHP, National Park Service

Pedal, Paddle and Hike

By Trent Carbaugh

Exploring Big Pool *Mile 112.50 to 113.94*

Wandering about in odd places where others tend not to go is sort of a compulsion for me. I'm also one of those people who prefer to be alone in wild places; you often can see more of the nature around you by being quietly alone. I also like to get to know an area well, to learn its secrets, the remains of its history, and its wildlife.

Many users of the park limit themselves to walking or bicycling on the towpath and use it just for the joy of movement, watching nature, or time with friends and family; these really are the primary activities in the park. But always keep in mind that the human habitation of the Potomac River watershed extends back into prehistoric times. The section of the C&O from Four Locks to Hancock had pre-contact Native American settlements and a strong colonial history. It also has a massive amount of transportation history with the C&O Canal and the Western Maryland Railroad (WMRR), which later became the Western Maryland Railway.

The Big Pool area is one of those places that you can just about get everything that the park offers. You can travel by foot, bicycle, or by watercraft. The area is a haven for wildlife: birds, mammals, reptiles, and amphibians can all be seen, often at close range, along the towpath and in the adjacent Fort Frederick State Park. The park is on both sides of the C&O Canal and offers one of the best preserved colonial era forts on the east coast and abounds with nature. There are walking trails and fire roads in the park's forest and there are regular

historic events held in the fort. The Western Maryland Rail Trail starts at the village of Big Pool and follows the original WMRR line to beyond Fifteen Mile Creek about 26 miles to the west. On the rail trail, you can see the remains of railroad history as well as structures used to load apples, the main agricultural produce of the area, onto rail cars.

Towpath Side

The towpath along Big Pool was built by connecting a series of natural low ridges between the Potomac River and a low marshy area. The work involved some serious earth removal that caused the marsh on the berm side to transform into a long narrow lake. A stop gate at the downstream end of the "pool" was closed at the end of the boating season to retain water to assist in re-filling the canal for use when the ice melted. Locals often sawed the frozen water into blocks for use in sawdust-insulated ice houses to preserve food in the warm months. Just east of Big Pool, the geology changes from hard sandstone to limestone with the associated caves and sinkholes. Sinkholes in the canal prism were a big problem that needed to be fixed as soon as discovered. The stop gates located along the canal at Big Pool, McCoy's Ferry, Mile 114.15 to the west, and the lock complex at Four Locks, could isolate sections of the canal prism to allow quick repairs with minimal loss of water and time.

At Mile 113.48, there is an impressive 121-foot long stone waste weir/overflow that controlled the water level in Big Pool. The mules walked through the shallow water that flowed over the towpath and foot traffic used an elevated plank walkway on the river side of the structure. If you continue to the west you will pass under a steel and timber trestle of the



The very green towpath along Big Pool – All photos by Trent Carbaugh



Some turtles seem to be taking their log out for a spin

WMRR that leads to a steel bridge that crosses the Potomac to connect to the Baltimore & Ohio mainline at Cherry Run, W.Va. This is effectively the end of Big Pool.

The Northern Shore

Traveling by water gives you a way to spend some time on the northern shore of the pool, which is a long triangular, very wild, stretch of woodland between the lake and the current CSX system rail line. The wide end of this triangle is to the west and there are the remains of some unidentified stone structures hiding in the underbrush throughout this area. There was once a Young Men's Christian Association (YMCA) camp located about two-thirds of the way along the shore to the west in the 1920s. There were cabins, a dock and the entire infrastructure associated with such places. Some large concrete foundations can be seen from the water. Somewhere along the eastern end of the shore was a small calcium carbide light plant for the town of Big Pool, which I unfortunately have not been able to locate. Calcium carbide, a chemical

compound, produces acetylene gas when water is dripped on it. The gas was piped to houses and businesses and used for efficient lighting and heating. This same technology was also used for vehicle lights and headlamps for work and mining.

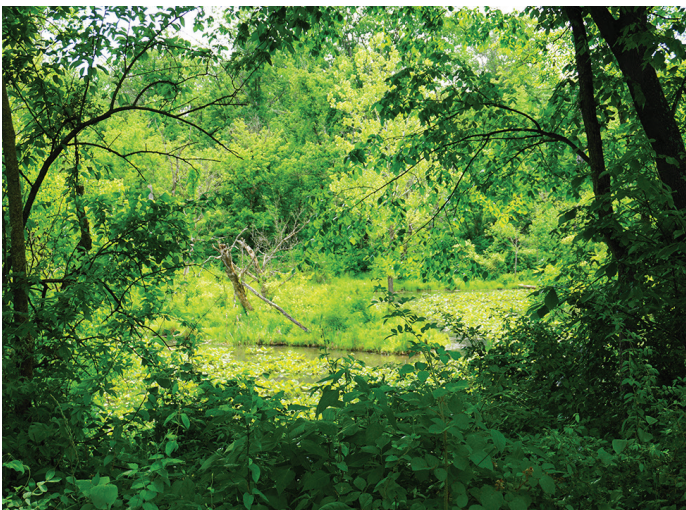
With a population of 200 to 300 hundred people, Big Pool was a bustling town for Western Maryland. There were amenities for canal workers and railroaders such as stores, a hotel, and churches in the town, now village, of Big Pool, which is located near the eastern end of the pool opposite the towpath. There were docks for canal boats to tie up and a dry dock was available for boat repair. Like Hancock just to the west, Big Pool lay in an area that was a major producer of apples and tomatoes, and the town had a small tomato cannery. Big Pool was the first terminus of the WMRR, which was rapidly expanding west. Remnants of the original route of the WMRR, which roughly parallels the modern CSX line, can be seen from McCoy's Ferry to the eastern end of Big Pool with a little adventurous hiking.



Formal overflow/waste weir at Mile 113.48



Steel and timber rail bridge at the western end of Big Pool



The Fort Frederick beaver pond area as seen from the towpath



Looking towards the eastern end of Big Pool



A well-made limestone wall probably that is probably associated with the Western Maryland Railroad original line



The western end of Big Pool from the water; the rail bridge is in the distance



Remnant road in the wilds of the north shore of Big Pool



Broken country on the north shore between the railroad and Big Pool



Concrete ruins of the YMCA camp



More YMCA ruins seen from the water

Please note that the north shore of Big Pool is not an easy place to travel by foot. It is barely possible to walk from either end if you don't mind getting wet crossing the feeder streams, some of which are quite deep. The underbrush is thick, with plenty of multi-flora rose thorns to negotiate. Improvements to modernize the CSX rail line dramatically altered the terrain here obscuring the original landscape. The rail line is active and dangerous and should not be trespassed on. If you choose to walk in this area, winter is your best option or when the water is very low in the late summer and early fall. Traveling by kayak or canoe is the best way I have found to enjoy this area.

Recreation

Big Pool's eastern end is accessed from Fort Frederick State Park, Md. via Fort Frederick Road. There is a boat ramp with trailer access to Big Pool for canoes, kayaks, and fishing boats

(electric motors only) just before you cross the towpath. Parking is available at either end of the access road both for Big Pool and the towpath. Fort Frederick Road crosses the canal on a timber bridge that crosses the stop lock at the end of Big Pool. Crossing the bridge takes you to the Beaver Pond area and a little further to the Fort Frederick Campground (contact Fort Frederick State Park for information; contact information is at the end of this article). The Beaver Pond area is an excellent place to observe wildlife. Birds and turtles are plentiful in and around this small body of water. Unfortunately, getting to the Potomac is rather difficult here.

A very popular feature in the area is the Western Maryland Rail Trail, which is the original route of the Western Maryland Railroad. The rail trail starts in the village of Big Pool and travels west to the WMRR trestle just beyond Fifteen Mile Creek.



Raccoon tracks in the water at Big Pool



A nice large sycamore tree on the north shore



A fine specimen of a turtle who looks as if he singing his song for all to hear



Sycamores and Big Pool

References:

Linda Irvin Craig, *Big Pool's Days as a Railroad Town Recalled*; Special to Hagerstown *Herald-Mail*, Feb. 22, 2015; www.heraldmallmedia.com



William E. Davies, *The Geology and Engineering Structures of the Chesapeake and Ohio Canal, An Engineering Geologist's Descriptions and Drawings*, C&O Canal Association, 1999; www.candocanal.org



Resources:

Fort Frederick State Park; 301-842-2155; fortfrederick.statepark@maryland.gov; dnr.maryland.gov/publiclands/Pages/western/FortFrederick/Camping.aspx



Western Maryland Rail Trail; dnr.maryland.gov/publiclands/pages/western/wmrt.aspx



A great blue heron



An osprey; one of three I saw in one day



Green heron

Continuing Hike Series

By Pat White

These are our casual out-and-back hikes where we investigate the park and learn from one another. We hike regardless of weather, but will cancel for hazardous winter driving conditions. Cancellations will be posted on the Association's website and my voice mail message. In January we'll check for bald eagle activity around Point of Rocks and observe the narrows where the railroad and canal fought for passage. We'll investigate the canal near Harpers Ferry in February and historic crossings of the Potomac River at Oldtown in March. For all hikes dress for the weather and bring lunch or a snack. We usually return to the cars by 2:30 p.m. Contact Pat White at hikemaster@candocanal.org, 301-977-5628 or 301-956-9608 for further information.

Across the Berm

By Steve Dean

Gary Petrichick

Gary M. Petrichick died on September 25 in Wellsville, N.Y. Gary lived in Belmont, N.Y., and is survived by his wife Nancy, four sons, one daughter, 10 grandchildren and one great-grandchild. Gary served in the U.S. Army. After his Army service, he worked a successful career as a planner in Erie and Allegany Counties in New York and also served as the principal planner for the Southern Tier Central Region.

Gary was very active in community organizations, with a distinguished record as director, chairman, secretary, and president of numerous organizations. Fortunately for the C&O Canal, the Association was included among the causes he chose to support. Gary was active in the C&O Canal Association for many years, including service as the Association president in 1996 and 1997. He was popularly known as the “Non-Resident President” during his terms as president.

In Gary’s words, he found the canal in a search for an alternative recreation option. “Back in 1989 this Yankee was looking for a flatter area than northern Pennsylvania and the Finger Lakes region of New York for bicycle touring. By chance, I discovered the C&O Canal with its level towpath and frequent campsites. The rest, as they say, is history. I can’t count the days I’ve spent bicycling, hiking, canoeing and camping between Cumberland and Georgetown, but they have been some of the best days of my life.”

After about a year on the canal, Gary found the Association. His first event with the Association was the Paw Paw Bends paddle trip, where he met Carl Linden and they quickly became friends. With the urging of Carl and Bob Perry, Gary filled a vacant director position in 1994 and later ran for president in 1996. Gary served as president for two years. During his tenure, the devastating 1996 floods caused extensive damage to the canal, and Gary led the Association’s effort

to provide support to the National Park Service to restore the canal. The Association’s advocacy for restoration of the Monocacy Aqueduct was also a key initiative during Gary’s presidency. As the non-resident president, Gary frequently stayed with Carl Linden during his visits to the C&O Canal for events and meetings.

Gary supported the Association and the park in many other ways. After his presidency, he once again served as a board director for three years. He was a level walker on Level 53, the Little Orleans Level, which is the longest level on the canal. He served on several committees, including as an associate editor of *Along the Towpath* on the editorial committee. For many years he contributed a popular feature to *Along the Towpath* entitled *The C&O Canal in the Civil War*. He self-published an indispensable *Pocket Guide to the Civil War on the Chesapeake and Ohio Canal*. Another project of Gary’s that has had a long and successful life is the *Pocket Guide to the Chesapeake & Ohio Canal National Historical Park*, which was originated in 1994 as a guide for Douglas thru-hikers and remains a perennial seller today.

Gary was a friend of all and a frequent and lively participant in Association events of all kinds. In 1994, he related: “I’m an active user of the canal, with 11 bike trips, three Douglas hikes, including the 40th Anniversary “through” hike, two Heritage Hikes, and four Paw Paw Bends Canoe Trips, I’ve been through the tunnel 17 times

and over it once, have camped on the canal 68 nights in 23 of the 30 HBO’s and in all drive-in, walk-in and canoe camps.” We can only imagine what the final count was.

MaryAnn Moen recalls Gary: When Gary was elected as the “non-resident President” of the Association in 1996 he would drive from New York to Maryland for meetings. Thus began a wonderful tradition of Gary stopping overnight with the Moens before heading downstate. Gary, my husband Jim and I would go out for Chinese food, come back to our house and then Gary and Jim would play music well into the night. Those evenings will always be some of my fondest memories.



Gary (center) enjoying bluegrass at a Delfest event in Cumberland over a past Memorial Day weekend. Gary’s daughter Kirsten Salyer is to the right. Photo by Jim Moen



Gary (right) with Carl Linden and others at a Fort Fredrick outing. Photo courtesy of MaryAnn Moen

Volunteers in Parks

By Jim Heins

The waters of the 2022 Potomac have rapidly moved downstream and left a wake of VIP achievements.

As winter approaches, we look back at the efforts and results of your VIPs this calendar year.

From September to November the activities included:

1. Since our last report, the bench bunch has once again done yeomen's work, installing an additional 14 new benches in the park. Their locations range from Lock 8 to the Indigo Neck campground at Milepost 137.80. This brings the total of benches installed to 87. This is a very labor-intensive and time-consuming activity requiring many hours of travel and work. This year, they spent, collectively, 185 hours on site which doesn't include the many hours travel to and from each site. Congratulations to this extraordinary group.
2. Several members of this same group spent considerable time (45 hours) repairing 14 picnic tables anywhere from Lock 8 to Little Tonoloway.
3. A team of four went chasing after a couple of errant picnic tables that were dragged long distances by some very inconsiderate visitors, one being found at the mouth of the Monocacy River and the other in the ruins of the Seneca stonecutting mill.

4. A few stalwart members of the Swains Steward group held two more cleanups at that site, the last being in early November.
5. A final effort was made to assist a non-member of our association, who diligently removes tires from the Potomac, by transporting 24 tires out of the park.

In 2022 – in addition to the work mentioned above, with help from members of the bench bunch, the Swains Stewards and a few others, and supported financially by our association, we had our first annual park-wide canal and riverside cleanup, purchased lumber and painted it for use on picnic tables, continued our efforts to remove garlic mustard from the park, kept the Swains Lock area in good shape and built a new picket fence at Riley's Lock. It has been a productive year and all of you who participated can pat yourselves on the back for a job very well done.

In 2023 – we will hold our second annual canal cleanup in early April, plan more garlic mustard removal, build a number of new picnic tables for the Palisades District at the request of the park, continue the repair of older picnic tables, likely add more benches and will look at how to help with the rapidly growing problem of graffiti in the park.

In the meantime, the VIPs will take a winter sabbatical and look forward to 2023.

Gary Petrichick (Continued from previous page)

Tim Snyder offers memories of Gary: It is no exaggeration to say that I am active in the C&O Canal Association because of Gary Petrichick. I was a member prior to knowing him but wasn't active in Association events. I got to know Gary in 2009 when Karen Gray gave him my email address. Gary was the author of the *Pocket Guide to the Civil War on the Chesapeake and Ohio Canal* while I was working on a book manuscript that, in 2011, would become *Trembling in the Balance: The Chesapeake and Ohio Canal during the Civil War*. With our common interests, I agreed to join him at the 2009 Heritage Hike. Our friendship grew from there. He was happy to read my book manuscript and was one of the last people to do so before I sent it to the publisher. He discovered an error or two, for which I was grateful to him for the opportunity to make the corrections. Gary had a great sense of humor and I often told others that, although he was in his early 70s when I met him, he acted like a 35-year-old. When I asked him his overall impression of my manuscript, he

replied, "Shakespeare you're not, but then neither was Mark Twain." He often told me that I had written the book that he would have written if only he had taken the initiative.

Hailing from upstate New York, Gary was known as the non-resident president of the Association (although I didn't know him when he was president). Prominent memories of Gary include these: After the 2009 Heritage Hike in the Hancock area, a dozen or so Association members stopped in the Town Tavern to kill time until the Association's happy hour and banquet began. A few too many beers were consumed. I later kidded Gary that he hadn't told me the Association was a drinking society. His response was, "Well, you didn't ask!" Several times we camped at Little Orleans prior to the President's Day breakfast. In the evening, Gary was known to break out his harmonica and join Jim Moen on the mandolin, along with others I've forgotten, to play music around the campfire.

Gary will be missed but certainly not forgotten!

2022 C&O Canal Through-Ride *Cumberland Md. to Washington D.C.*

By Carol Hayes

The C&O Canal Through-Ride bicyclists gathered in Cumberland on Friday, October 7, 2022, at the mule in front of the Western Maryland Scenic Railway Station. The challenges we might face as bikers - weather, riding ability, trail conditions - seemed daunting. These unknowns are what make riding the 184.5 miles of the C&O Canal an adventure to tackle.

Eleven enthusiastic riders assembled at 10 a.m. on the cool, sunny morning. Our group included four riders who were cycling the length of the canal for the first time and seven riders who had collectively ridden the 184.5 miles 74 times. After introductions, a ride briefing from the leader, Denny Sloppy, and the traditional start-of-ride photograph, we made our way to Mile Marker 184.5 to begin our six-day adventure.

We were ready to get our well-packed gravel bikes rolling, partly to move out of the logistics phase and into the adventure phase of the canal ride, partly to warm up a bit, and partly to enjoy the first rain-free day in more than a week. Denny made our logistics for the trip pretty easy. He had arranged shuttle rides to the start and from the finish. Denny also organized hotel blocks for whoever wanted to use them and let us know what to bring. All we had to do was to pack warm clothes and ride 184.5 miles.

The C&O Canal was a magical place that morning, as it is so many mornings throughout the year. Sparkles of dew glinted off the grass. The crisp morning air and the bright sun provided the assurance of a clear, fall day. We started riding our bicycles down the well-traveled towpath. We encountered slippery mud puddles from the previous six-day deluge of rain. Our destination for Day 1 was Paw Paw, 28.2 miles away. Denny led the way at a pace of 9 to 11 mph and Arthur Wise “swept” by staying at the back of the group to deal with any mechanical issues and making sure no one was left behind. We stopped after about five miles to check that all was well with group members and to take a few photos. The break allowed us to refresh and set our sights on our lunch stop – School House Restaurant. We arrived an hour or two later at the restaurant, a delightful small-town, re-purposed school which accommodated not only the restaurant but also

an antique auto shop. After a tasty lunch, we were off for the final riding stretch for the day to Paw Paw. As we moved through the quiet, nature-filled miles, lead riders sighted a snake sunning itself quietly across the towpath – startling some and providing a great photo opportunity for others. See September 2022 *Along The Towpath* article *Pedal, Paddle and Hike* by Trent Carbaugh for more on C&O Canal snakes.



2022 C&O Canal Riders pictured from left to right: Denny Sloppy (leader), Carol Hayes, Sheryl Etelson, Deborah Poole, Katrina Craddock, Kelly Moore-DeSantis, Jon Wilson, Paul Leatherman, Emil Moskovich, Arthur Wise (sweep) Photo courtesy of Denny Sloppy

After arriving in Paw Paw, the group selected Big & Tiny's as the location for dinner. This unembellished hang-out would have been perfect for the television show *Diners, Drive-Ins, and Dives*: local customers, decent food, and a funky atmosphere. After a hearty dinner, trail riders went their separate ways to overnight accommodations that suited their travel style.

Each day followed a similar pattern: riding along the towpath, taking breaks for pictures, site seeing in picturesque towns, and stopping at a unique local restaurant for lunch. With many returning riders, the group held traditions which were woven into each days' events. These traditions included eating at quaint or quirky local restaurants, enjoying fresh pies from Blue Goose in Hancock (thank you Norman Liebow), a visit to Fort Frederick, and stopping by a huge, ancient tree to relax. The new riders were welcomed while the group



C&O Canal at Lock 22 – Photo courtesy of Denny Sloppy

as a whole embraced and shared stories about their experiences from past C&O Canal through-rides.

Mileage per day ranged from 28 to 32 miles, which was very doable for most riding levels with the stops and pace. Rides allowed for independence while providing inclusion and support when needed. The breaks were an important aspect of the towpath ride, as the C&O Canal and its surroundings hold stunning natural beauty and fascinating history, from the times of mule-pulled canal boats to modern-day trains and cars.

A few times along the towpath mechanical issues arose with one bicycle or another. All issues were handled with the assistance and know-how of fellow riders, either via a car ride



Riding through Four Locks – Photo courtesy of Denny Sloppy

to a nearby bicycle shop, a quick repair on the path, or with a rope tow for a few miles. Dinners were group events for those who desired; others were welcome to go forge out on their own.

By the end of the ride, the unknown challenges we faced when we started were conquered and we were all appreciative of the magical experiences we shared. If you are looking for a new way to experience the C&O Canal, consider the next C&O Canal Through-Ride. This 184.5 mile biking excursion is an adventure where day-to-day stresses drop away. You are surrounded by nature, steeped in history, and supported by knowledgeable and experienced companions. It's an adventure to remember.



Ride leader Denny Sloppy posing by the ancient tree near Lock 26 – Photo courtesy of Carol Hayes

Each year for our Through Bike Ride we collect donations to be used for a good cause along the C&O Canal. This year we decided to have each participant donate individually to one of the C&O Canal Association funds of their choice. We raised \$400. Besides the 12 registered riders, Patricia Hopson, Arthur Tsien & Judy McGuire, and Frank Wodarczyk also contributed although they could not do the ride with us for various reasons. These donations were made in memory of Pamela Lantz and Alfred Sorkowicz, who had been part of our bicycling family.

– Denny Sloppy



The group at the Monocacy Aqueduct – Photo courtesy of Denny Sloppy

On the Level

By Steve Dean

August to October 2022

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 provided over 1800 volunteer hours during the federal fiscal year that ended on September 30. That is effectively an additional person-year in support of the park.

On some occasions, reports may be omitted from this article for various reasons and will be included in later updates if applicable. Please contact me at lw@candocanal.org for further information about the Level Walker program.

Level 3 Lock 5 to Cabin John Creek: Alyson Miller reports Aug. 18: The Lock 7 house door lock was broken and the door was ajar. I reported this to the NPS and it was repaired within a few days with a new lock. The small strip of flora between the canal and the towpath is being overwhelmed in places with invasives such as kudzu, Japanese knotweed, and mimosa. I geo-tagged these spots and reported to the Weed Warriors program.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports August through October: The towpath was monitored over numerous walks, through all conditions. No significant issues were reported during this period. **Allyson Miller reports Sept. 8:** It was a nice day. Most of the trash I picked up was in the parking lots at Locks 7 and 8. The picnic tables at Lock 8 were in bad condition. Weeds have taken over the Lock 9 mechanism. There is very little water below the lock. Lock 10 was in good shape except for the hole forming where the wall is separating on the prism side. Locks 11, 12 and 13 looked good. Two old trees had fallen across Lock 14 so there was a lot of debris on the part of the lock between the prism and the bypass flume. The lock arms are rotting.

Level 5 Lock 14 to Bridge at Cropley: Jude and Mary Fran Franklin report Aug. 24, Aug. 31, and Sept. 23: The Towpath was very clean in August with light trash and the surface was in good condition with a few puddles. Water was in the canal with duckweed on the surface from Mile 10.5 to mile 12. There was little to no water from Mile 10 to Lock 13 beltway and the canal was filled with trees, plants, and other growth. Similar conditions were reported in September. Ducks, geese and turtles were noted during the walks. **Mindy Ginsburg reports Sept. 18:** It was a warm and clean day. The canal water levels were very low and the canal prism was dry in many places. In place of the water the area was full of overgrown weed-like plants. There were early signs of fall. There was little activity on the towpath that afternoon, just a smattering of cyclists, a dozen or so walkers and little wildlife other than some turtles and ducks.

Level 7 Lock 20 to Lock 21: Carol and Joe Hayes report Sept. 13: There were some ruts and puddling on the towpath over the level. The prism appeared to be in good condition. The level was clean. Some erosion was noted in the Lock 21 parking area.

Level 8 Lock 21 to Lock 22: Rinze and Sue Roosma report Aug. 16 and Sept. 27: It was a pleasant day for the August walk, with temperatures in the upper 70s and low humidity. It was quiet on the towpath as far as other visitors goes. But more opportunity to see wildlife. We spotted plenty of turtles this time and a number of blue herons. No issues were noted. In September it was also quiet during a somewhat windy fall day on the towpath. We spotted a number of deer along the trail, egrets in the river and plenty of turtles out. There a few puddles along the towpath, but nothing excessive

Level 9 Lock 22 to Lock 24: Sylvia Diss, with Johanna Wermers, reports Oct. 7: The towpath was clean and dry. The prism was watered from Pennyfield to Seneca. The level was recently mowed. The steps leading to the towpath at Seneca are in poor condition.

Level 10 Lock 24 to Milepost 25: Monica Hanna reports Sept. 5: Trash was very light. I saw only the typical great blue heron in the pond. There were no squirrels! The level was very fragrant with Paw Paws ripening in trees. I observed a wolf spider carrying babies on her back.

Level 12 Sycamore Landing to Edwards Ferry: Frank Wodarczyk, with Ray Abercrombie Larry Broadwell, Carol Ivory and Ron Wise, reports Aug. 6: There was generally light trash on the level and structures in good condition. The towpath was in generally good condition with some rutted muddy spots. A fallen tree partially blocked the towpath around Mile 29.85. The Goose Creek River Locks were unchanged and plant growth appears to have been cut down. There was graffiti on the upstream side of lock. There was an egret along river and zebra swallowtail butterfly at Edwards Ferry.

Level 13 Edwards Ferry to Harrison Island: Liz Wagner reports Aug. 12: The level was very busy for a Friday. Several groups of bicyclists were taking advantage of one of the coolest driest days in August. The sides of the towpath had been mowed and the surface was in good condition. A number of wildflowers were identified. The towpath was in good condition. Parts of the new surface are showing signs of wear.

Level 14 Harrison Island to Whites Ferry: Jone and Joseph Parr report Sept. 3 and Oct. 22: No problems were reported. Trash was light and the towpath was in good condition. The Turtle Run hiker-biker camp was in use and the campers commented that it was a lovely spot. In October, many Paw Paw trees were noted, but no fruit was found. The towpath was in good condition during the October walk. **Meredith McCulley, with Tiffany Raszick, reports Sept. 24:** The weather was absolutely

beautiful. We sighted deer during the walk. My walking partner noticed former house site on the level, which we investigated. It was fun noticing and exploring something new. A few park visitors over the course of our walk asked what we were doing and thanked us for our service. Overall, the level walk was positive. Some of the culverts on this level exhibit serious structural issues.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports Aug. 17, Sept. 2, and Oct. 16: This is a great level to visit during the week, when it is lightly visited. In August it was noted that the grass at the Whites Ferry pavilion was quite high and posed a fire risk. An accessible restroom is needed in the area. The towpath was still damaged and rough in an area near Mile 38 in September. Each month during the “growing” season, the towpath gets narrower from the green vegetation growing along the canal and river side. The stilt grass was high along the towpath. There were no significant changes noted in October. The area around the Whites Ferry Granary was recently mowed.

Level 16 Lock 26 to Monocacy Aqueduct: Jon Wolz reports Aug. 16, Sept. 9, and Oct. 11: This is a beautiful and interesting level to visit. Bike dismount signs are still needed at the Monocacy Aqueduct. The Lock 27 house needs maintenance and repairs. In September a fallen sycamore limb was partially blocking the towpath near Milepost 41. Prism water was near normal levels. The power plant is closed and is not using coal. The plant is quiet. Six of seven arches of the Monocacy Aqueduct were blocked, but water flowed through all seven arches. In October there was an uprooted tree near Milepost 41 that damaged some of the towpath when it fell across the prism. Leaves were changing color and covering the towpath. Leaves were floating inside lock 27. A busy beaver left its marks on a tree and wood chips on the ground surrounding the tree near Mile 40.5.

Level 17 Monocacy Aqueduct to Noland's Ferry: Earl Porter, with Ed Boddinger, reports Aug. 18, Sept. 29, and Oct. 18: The granary ruins at the Monocacy basin continue to deteriorate. Trash levels on the level were low in August but back to heavy in September and October. Typically, arches 6 and 7 of the aqueduct were open and the rest blocked to some degree. Towpath erosion was noted on both the upstream and downstream ends of the aqueduct.

Level 19 Point of Rocks to Catoctin Aqueduct: June Miller reports Aug. 17: A level walk was a perfect way for a retired teacher to spend the morning on the first day of school here in Frederick County! There was more spray paint vandalism on the concrete supports of the Potomac River highway bridge. Trash was light and no significant issues were noted.

Levels 21 to 24 Lock 30 to Dargan Bend: Tom Crouch reports Aug. 19 (21-22), Sept. 2 (21-22), Sept. 19 (21-23), Oct. 11 (21-24), and Oct. 25 (21-24): Trash was especially heavy at Weverton during August through October. The access area at Harpers Ferry also typically has a significant amount of trash. The Huckleberry Hill Hiker-Biker camp required an extensive clean-up in September. It was noted in September that the extensive graffiti at Brunswick was cleaned up. Trash was heavy at Weverton and the Harpers Ferry area during the first October walk, but trash was light on the second October walk. Building materials were noted at Lock 3.



The Whites Ferry bridge with Culvert 51 – Photo by Meredith McCulley



The Dam 4 Cave – Photo by David Plume

Level 22 Lock 31 to Lock 33: Karlen Keto reports Oct. 5, 21 and 25: These were my first level walks with my new dog Dobby. During the first walk passing bikers passed frequently without warning, but on the later walks it was better. The towpath was generally in good condition. There were preparations to apparently put a new roof on the Lock 31 house.

Level 23 Lock 33 to Dam 3: Arthur Tsien reports Aug. 14 and Sept. 14: These were my fifth and sixth walks of 2022. In August, it was a nice summer day, mostly sunny but not hot or humid. I had my usual positive experience walking the towpath. The level looked good. In September I saw what seemed to be substantial new degradation of the towpath surface at Lock 34. As usual, the largest amount of trash was near the railway/pedestrian footbridge to Harpers Ferry.

Level 26 Lock 37 to Antietam Aqueduct: Larry Cohen reports Sept. 17: Conditions were good on the level. The towpath was in good condition, but some hoof print damage was noted. Some trash was found at the Mountain Lock access area; this is often a dumping area.

Level 27 Antietam Aqueduct to Lock 38: Jonnie and Joycie Lefebure report Aug. 1: The new towpath surface is in good condition. Just upstream from the Packhorse Ford wayside, at Mile 71.4, is a depression with water welling up during rainy periods, forming an ever enlarging hole. Where the water and trash in the depression comes from is unknown. It may eventually undermine the towpath edge. Two red shouldered hawks were calling and flying at treetops at the aqueduct.

Level 30 Snyders Landing to Lock 40: Charles Connolly reports Aug. 24: There was a significant amount of trash in the Snyders Landing access area. A park visitor thanked me for my efforts. Two St. James School buses were in the parking lot. The towpath surface was still washed out in several places from the flood earlier this year. The level was recently mowed.

Level 31 Lock 40 to Marsh Run Culvert: Jennifer Bean reports Aug. 7: The canal was very busy on a summer Sunday morning. The towpath was in great shape. I picked up numerous small branches from recent storms. The Marsh Run access area was muddy with a large amount of trash. This is another local dumping area. There was a significant amount of trash at Taylors Landing. **Doug Tusten, with Garrett Eshelman, reports Aug. 15:** This was our first venture as level walkers. Overall, the towpath seemed in good shape. There were some small sticks and limbs to remove from the towpath and next to no trash in sight. Most trash we did find was at Taylors Landing. There was some minor towpath erosion in certain areas and some overgrowth invasion. We saw two fawns and a doe running from river across the towpath at Mile 81.5.

Level 32 Marsh Run Culvert to Dam 4: David Plume reports Aug. 31: In a few spots the towpath resurfacing was completely washed away between Dam 4 and Mile 84. Between Mile 84 and 83 there are multiple places where there are ruts across the towpath, and in some places the ruts are very close creating a washboard effect. There are areas where the hard packed fine gravel is loose and is like walking on sand. From Mile 83 to the Marsh Run Culvert there was no damage and the towpath is in excellent condition. The Dam 4 winch house bridge was closed. No water was flowing from the Dam 4 Cave.

Level 33 Dam 4 to McMahons Mill: Dick Stoner, with Kevin Kane, reports Aug. 31: Recent weed and brush trimming south of Milepost 86 looked good. The area between Miles 87 to 87.5 is overgrown at this time. Roof work at the Dam 4 winch house appeared to be in progress. The flow at Dam 4 was more than average for late August. No debris noted on the dam. The towpath above McMahons Mill was an active construction area, with no visitor passage. We took a boat trip and observed active work on stone walls and towpath in the area above the mill. Equipment was in use on the towpath and a barge parked at McMahons Mill.

Levels 35 and 36 Opequon Junction to Falling Waters: Paul Leatherman reports Aug. 25: The towpath was in very good condition, recently mowed with thick and green foliage. There were some potholes and muddy areas between Mileposts 92 and 93. It was nice to see the Paw Paw fruit developing. The area around Lock 43 needed mowing.

Level 36 Lock 43 to Falling Waters: Dick Ebersole reports Sept. 28: The towpath was in good condition, but the grass needed mowing. The Potomac Fish and Game Club takes up a good

portion of this level and they keep the grass mowed and their portion trash free. The gutters of the Lock 43 house needed cleaning.

Level 39 High Rock Quarry to Nettle Railroad Bridge Piers: Stefanie Boss reports Aug. 17: There were quite a few towpath users and also some unleashed dogs. I noted a few towpath puddles and horse waste on the towpath. **Jay and Carol Nase report Sept. 14:** We met several interesting people, including a family from France biking and camping and a NPS arborist documenting and tagging diseased and damaged trees. There was rutting with puddles near Milepost 105 and widening of the path around puddle by bike tread. A bald eagle was observed near Milepost 104.



Pomeranian ducks – Photo by Mike Bucci

Level 41 Dam 5 to Four Locks: Mike Anderson, with Blair Thomas, reports Aug. 8: It was a beautiful warm day and the towpath was a virtual tree-lined tunnel. Most bikers were passing without warning and at apparent excessive speed. Most trash was at Dam 5, as usual. No towpath or prism issues were noted.



Paw Paw fruit – Photo by Mike Bucci

Level 44 Fort Frederick to Ernstville: Jim Biasco reports Aug. 15 and Oct. 30: Generally, the towpath is in good condition with the consideration it is still the older surface. There are occasional roots and muddy spots. Light branches were removed from the towpath. In August it was noted that branches and growth were starting to intrude on the towpath and impact users. In October it was reported that the overgrowth had been cleared.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports Oct. 5: The towpath itself is exhibiting more degradation (i.e., small potholes and rutting) east of Milepost 115. The weed level in the middle of the pathway has expanded since my last report. There was minimal trash accumulation, which is typical. A pleasant surprise was the presence of a new bench that was installed next to the water pump at the Licking Creek hiker biker camp. There were small potholes and a limited degree of rutting were downstream of Milepost 115. Upstream from Milepost 115 the surface remains in remarkably good condition.

Level 46 Licking Creek Aqueduct to Little Pool: Andy Harbert, with Jim Tomlin, reports Aug. 17: The towpath was in good condition and there was a light amount of trash. Tree blow-down debris was removed. Visitation was light.

Level 47 Little Pool to Hancock: Mike and Judi Bucci report Sept. 21: It was a lovely day on the cusp of fall. It was our first time to be in right place at the right time and sample ripe Paw Paw fruit. The gate at the Bowles House was open and a car was driving downstream. We met the car at Mile 120.5 and the

driver turned around downstream of the hiker-biker. The driver was lost. We observed a male and female Pomeranian duck in the Hancock watered section. They had perhaps escaped from a private estate since they are usually from Northeast Europe.

Lisa Hendrick reports Sept. 24: It was a warm early fall day with a hint of the leaves turning colors. The new surface on the towpath was in excellent condition. One large kitchen bag of trash was gathered from the fishing area and the woods near the towpath but there was no trash on the path – only light sticks to be removed.

Level 48 Hancock to Round Top Cement Mill: Phillip M. Clemans reports Oct. 28: It was a warm day for a fall walk, and leaves covered the towpath. Ravens were observed around White Rock. The towpath was in good condition and no structural issues were noted besides the existing sink holes on some of the culverts. An unusual duck that was similar to a hooded merganser was noted.

Level 49 Round Top Cement Mill to Lock 53: Paul Petkus, with Sue Muller, reports Aug. 13 and Sept. 18: The towpath was in good condition in August, with some light tree debris to remove. We noted that one of the poles supporting the brick wall at the Round Top Cement Mill had popped out of place, but otherwise it was in good condition. Plants in bloom included American senna, boneset, jumpseed, goldenrod, bouncing bet, Joe-Pye weed, cardinal flower, mistflower, horse nettle, chickweed, wingstem and woodland sunflower. Thirteen butterfly species were observed on the level during the outing. Summer cicadas were heard and dragonflies were active. Numerous deer were sighted. The September walk was conducted on a pleasant afternoon. Visitation was at pre-pandemic levels on this afternoon. Butterfly activity was low, but there were still plenty of other interesting things to observe. No critical issues were noted, although the vegetation lining the towpath and in the center of it was high. The previously noted pole supporting the wall at Round Top had completely fallen, but the wall was unharmed. Numerous nature sightings were reported, and insects were particularly active. Bees visited the wildflowers where I hoped to see more butterflies. Other insects active during the afternoon included crickets, grasshoppers, summer cicadas, dragonflies, an assassin bug, a robberfly, a giant centipede, a European hornet, and a praying mantis. Fortunately, there were no mosquitoes active.

Level 54 Lock 59 to Lock 60: Dennis Kubicki reports Oct. 9: With the exception of the towpath surface itself, conditions along the level were generally good. Although there was some loss of density, the woodlands were still full of greenery that obscured most evidence of dead trees and deadfall. The towpath surface is still full of ruts and potholes. This deterioration was further aggravated by indentations caused by equipment using the towpath. These indentations are particularly egregious on the levels that begin west of Little Orleans. Serious soil on the Potomac River side of Culvert 207 is an ongoing issue



A lovely female box turtle – Photo by Trent Carbaugh



Praying mantis – Photo by Paul Petkus

Level 56 Culvert 208 to Lock 61: John Wiggins and Kathleen Moriarty report Oct. 24: It was a beautiful and warm fall day. There were no observed changes to the level and not much trash, with very few people out. We did not see much wildlife but did see lots of invasive plants.

Levels 59 and 60 Tunnel Parking Area to Town Creek Aqueduct: Trent Carbaugh reports Sept. 15: The towpath was in good condition. There was a little mud in spots and some small limbs to remove. I did much trimming of multi-flora rose skin rippers. Water was low in all areas that have it normally. Construction at Paw Paw seems to be nearing completion, though there was no parking available in the lot due to contractor vehicles. There is a large three section reclining couch tossed over the side of the hill in the Town Creek parking area. You have to wonder at the mental process of someone who would load up an

extremely heavy piece of furniture, drive down an entry road that has some axle busting potholes and then toss said piece of furniture off of a steep hill. Might have been a bit easier just to take it to the Allegany County landfill. There were plenty of turtles, a plague of squirrels, some very friendly deer, two herons, a bald eagle, and an osprey, I call this a good day!

Level 64 Kellys Road Culvert to Spring Gap Recreational Area: Nasra Sakran, with Laffy Buckler, reports Sept. 8: There had been a lot of rain recently and the canal was fairly sloshy in places, with standing water in other places. There was noticeable trash in the canal from MD Route 51 near Spring Gap.

Roving Level Walker: Mark Stover reports Aug. to Oct.: Mark walks various parts of the entire canal on a regular basis. Downed trees and other issues are frequently reported.

THANKS TO OUR LEVEL WALKERS FOR THE GREAT SUPPORT IN 2022!

2023 Calendar of Events

C&OCA Business

C&OCA Hike and Dinner or Other Event

C&OCA Nature Walk

C&OCA Paddle Trip

C&OCA Hike

C&OCA Bike Ride

Jan. 22, Sun., **Continuing Hike Series**, 10:30 a.m.
Upstream from Point of Rocks. Contact Pat White,
hikemaster@candocanal.org or 301-977-5628.

Feb. 5, Sun., **Board Meeting**, 1 p.m.
Williamsport Town Hall, 2 North Conococheague St.

Feb. 25, Sat., **Continuing Hike Series**, 10:30 a.m.
Harpers Ferry. Contact Pat White,
hikemaster@candocanal.org or 301-977-5628.

March 25, Sat., **C&O Canal Association Annual Meeting**
Upper Montgomery County Fire Department
19801 Beallsville Road, Beallsville, Md.
11:30 a.m. Meet the Candidates; 1 p.m. Annual meeting;
4 p.m. Happy hour; 5 p.m. Dinner.
Reservations required for lunch and dinner. Details on page 4.

March 26, Sun., **Continuing Hike Series**, 10:30 a.m.
Oldtown. Contact Pat White,
hikemaster@candocanal.org or 301-977-5628.

April 2, Sun., **Board Meeting**, 1 p.m.
Glen Echo Town Hall, 6106 Harvard Ave.

April 29, Sat., **Douglas Hike and Dinner**.
Details will be published in the March *Along the Towpath*.
Contact Jonnie Lefebure programs@candocanal.org.

June 3, Sat., **President's Lunch**, 11:00 a.m.
Bill's Place, Little Orleans, Md.
Details will be published in the March *Along the Towpath*.
Contact Jonnie Lefebure programs@candocanal.org.

June 4, Sun., **Board Meeting**, 1 p.m.
Williamsport Town Hall, 2 North Conococheague St.

June 24, Sat., **Monocacy River Paddle Trip**.

One-day paddle trip. Reservations are required.
For more information and reservations, contact Barbara Sheridan,
canoemaster@candocanal.org or 301-752-5436.

June 24, Sat., **Oldtown Dragonfly and Damselfly Walk**, 9:00 a.m.
Meet at Lock 70 area in Oldtown. Walk will proceed downstream.
Photography is encouraged. For information, contact
Steve Dean, editor@candocanal.org.

July 8, Sat., **Nature Walk Focusing on Butterfly Identification**,
9:00 a.m. Meet at Lock 70 area in Oldtown. Walk will proceed
upstream. For information, contact Paul Petkus,
papetkus@yahoo.com or 773-450-6039 (text).

July 15, Sat., **Brunswick to Monocacy Aqueduct Paddle Trip**.
4-5 hour paddle trip. Reservations by July 5 are required.
For information and reservations, contact Tony Laing,
canoemaster@candocanal.org or 301-980-8932.

July 22, Sat., **Dickerson Dragonfly and Damselfly Walk**, 9:00 a.m.
Meet at the Dickerson Conservation Area. The walk will proceed
upstream. Photography is encouraged. For information,
contact Steve Dean, editor@candocanal.org.

Aug. 6, Sun., **Board Meeting**, 1 p.m.
Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 25-27, Fri.-Sun. **Paw Paw Bends area Paddle Trip**.
Potomac River from Paw Paw, W.Va. to Little Orleans, Md. Trip
includes two nights camping. Reservations are required.
For information and reservations, contact Barbara Sheridan,
canoemaster@candocanal.org or 301-752-5436.

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

Oct. 6-11, Fri.-Wed., **Through Bike Ride**,
Cumberland to Georgetown. No sag wagon.
Limited number of riders. Reservations required. Contact
Denny Sloppy, dennysloppy@yahoo.com or 814-577-5877.

Oct. 21, Sat., **Heritage Hike and Dinner**.
Details will be published in the September *Along the Towpath*.
Contact Jonnie Lefebure programs@candocanal.org.

Dec. 3, 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, food and water.
- » Reservations and/or advance fees are required for some events. Advance fees are non-refundable after the reservation closing date.
- » Outdoor events are usually rain or shine, however in some extreme cases may be canceled for weather or other reasons. Check event updates at www.candocanal.org/calendar/ (use QR code at right), Facebook @candocanal.org or contact the event host for updates.
- » Participants are expected to comply with any local COVID-19 or other health or safety related rules in effect at the time of the event.



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	Nate Champion

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

Interpretive Supervisor	301-767-3702	Vacant
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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volunteer/project activity - 17%, NPS/park information - 2%.*

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, Dick Ebersole,
Christine Holdsworth, Paul Petkus.

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

COMMITTEES

Archives: Christine Holdsworth | **Auditing:** Travis Medcalf

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

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Membership: Pat White | **Nature:** Paul Petkus

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

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Volunteers-in-Parks (VIP): Jim Heins

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

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Along The Towpath

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Culvert 65, Mile 39.6, is a 12-foot span creek culvert. The culvert is distinctive because the barrel is skewed at an angle under the canal rather than the more typical perpendicular alignment, and the barrel construction is rifled – stone is laid in diagonal angles rather than in level courses. Note the large lower ring stone in the berm arch detail to the right with a groove cut in the face to make it appear as two stones. Restoration work was performed by the NPS in 2017. Photos by Steve Dean.



Check us out on social media!

C&O Canal Association



Founded in 1954



@candocanal.org



candocanalassoc

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Enclosed in this issue:

2023 Membership Renewal Form *with*
2023 Annual Meeting Reservation Form *on reverse*