

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 LV

March 2023

Number 1

Karen Gray, C&O Canal Volunteer and Historian

By Steven Dean

Karen Gray died from cancer on January 1, 2023. She was under hospice care in Hagerstown, Md. Karen was an accomplished and highly respected volunteer for the C&O Canal National Historical Park with over 40 years of service. She was a noted historian of the C&O Canal and made significant contributions to the understanding of the creation, operation and evolution of the canal through all eras up to the present time as a national historical park.

Karen Mary Gray was born in Big Valley, Alberta, Canada on August 13, 1941, and was raised in Spokane, Washington. She received her B.A. from Whitworth University in 1966. Karen completed her post-graduate studies at the Harvard Divinity School in 1969 and later attended the University of Edinburgh in Scotland, where she earned a doctorate degree in the philosophy of religion in 1975.

Karen lived in Washington, D.C. for 30 years, working first at the National Symphony Orchestra and later for the Smithsonian Institution's Associates Program. At the Smithsonian she developed educational tours in the mid-Atlantic region on subjects ranging from art to zoology. She retired and moved to Hagerstown, Md. in 2001.

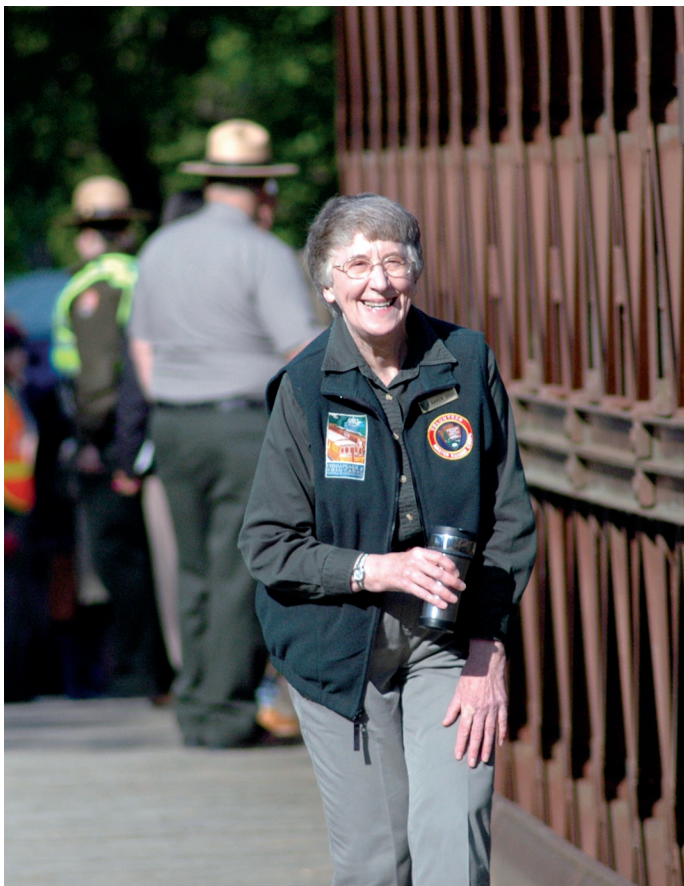
Karen's involvement with the C&O Canal started in 1977. She began her service as a C&O Canal Association level walker that year and supported Level 43 (McCoys Ferry) for over 40 years. She served as the level walker program chair for two terms, from 1989 to 1993, and from 1999 to 2002. During her first term as the level walker chair, she transformed the program to a more modern and efficient effort; greatly improving the service provided to the NPS. Karen served the

Association as a board member for many years and energetically supported numerous Association projects.

As a historian, Karen made extensive contributions to the park. She managed the park's library and served as a volunteer staff member. Her service in this role was invaluable to park staff and volunteers. She worked as a volunteer ranger, hike leader or interpreter at countless canal events. One of her many accomplishments was the organization of symposiums in Frederick, Md.; Shepherdstown, W.Va.; and Cumberland, Md. These well-received events focused on the C&O Canal and other regional transportation systems.

Karen led efforts to transcribe and preserve many works of canal history and

Continued on page 6



Karen Gray at Catocin Creek – Photo courtesy of the C&O Canal NHP, National Park Service

President's Report

By Tiffany Ahalt

The reward for work well done is the opportunity to do more. – Jonas Salk

Despite a mild winter, spring is not far and with that comes the opportunity to gather as a group at fellowship events, the annual meeting, and maintenance/cleanup efforts in the park.

As we head into the home stretch of the 2022–2023 term we can celebrate our efforts to embrace change and create a vision for the future of the Association. Over the last few months we have come to realize that the Association's project list is no longer in alignment with National Park Service priorities. The board and various committees have agreed that we will evaluate our project list. Don't misunderstand, we remain a committed partner and look forward to increasing our support of their efforts to advocate for safety, beautification and maintaining structures in the park.

Tremendous opportunities exist to support other stakeholders and canal communities. Through the generosity of our donors like you and volunteers, we are eager to act. Let's think outside the box or the towpath! Do you have any suggestions for projects and programs that the Association should consider funding and supporting? Museum exhibits, educational programs, wayside interpretation, infrastructure, and research are just a few ideas that have been suggested. We have volunteers and funding, it's time to reengage and build on the Association's long and storied history of success in meeting its mission.

Finally, a BIG thank you to those of you who completed the membership survey last fall. A full report will go out later this month but here are a few highlights:

Ages of members:

- 45 to 54 – 5%
- 55 to 64 – 15%

- 65 to 74 – 42.5%
- 75 and over – 37.5%

Suggested activities or programs:

- Increased outreach to those who do not currently use the park
- History of the canal
- More interpretive hikes that also include the canal towns
- Summer picnic where members and non-members can attend at no cost to learn more about the Association
- More activities with an emphasis on families
- Increased activities of all types in Western Maryland

Of the members who responded to the survey, 44% do not volunteer.

Reasons for not volunteering:

- Not able to drive far
- Over-committed to other organizations
- No longer drive at night
- Physically not able to help
- Do not like technology

I hope to see you, your family, your neighbor, or colleagues at one, some, or all the upcoming events. We will have a few new faces joining our efforts this year and would love to have more. Are you ready to give the gift of time and talent? Please consider serving to help with bylaws, public relations, and special projects to name a few.

With gratitude,

Tiffany

Consider Volunteering for Association Committees

Support is needed for Association committees. Committee support is essential to the operation of the Association and to contribute to the park. The **Bylaws** committee reviews all proposed amendments to the bylaws and determines if they are feasible if they are enacted. The committee makes recommendations about the amendments to the board and membership. The **Public Relations** Committee acts as a liaison with the membership, general public and the media. The **Sales Committee** defines, supervises, and manages the operation of the Association's merchandise sales, including on-line orders, festival booths, and special event sales. The **Special Projects** Committee manages the Association's campaign (fund raising, public education, and communication with public representatives) to achieve the current project goals.

Interested persons should contact the president, Tiffany Ahalt, at president@candocanal.org.

Treasurer's Report to the Membership

By Paul Lubell

I have been giving reports to the Board of Directors at our bi-monthly board meetings since June. It is now appropriate to communicate to the entire membership prior to our Annual Meeting, which takes place on March 25, 2023.

Since I assumed the position of Treasurer at our 2022 Annual Meeting, I have endeavored to make the following improvements in our financial processes. They are listed in chronological order.

- **Minimizing the Number of Checks Written.** A service that Truist (and many other banks) offer is bill payment. They will pay one's bill electronically if the recipient has the capability to receive electronic payments or will write a check on your behalf and mail it, all free of charge. I use the Truist service wherever possible.
- **Purchasing the Maximum Amount of I Bonds Allowed (\$10,000 each year).** \$20,000 worth has been purchased, which covers both 2022 and 2023. The interest rate received to date has ranged between 9.62% and 6.98%. Rates change May 1 and November 1 of each year and bonds must be held a minimum of one year and are guaranteed by the U. S. Government. There is a small penalty if cashed before being held for five years.
- **Improving the Reimbursement Process.** Expenses incurred on behalf of the Association are to be submitted by July 15 if incurred during the first half of the year and by January 15 of the following year if

incurred during the second half of the year. This is working well. I thank everyone for their cooperation. Reimbursements can be more frequent if desired.

- **Recommendations for Future Investments.** I am taking advantage of the present yield curve inversion. Currently, money market funds, which have no investment time qualification, are paying as much or more than one- and two-year CD's. I have moved \$101,000 from Truist to T Rowe Price and the interest rate received has increased from 0.01% to 4%. I have also obtained a 4% rate for a one year CD from Truist when a CD we owned matured in January and expect to get a similar rate when our other CD's mature in April. Presently, we are investigating the possibility of investing a portion of our funds in the stock market by purchasing mutual funds. My recommendation is that we not do this unless we expect that the funds will not be needed within the next three years.
- **Tax Filing.** The IRS started requiring that all Forms 990-EZ be filed electronically starting with the 2021 tax year. I do not have that capability but was able to utilize that of Richard Radhe, my predecessor, to file this tax return. For the 2022 return, I am using Simply 990, who will file my inputs for a \$90 fee.

Please contact me at treasurer@candocanal.org if you have any questions.

The Association Welcomes New Members

Dave Clark & LeeAnne Gelletly

David Gable

John Millar & Ann Thayer

Daniel Miller

Todd Nicely

Scott Parker

Dick Potteiger

Raymond Reott

Louis Robbins

Robert & Jean Smart

Membership Renewal Reminder

If you are not sure when your membership renews, look at the mailing label on this issue of Along the Towpath. Your membership has expired if "Membership expired Dec-2022" is printed on the label; please renew now. If the membership expiration date on the label is Dec-2023 or a later year you are up to date. In the event your membership has expired, this will be the last issue of Along the Towpath that you will receive until you renew.

Thank you for your continued support of our organization! If you have any membership-related questions, please contact Pat White, Membership Chair, at membership@candocanal.org.

Donors to Association Funds

November 1, 2022 to January 31, 2023

A – Nancy C. Long Aqueduct Fund

– 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.

C – The Cumberland

Repair and Maintenance Fund

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

D – Davies Legal Fund

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

R – Ken Rollins C&O Canal Fund

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

S – Rachel Stewart

Swains Lock Area Fund

– Funds improvements in 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.



Christopher F. Allison – *R*

Katherine T. Andrie – *A*

Catherine Ball – *R*

Kathryn A. Banfield – *R*

Kathleen L. Barber – *R*

Mary Bell – *D*

John & Janice Belz – *R*

Nancy L. Benco – *A, R*

James Biasco – *R*

Kathleen A. Bilton – *D*

Gerald Bloom – *D, R*

Dorothy Boerner – *A*

Todd & Judith Bolton – *A*

Steven Bralove – *R*

Artemus Brown – *R*

Robert Brown – *R*

Michael & Judith Bucci – *A, C, D, R*

Richard Busch – *D*

John Butler – *A, D*

Wayne Cerniglia – *R*

Galen & Sandra Clipp – *C*

Dr. Joel Cohen – *R, S*

Barbara A. Collins – *A, C, D, R*

Norman Cook – *R*

Joseph D'Amico – *C*

Emma Rose Dieter – *R*

Wendelyn M. Duke – *A, C, D, R*

Jack Ebersole – *R*

Joseph & Jane Eckels – *R*

Peter Eisler – *R*

Sharon Elliott – *D, R*

David F. Engstrom – *R*

Erie Canal Museum – *R*

Chiara Ferris – *C*

P. Jonathan Field – *A, C, R*

Kenneth S. Fisher – *R*

Robert Freer – *D, R*

John Frye – *A, C, D, R*

Carol Galaty – *R*

Erich Ganjon – *R*

Jane Godfrey – *R*

Eugene Granof – *R*

Douglas M. Hackett – *R*

Theresa E. Hallquist – *A, C, D, R*

Dorothy Harden – *A, C, D, R*

Donald H. Harrison – *C*

Martin L. Heavner – *C*

Judith Hecht – *R*

James & Janet Heins – *R*

Christopher C. Herrle – *A, C, D, R*

Robert M. Hibbert – *A, C, D, R*

Lynne Hottell – *R*

Ronald Howard – *C*

John Howe – *A*

Hardy Howell – *R*

William Craig Howell – *A, D, R*

Norman Hudson-Taylor – *A*

Maureen Jais-Mick – *C, R*

Elizabeth James – *D*

William James – *R*

James Johnson – *A, C, D, R*

Steven Johnson – *C*

Donald Juran – *R*

George D. Kennett – *A, R*

Thomas Knoerzer – *R*

Joseph Kochenderfer – *R*

John Kochowitz – *A*

Kelly Korreck – *R*

Fred Kreiger – *C*

Dennis J. Kubicki – *R*

Andrei Kushnir – *A, R*

Paul T. Langevin – *A*

Peter Laugensen – *R*

John League – *R*

Daniel Leubecker, III – *R*

Dr. George & Pamela Lewis – *A*
 Kristine Marames – *D*
 Linda & Michael Marmer – *A*
 Paul & Rita Marth – *A*
 Dorothy B. Mathieson – *R*
 William & Susan McAllister – *A, D, R*
 Kevin McCall – *R*
 Robert McManus – *R*
 Thomas Mears – *A*
 Wallace Meissner – *R*
 Robert Melchior – *R*
 Allyson B. Miller – *A, R*
 Edward Terhune Miller – *A, D, R*
 MaryAnn Moen – *C, D, R*
 Ronald Morgan – *R*
 Ronald Morith – *A, C*
 Thomas Myers – *R*
 Diana Niskern – *R*
 Russ Norfleet – Sierra Club
 Potomac Region Outings – *R*
 Linda F. Nosalik – *A*
 Thomas E. O’Dea – *D*
 Thomas & Linda Perry – *A*
 John Pescatore – *R*
 Richard P. Poremski – *A, R*
 Ned & Leni Preston – *R*
 Carol Purcell – *A, R*
 Kevin & Karen Rainey – *R*
 William E. Ravenscroft – *D*
 Farnum T. Reid – *A, D, R*
 Michael Reis – *A, D*
 Rodney & Pamela Rempt – *R*
 Craig Reynolds – *A, C, D, R*
 Robert Reynolds – *A, R*
 Donald B. Robertson – *R*

Hugh Robinson – *A, D, R*
 Beth Rogers – *R*
 Edward Rogers – *A, C, D, R*
 David Romanowski – *A*
 James A. Ronan, Jr. – *A*
 Lisa Rosenthal – *A, C, D, R*
 Jeffrey Sabotin – *D*
 Kathryn J. Schmidt – *R*
 Jan Schoonmaker – *R*
 Douglas Schwab – *C*
 Kurt R. Schwarz – *A, C, D, R*
 Jane Scoleri – *A*
 Raphael & Katherine Semmes
 – *A, C, D, R*
 Jan Sengers – *R*
 Michael Shallenberger – *A, D*
 Joe & Martha Shannon – *A*
 Michael Shaw – *R*
 Rima Silenas – *A, C, D, R*
 Bridget Sisson – *D, R, S*
 Leonard & Joyce Skoglund
 – *A, C, D, R*
 Jayme A. Sokolow – *A*
 Brenda Sparenborg – *R*
 Robert Stevens – *A*
 Edwin Stockham – *A*
 Mark Stover – *R*
 Diane Summerhill – *R*
 George Swisko – *D, R*
 Timothy B. Taylor – *R*
 Jean Toleman – *A, C, D, R*
 Caroline Triplett – *D*
 Arthur Y. Tsien – *R*
 Susan Ugelow – *R*
 Frank Valentine – *A, C, D, R*

Jim Waite – *R*
 Hilary Walsh – *D*
 Ralph Watkins – *C*
 Richard Webber – *R*
 Elizabeth Wessel – *R*
 Katrina Westendorf – *A, C, R*
 Kristine Wilson – *A, C, D, R*
 Mary Pat Wilson – *A*
 George Wyeth – *R*
In Honor of Bob Hibbert
 Stickley Painting – *R*
In Honor of Doug Zveare
 Garden Club of College Gardens – *R*
In Memory of Randy Astarb
 Jane & Norman Liebow – *R*
In Memory of Karen Gray
 Nanette Johnson – *R*
 Thomas Mears – *R*
In Memory of Gabriel Jacobs
 Joseph Howard – *R*
In Memory of Eric Larsen
 J. Scott Langston – *R*
 Marilyn Lefebure – *R*
 Phyllis F. Shantz – *R*
 Walter I. Waldrop – *A*
In Memory of Hal and Jane Larsen
 Anna E. Porter – *R*
In Memory of John D. Millar
 Rebecca M. Millar – *C*
 John Millar & Ann M. Thayer – *C*
In Memory of Roy Sewall
 Hilda Maibach – *D*

Help the Association – Make Payments Online

The Association website makes it easy to pay on-line using your credit card. Processing online payments is more secure and easier for our volunteers. You can renew your membership, purchase event meals or bus tickets, or make donations. We use PayPal to process our payments, but you don’t need a PayPal membership. You can use your credit or debit card. *Note – PayPal will encourage you to sign up. That is unnecessary. You can deselect the button “Save info and create your PayPal account.”*

worked with other historians and canal enthusiasts to research and publish canal history. Many of the resources Karen supported are published on the C&O Canal Association's web site. Karen supported numerous book projects, including the revision of the *Towpath Guide to the C&O Canal*. Another notable effort was her long-term contribution of articles entitled *Accompanied by the Past* for the C&O Canal Association quarterly publication *Along the Towpath*. This popular feature provided high-quality content about the history of the canal and its construction, operation and preservation.

Karen inspired many people and encouraged their efforts to research and document history. She felt documentation was of priceless value and strove for accuracy. Karen would never accept the risk of promoting inaccurate history – she would be the first to admit there were many aspects of the canal's history that we don't know or may never know.

The C&O Canal community has lost a valuable and beloved friend and advocate. We all thank Karen for her friendship and contributions. She will be missed.

Appreciation of Karen Gray

Steven Dean – I served as a level walker in the 1990s when Karen was the level walker chair. Little did I know I would someday follow her example as the level walker chair. She set the standard for the role. Her service as a level walker for over 40 years is a testament to her dedication and an inspiration to others. Working with Karen was both a privilege and an honor. As editor of *Along the Towpath* I always looked forward to her article – they were well written, properly documented, always on time and interesting. I am going to miss *Accompanied by the Past*. Karen also encouraged my study of the C&O Canal's culverts and with her support I learned so much about those treasures.

Karen participated in the small team that revised and reprinted the *Chesapeake and Ohio Canal National Historical Park Official National Park Handbook*. This was a large project that was executed by Ranger Dan Filer, Dward Moore, Karen and me. Karen's passion for accuracy and belief that the book would make a valuable contribution was a tremendous inspiration to the project. Karen gave 100% to that project, just as she did for countless other projects.

Jim Heins – I was proud to fill in as a board member for Karen for the remainder of her term. I really liked her. I recall a couple of things about Karen. Once I asked her if she knew the exact location where the first shovel of dirt was dug

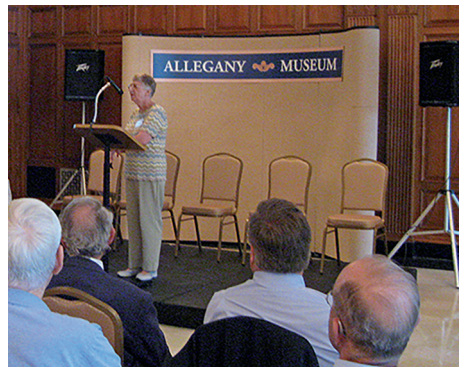
by President Adams. I explained I had been asked to install a wayside referencing it but had received several conflicting locations. I showed her the panel and she provided a discussion on that event, while pointing out that the wayside was incorrect. It was quite an informative and interesting talk, but she never did answer my initial question.

Another occasion was a few years ago when the NPS enacted a uniform code for volunteers that restricted wearing green pants on the towpath during volunteer activity. Karen had a favorite pair of green pants she often wore when hiking in the park. She said if a ranger approached her and challenged her while she was wearing those pants, she'd take them off right there and give them to the ranger. I have no doubt she would have!

Emily Hewitt – It was an honor to know Karen Gray. I started at the park as a seasonal ranger in Williamsport in 2009, and my supervisor, Curt Gaul, made sure that the seasonal rangers knew what a valuable resource Karen was as we developed our programs. It was a pleasure to share the halls of headquarters in Hagerstown when Karen was volunteering with Cultural Resources. I knew anytime I had a question Karen would be happy to take some time to talk with me. She was a kind soul with an uplifting smile.



Karen with George Lewis and Carl Linden during the 2011 Douglas Hike – Photo by Steve Dean



Karen speaking at the 2011 Transportation Forum in Cumberland – Photo courtesy of Rita Knox



Karen receives an award in 2013 from Superintendent Kevin Brandt and Volunteer Manager Emily Hewitt – Photo by Steve Dean

I would like to thank Karen for her service to the park and to the history of the C&O Canal. She will always be in our thoughts and in our hearts.

Bill Holdsworth – Karen set such a wonderful example of what a historian should be. I viewed her as the greatest and the preeminent expert on the history of the C&O Canal. Despite her achievements, she never rested on her laurels.

Karen never stopped researching the canal's history. She was always learning something new. She was committed to getting the history right. The scope of her work ranged from the lives of the canal's most humble workers to the legal machinations surrounding its closure.

At the 2021 World Canals Conference her presentation railed against “zombie history”; bad history we can't get rid of. In this case she was combating the idea that the B&O Railroad controlled the fate of the canal from 1890 onward.

Her regular *Accompanied by the Past* columns in *Along the Towpath* were a rich source of historical information. I know people suggested that they could be collected for publication in a book. She was opposed to the idea. “Oh, there are so many errors in my old columns,” she would say. She hated the idea that some of her (undoubtedly minor) errors could be perpetuated.

Even though she worried about errors that she might have made, the rest of us with an interest in the canal's history benefited tremendously from her work.

Rita Knox – Karen recently received the National Capitol Region NPS Hartzog Enduring Service Award. No one could be more deserving than Karen. When I think of all the ways in which she helped at C&O Canal NHP through the years, the list is very long indeed. During the 30 plus years that I worked at Cumberland, she was active there with the Lockhouse 75 volunteers, the Trails & Rails program and Canal Fest. Her activities included numerous talks and programs, park lecture series, research on a variety of exhibits, Paw Paw Tunnel events, special group tours, and more. Her work with

historic photos and items in the park library was invaluable to park staff. I am sure she helped staff members from Georgetown to Cumberland in many and various ways. Her many contributions through the C&O Canal Association added greatly to sharing the story of the C&O Canal, with her articles in *Along the Towpath* as one example.

I thank Karen for all that she has done for C&O Canal NHP and for her kindness and help that she always willingly shared with me. It was greatly appreciated and I was happy that she received that much deserved honor.

Blyth McManus – Karen's presence was a constant support for the park's efforts to serve researchers, staff, and the general public. At one point she mentioned that during the previous year she had fielded close to 300 requests for information. Her work aligned with the NPS mission to preserve resources “unimpaired” for the “enjoyment, education, and inspiration of this and future generations.” She did that every day!

Tim Snyder – It is no exaggeration to say that without Karen Gray, my book, *Trembling in the Balance: The Chesapeake and Ohio Canal during the Civil War*, might never have been published. Three different publishers expressed interest in the manuscript at one time or another, but for a variety of reasons, each one passed on it. Karen knew that I was looking for a publisher and was getting frustrated. One day, entirely out of the blue, she sent me an email stating that a small, independent publisher had visited the C&O Canal NHP library, where she was then volunteering, looking for park material to publish. She gave me the publisher's contact information and, within a year, the book was in print. Karen had also read an earlier draft, pointed out errors and provided many useful suggestions. She was also happy to read and provide feedback about articles for *Along the Towpath*.

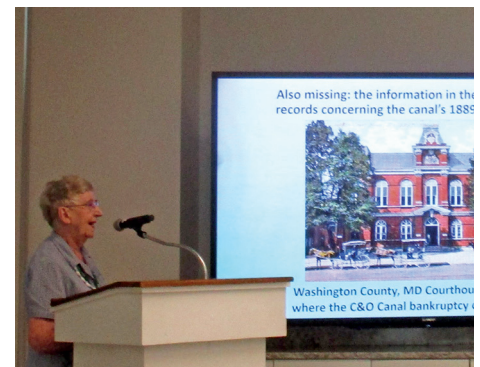
As many people know, Karen had genuine and never-ending thirst for the truth. Her intellectual rigor will be missed, but in her final weeks she provided information about the state of her canal research and a starting point for future researchers to pick-up the thread.



Karen with Steve Dean at a book signing at Cumberland for the C&O Canal Official National Park Handbook in 2015 – Photo courtesy of Rita Knox



Karen with William and Rita Bauman talking to Ranger Rita Knox at Ranger Knox's retirement in 2019 – Photo by Steve Dean



Karen speaking at the 2021 World Canals Conference – Photo by Lisa Hendricks

Across the Berm

By Steven Dean

Janet Heins

Janet Heins departed this life on February 22. She was a talented artist and worked as an art teacher for Montgomery County Public Schools until her retirement. She traveled extensively and visited all seven continents with her husband Jim. Her travels included hiking, rafting, snorkeling and sailing on cruise ships. Jan also loved music, and participated as a violinist with the Montgomery Symphony Orchestra.

Jan was an Association member from the mid-1990s to the present. She was a frequent attendee of Association hikes, dinners and other events with Jim, and was much liked and respected by all who knew her from the Association and the canal community. Jan was a long-time level walker on Level 5

(Lock 14 to Cropley) with Jim. Level 5 is one of the more heavily traveled levels and their diligence on the level kept it clean for park users to enjoy.

One of Jan's artistic efforts is in use today and will continue to be used indefinitely. In 2007, the Association sought to find a new logo that would be more easily printable than the historic Canal Company seal. Jan submitted a skillful and imaginative design that was selected by the Association. This logo is seen on the back cover of this and every issue of *Along the Towpath*. It also adorns books, pamphlets, artwork, shirts and numerous other Association products, and is recognized as the iconic logo of the Association. This is one of many fine legacies for someone who gave so much to the community.

Richard Stoll

Richard Stoll died on December 17. Richard was originally from New York and served in the U.S. Army. After his service he graduated from New York University with a degree in physics. He served in the U. S. Air Force during the Korean conflict. After his Air Force service, Richard worked for the federal government at various agencies, including the Department of Energy.

Richard was an avid supporter of the C&O Canal and joined the C&O Canal Association in the late 1980s. He strove to help others enjoy the C&O Canal and encouraged others to become active in the Association. He served as a level walker on Level 17, the Monocacy Aqueduct to Noland's Ferry level, for several years. He was a director in the Association from 1999 to 2006. Later he served on the Audit committee and on a Risk Assessment Committee. Richard was a popular figure on the towpath and participated in the 1994, 1999 and 2004 Thru-Hikes.

Don Juran recalls his friendship with Richard:

Richard Stoll served the Association long and well in multiple roles: level walker, Board member, auditor and no doubt others I'm unaware of. Rich was never one to boast.

He completed several through-hikes, always at a leisurely pace and pausing to explore interesting phenomena. His mind worked likewise, taking his time to examine every facet and nook and cranny of an issue. He also possessed a finely chiseled sense of humor.

Rich and I first became acquainted on the 1994 through-hike, but we really got to know each other well during the late 1990s when we both served on the Board of Directors. We always carpooled to the Williamsport meetings and enjoyed conversations about philosophy, politics, and computer programming.

I am honored to have had Richard Stoll as a friend and a colleague. May Anita and the family be comforted, and may his memory be for a blessing.

Gary Petrichick

We noted Gary Petrichick's passing in the December *Along the Towpath*. Don Juran offered the following additional appreciation of Gary.

Carol and I were profoundly saddened to read of the passing of Gary Petrichick. I came to know Gary on the 1994 through-hike and our friendship deepened on the 1999 and 2004 hikes. Gary was a warm, empathetic person who loved the park as he loved people. He served the Association long and well: as President

and Director, author of the pocket guide, and hike-master for the 1999 through-hike. He was a perpetual source of wisdom and wit.

One afternoon early in the 1994 hike, I claimed the last flat spot at that evening's HBO—reluctantly, because of the Virginia bluebells underneath that would not survive the night. "Don, if it were the other way around," reassured Gary, "the bluebells would have no qualms about crushing you."

Gary was truly a mensch. May Nancy and his family be comforted, and may his name be for a blessing.

2023 Douglas Hike Reunion and Dinner

By Jonnie Lefebure

This year's hike will commemorate 69 years since Chief Justice William O. Douglas organized and led the 14-day through-hike that helped save the canal. Plans were afoot in the early 1950s to pave over the canal with a parkway. Justice Douglas challenged the parkway supporters to hike with him to appreciate the beauty, history, and restorative nature of visiting the canal. The C&O Canal Association will celebrate the original hike on Saturday, April 29.

This year hikers will assemble in the Rileys Lock (Lock 24) parking area in Seneca. From there they will be shuttled downstream for three hikes of varying lengths.

Long hikers will begin their 10.6-mile trek at Old Anglers Inn, Mile 12.2. Just above this point along the rock face on the berm side, hikers can see intense folding in the rock layers that was made visible during canal construction. Also above this point the canal enters Widewater, which is an ancient river channel that engineers used for this part of the canal. From the downstream end of Widewater to the Great Falls Tavern, hikers will pass six locks and a stop gate. The stop gate was rebuilt in 2009 to control flooding and resembles a covered bridge. Just below the stop gate hikers can take a short side trip to Olmstead Island for a magnificent view of

the Great Falls of the Potomac. Hikers can also tour the Great Falls Visitors Center. The trip to Swains Lock (Lock 21) from Great Falls is a pleasant walk on a spring day, though it will be busy on a Saturday.

Medium hikers will be dropped at Swains Lock, Mile 16.6, for a 6.2-mile return hike to Rileys. Hikers will pass the crossover of the Washington Suburban Sanitary Commission filtration plant. Hikers will also pass Culvert 25 with a 20-foot span allowing Watts Branch to pass under the canal. Walkers who choose to visit the culvert may note the etching on some of the spandrel wall stones.

Short hikers will be shuttled to Pennyfield Lock (Lock 22), Mile 19.6, for a 3.2-mile trek to Rileys Lock. Hikers will pass over Culvert 30, Muddy Branch, with a 16-foot span. A boat ramp is on the upstream end of the culvert, and canoeists and kayakers can sometimes be seen passing through the culvert. At Mile 21 the ledges of Blockhouse Point can be observed on the berm. As hikers approach Violets Lock a historic sandstone mile marker can be seen a few feet back from the towpath. Violets Lock (Lock 23), at Mile 22.1 is adjacent to Inlet Lock 2. The remnants of Dam 2 can be seen in the river. Hikers will continue a short distance Rileys Lock.



Rock formations exposed by canal construction can be observed along the berm below Widewater – Photo by Jonnie Lefebure



The historic Mile 22 marker is visible just below Lock 23 – it is marked “22 MILES TO W. C.” – Photo by Steven Dean



The stop gate below Great Falls was restored in 2009 – Photo by Jonnie Lefebure



Lock 22, Pennyfield, is a picturesque spot along the canal – Photo by Steven Dean

They will be able to note how the Seneca Aqueduct adjoins Lock 24; the only such structure on the C&O Canal. Be sure to take a look at the new picket fence at the lock house that the Association's Volunteers in Parks team rebuilt in 2022.

Following the hikes, registrants will enjoy a happy hour, dinner, and a canal related presentation at the Upper Montgomery County Volunteer Fire Department in nearby Beallsville, Md. The presentation will feature author James Rada, Jr., who will tell forgotten stories about the C&O Canal.

Overview

Long Hike – Meet at the Rileys Lock (Seneca) parking lot. The bus departs promptly at 10:00 a.m. Walkers will be dropped off at Old Anglers Inn to start a 10.6-mile hike. Rileys Lock is at 13015 Rileys Lock Road, Poolesville, Md.

Medium and Short Hikes – The bus departs promptly at 12:00 p.m., also from Rileys Lock. The medium hikers will be dropped off first at Swains Lock Road for a 6.2-mile hike. The hikers will disembark and walk 4/10 miles down the road to the lock house because the bus is unable to turn around in the small lock house parking lot. The short hikers will be dropped off at Pennyfield for their 3.1-mile hike.

The bus service free to hikers. Shuttle service is being donated by the Calleva River School at Rileys Lock. Registration is not required, but if you anticipate a large group (more than four people) please contact the program coordinator. Hikers will sign an Association waiver before boarding. Food and water are not provided; bring a bag lunch and a beverage.

Dinner – We will gather at 4:30 p.m. at the Upper Montgomery County Volunteer Fire Department at 19801 Beallsville Road, Beallsville, Md. for happy hour. Dinner will follow at 5:30 p.m. Dinner main course options are roasted turkey or vegetarian lasagna. **Indicate dinner option choice when registering.** Side dishes include tossed salad, scalloped potatoes, pasta salad and mixed vegetables. Please register using the methods described on this page. Dinner and happy hour cost \$30 per person. Happy hour is only available to persons who register for dinner. Registrations are required by April 15 and refunds or additions are not available after that date.

Contact Jonnie Lefebure (programs@candocanal.org) for further information or if detailed directions are required. Registration information and links for accessing directions on your mobile device are provided on this page.

Register for the Douglas Hike and Dinner One of Three Ways

1. Register on-line on the Association's web site by April 15. Use the QR code to the right or visit candocanal.org/23douglas/ for direct access to the registration site.
2. Download a registration form from the Association's web site at the same link, complete and mail with your check. *Mail registration in time to be received by April 15.*
3. Send a letter with the below information and your check to the below address. *Mail registration in time to be received by April 15.*

C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366.

Number of turkey dinner guests: ____ X \$30 = ____ List names

Number of lasagna dinner guests: ____ X \$30 = ____ List names

Total amount paid: ____



Directions to Hike and Dinner Locations

1. Open the camera app on your phone or tablet.
2. Hold your device so that the desired location's direction QR code to the right appears in view.
3. Tap the notification over the QR code to open Google Maps.
4. Within the app select Directions to enable navigation guidance.



*Hike Meeting Point –
Rileys Lock*



*Dinner and Happy Hour –
Upper Montgomery County VFD*

Also join us in Little Orleans for the President's Lunch on June 3! See details in calendar.

Hagerstown's Kiwanis Park – Site of an Attempt to Build a Canal on Antietam Creek

By Steven Hatleberg

The Potomac Canal Company was founded by George Washington in 1785. The company was given the power of eminent domain by the Maryland legislature. It could condemn land along the Potomac River in order to build locks for navigation and then charge tolls on boats using their improvements. In 1812 the Potomac Canal company planned a series of locks along the Antietam Creek to act as a feeder system for their completed canal works on the Potomac River. The Antietam canal system was envisioned as locks built into already existing mill dams. This canal system would use the impounded water behind the mill dams as stepping stones for boats to ascend and descend the creek. In all, twenty-one locks were planned for the Antietam canal system.

Thomas Harbaugh was the carpenter hired to build the Antietam canal. Merchants and farmers along the canal agreed to finance the construction with a \$20,000 bond issued through the Hagerstown bank. A functional boat race and locks were completed at Funkstown. Boosters of the canal project sponsored a trial run through the new locks. The results were reported:

... the company built two locks, and connected the two mill dams by digging a canal some eight hundred feet long. The boat, which was about one hundred feet long, gondola shape, sharp at both ends, without a deck, was loaded with one hundred twenty-five barrels of flour, passed safely through the canal and lock, but was wrecked while passing into the lower dam, and the cargo became a complete loss. This accident so discouraged the company that the project was abandoned.

The actual demise of the Antietam canal project was cost-overruns, not the boat accident. Issuers of the bonds stopped paying their coupons when it became evident that the Antietam canal could not be completed with the subscribed funds.

Construction on the Antietam canal was suspended in 1813, 1814, and in 1815, then abandoned in 1817. In 1818 Thomas Harbaugh wrote a report on the attempt at canal building on the Antietam Creek. Harbaugh identified



Potomac Canal Company lock at Henry Shaffer's Mill in Funkstown – Western Maryland Room, Washington County Free Library, Hagerstown, Md.



Early Cargoes Down the River –

The hardy settlers looked to the river for transportation down tributaries and the main stream in narrow, shallow-draft, hand-hewn boats hauling flour, whiskey, furs, tobacco, even pig iron, to markets below. Channels were blasted through and around rapids. In 1802, the Patowmack Company finished a canal with six locks at Great Falls, but floods and long summer droughts made this uncertain and unprofitable.

– Tim and Vernell Doyle; Garnet Jex illustration **Early Cargoes Down the River**, Sharpsburg Historical Society, Sharpsburg, Md.

19 sites where mill dams could be fitted with locks, allowing boats to navigate the creek. Refer to the table below for a list of the sites. He began with the site furthest upstream, at Rock Forge, site of the Hughes brothers iron forge. As he descended the stream, he identified the mill owners he would be working with. The ninth site was a mill owned by John and George Harry. It was the closest site to the city of Hagerstown, which was about one mile away.

Harbaugh reports that the canal leading to the lock had been excavated, the stone sill for the lock had been placed, the wooden lock gates were constructed, and the ironwork to hang the gates was done. The pieces of the lock at this site were completed; they only needed to be assembled when work stopped due to a lack of funds. He also noted that some of the local people had taken the stone left at the site. He felt that they should be charged for it.

Mill Owner and Type	Miles from Previous	Dam Fall (ft)	Proposed or Constructed Navigational Structure	Lock Lift (ft)	Side of Creek
Col. Daniel Hughes – Rock Forge – near Penn. border	–	10	Proposed canal around darn and past obstructions for 400 yards below – proposed a lock	15	East
Christopher Burckhart [Burkhart] merchant and sawmill	1 1/2	5 1/2	“Commenced” canal and lock	5 1/2	West
John Russell – merchant mill	1	4 1/2	Proposed 1/2-mile canal and lock cut below mill	8 1/2	East
Christian Lantz – merchant mill	1	4	A “long canal” and lock	8 1/2	East
Col. Daniel Hughes – forge, furnace & mills	2	12	Proposed to widen existing race – noted obstruction between here and Rock Forge Dam – proposed a lock	12	East
Jacob Rohrer – merchant mill and sawmill	2	6	Proposed to widen mill rack and place lock at “end of mill”	6	East
Jacob Rohrer – merchant mill	2	4	Proposed canal and lock	7	East
Henry Miller – paper and sawmill	1	4	Proposed lock and canal - stone cut for lock	4	East
Messrs. John & George Harry – one mile from Hagerstown	2	5	Canal and lock seats dug out – stone cut – gates, sills and iron made but wood and iron items not at site	6	East
Gerhart Buckwalter – sawmill	3/4	3	Proposed a lock – dam was built during the Antietam work	3	East
Henry Shafer – merchant mill, sawmill & factory, at Funkstown	1 1/2	7	300-ft, 17 ft-wide canal and lock “all finished” – walls support bridge for “the main street of Funkstown”	8	East
Christian Bashler [Boerstler] – small powder mill & woolen factory	1/2	1	Proposed only a “sluice gate” due to small fall (i.e. no lock)	1	
Messrs Clagett – merchant mill and sawmill	1 3/4	6	Proposed following the proposed following the right with a long canal and lock	8	West
John Sharrer – merchant, saw & hemp mills	1 1/2	6 1/2	Proposed a 150-yard canal and lock	8	West
Benjamin Emmert	4	3 1/2	Proposed a lock here if no long canal built past Chaney Falls (see next) – dam built after Antietam effort began	3 1/2	West
Col. Daniel Hughes – no dam then – at Chaney’s Falls	1/2	9	Proposed canal and lock, beginning at Emmert’s dam and going past falls. Or, a 126-ft. dam could raise water to Emmert’s, and then a canal and lock be built around the dam	9	East
John Shafer – merchant mill & sawmill	2 1/2	9	Proposed to make mill race into a canal and lock	9	West
John Booth – merchant mill & sawmill	1 1/2	8	Proposed to make mill race into a canal and lock	8	West
Possible new dam, lock and canal between existing dams			“It might be well to add ... another lock and canal between Booth and Mumma’s Dams	6	
Jacob Mumma – merchant mill & sawmill	7	9	Proposed “perhaps ... the shortest canal” and lock here – stone cut for lock	9	West
Messrs McPherson & Brien – forge, furnace, “etc.” [Antietam Iron Works] – 350 yds from mouth of the creek	4 1/2	12	Proposed to convert race to a 150 yard canal and build two locks – “works commenced,” but not completed-dug out lock seat and set the lower sill – cut stone for works and built some walls – made sill for second lock	19 1/2	East
Total	38 1/2		“21 locks and 1 sluice gate” Total fall between Penn. border and Potomac, including stretches with no dammed slack water = “224 feet”	164 1/2	

*Information from Thomas Harbaugh's Memorandum of the Antietam Creek in the Potomac Company records.
From Navigation on the Upper Potomac River and Its Tributaries by Dan Guzy. 2nd Edition, Western Maryland Historical Library*

John and George Harry were brothers, grandsons of Mathias Saylor who had patented the 300-acre farm “Saylor’s Delight” in 1762. The farm was inherited by their uncle, Peter Saylor Sr. when Mathias Saylor died in 1785. Three of Mathias Saylor’s daughters, including John and George’s mother Mary Elizabeth Saylor, married three brothers from the Harry family. Jacob Harry (1756-1808) and his wife Mary Elizabeth Saylor (1758-1808) had eight children, including John and George. Jacob Harry, father of John and George, was a tailor and hat maker in nearby Hagerstown. He died in 1806. Mary Elizabeth Saylor Harry, mother to John and George, died in 1808. On his eighteenth birthday, December 26th, 1808, John Harry, now orphaned, was allowed to select his guardian. He chose his older brother George. John Harry became a hat maker like his father. He served as a Sergeant in the War of 1812. He sold his interest in the mill prior to moving to Ohio in 1824.

The farm inherited by John Harry’s uncle, Peter Saylor Sr., was adjacent to the mill. The farm complex had a large timbered farmhouse and a barn. Peter Saylor built a small limestone house sixty yards away from the log house right around the time that the Antietam canal was being constructed. The Saylor farm was sold to Johnathan Hager, a miller from Hagerstown, after Peter Saylor’s death in 1835.

The Saylor farm complex was part of a larger area developed as an industrial park in 2007. The developer gave a seventeen-acre parcel to the city of Hagerstown. This parcel has been made into the Kiwanis park. It is the only city park with water access for recreational boating. Kiwanis Park has a public boat ramp on the Antietam Creek. The boat ramp is across the stream from where the Potomac Canal Company began building a canal over 200 years ago. The large log farmhouse was sold, taken down and then reassembled on the Conococheague Creek near Mercersburg, Penn. The log farmhouse was located near the boat ramp in Kiwanis Park. The small limestone house has been a restoration project for the Historical Trust of Washington County. The limestone house has a restored summer kitchen and breezeway that can act as a pavilion. The Saylor house summer kitchen and breezeway are available as an event space by contacting the Washington County Historical Trust at info@wchistoricaltrust.org.

Reference:

Dan Guzy, *Navigation on the Upper Potomac River and Its Tributaries*, C&O Canal Association, 2008, www.candocanal.org



Above – Kiwanis Park Boat Ramp on the Antietam Creek – Photo by Steven Hatleberg
Below – 1779 Saylor Farmhouse – Photo by Douglass Reed



Above and below – Restored Saylor House – Photos by Ann Aldrich, Courtesy of the Washington County Historical Trust



Along the Towpath, March 2023



Pedal, Paddle and Hike

By Trent Carbaugh

Tonoloway Creek Aqueduct and Environs

Mile 122.50 to 122.59, Hancock, Maryland

I can unabashedly say that Tonoloway Creek Aqueduct is one of my favorite structures on the C&O Canal. It's odd, which always gets my attention, and it had problems early in its working life. The problems and their solutions are a testament to the skill of the engineers and builders that solved these potentially catastrophic problems.

The aqueduct is in a well kept short section of the C&O Canal and is just on the downriver side of the town of Hancock, Maryland. There are a series of interesting structures in this short area of the canal as well as a restored 18th century house, the Bowles House, which is an occasional National Park Service visitor center.

Tonoloway Creek Aqueduct (also known as Great Tonoloway or Bowles Aqueduct) is unique in being the only asymmetrically arched aqueduct on the canal. This was done due to the difficulty of the steep rocky terrain at the mouth of Tonoloway Creek. The creek narrows between two red shale, siltstone, and sandstone bluffs just before entering the Potomac. The downstream side is higher than the upstream bluff. Robert Brown was the contractor who built the aqueduct and completed work in the summer of 1839. Originally a timber waste weir was built into the downstream side of the aqueduct stonework to allow water to be drained into the Tonoloway Creek as well as adding a measure of flood control. This weir was later replaced by a concrete weir structure.

Due to structural issues with this aqueduct, it was modified within a few years of its construction. Because of the uneven load on the arch and the qualities of the stone available for building, compression fracturing was an issue. Compression fracturing in stonework occurs when the cut stone is not



Above – Tonoloway Aqueduct from the Potomac

Below – View from the upstream side of the aqueduct

All photos by Trent Carbaugh



Above – Some of the intricate structural steel support structure under the aqueduct's single arch

Below – The wooden walkway across the aqueduct that approximates the early repair



strong enough to take the weight of the stone above it. Part of the problem was uneven loading due to the non-symmetrical arch; one side had to handle more of the weight distribution than the other. On a symmetrical arch, pressure is evenly distributed downward onto a pier or end wall, in effect making the arch stronger than its constituent parts. To alleviate this problem, some stone was removed on both the towpath side and the berm side to lighten the load on the arch. The stone was replaced with a timber wall on both sides to retain water and a wooden walkway was added on top of the river side wall to serve as the towpath. Concrete was used as an early repair to the aqueduct's prism's floor to add strength.

Structural issues still plague this unique aqueduct. The National Park Service installed extensive steel bracing in 1979-80, with timber used as padding. This support structure in its complexity is almost as impressive as the original stonework of the aqueduct.

Just downstream from the aqueduct, at Mile 122.59, is Lock 52. This lock was built by contractor William Storey in the fall of 1838. The lock and its bypass flume, built of limestone, are in good shape and a limestone wall connects the lock to the aqueduct on the towpath side. From the modern

walkway on top of the lock you can get a good idea of how everything worked. From this same vantage you can clearly see the drop in elevation from Lock 52 to Lock 51. On the river side of the towpath, there are remains of a stone structure that may have been a small store that operated from 1865.

The Bowles House, Mile 122.85, circa 1780, is a stately colonial brick house that has been restored and occasionally serves as a seasonal visitor center. It is known for the rocking chairs on the porch. Originally a one story house built on a parcel of land known as "Sarah's Fancy" deeded to the Yates family by Lord Baltimore in 1775, the parcel was sold to the Bowles family in 1875.

Lock 51, at Mile 122.96, was also built by William Storey in the fall of 1838. On the river side of the lock are the remains of the one and a half story lock keepers house. The 18 by 30 foot limestone and red shale stone lock house had a stone foundation on a full basement. The wooden floors and support beams and roof no longer exist, but the central chimney with two opposing fireplaces remains.

If you have a good imagination and squint a bit, it's easy to imagine the canal operating in its heyday anywhere along this section: Lock keeper Rowland manning the locks,



Above – A waste weir is built into the aqueduct structure on the berm side

Below – Some of the original wrought iron railing can be observed on both ends of the aqueduct



Above – A fine view of the Potomac River is visible from the aqueduct walkway

Below – The view of the canal prism looking upstream from Lock 51 towards the TonoLOWay Aqueduct



children running around, mules braying, and the canal boats making their stately passage on the water.

A little more than a mile to the west is the Town of Hancock, with all of the amenities that a weary modern towpath traveler might need. Plus there is a good bike shop for repairs and rentals and a boat ramp and picnic area at Mile 124.33. The Western Maryland Rail Trail and the C&O Canal parallel each other closely in the area and a pleasant evening biking or walking loop can be done from either end.

You can start at the Bowles House parking lot or the Hancock parking lot, travel one way on the C&O and go back on the rail trail or vice versa. Along the rail trail you can see some of the remaining railroad infrastructure used to load apples from the extensive orchards which the Hancock area was once famous for.

References:

Towpath Guide to the C&O Canal, Thomas F. Hahn, 2015, Harpers Ferry Association

Historic Resource Study: Chesapeake and Ohio Canal, Harlan Unrau, 2017, National Park Service



Lock 51



The Bowles House, just across from Lock 52



Tonoloway Creek upstream from the aqueduct



Rope "burns" on the edge of Lock 52



A beaver slide on Tonoloway Creek. The entire area between the creek and Hancock is a good place to see wildlife, herons in particular like this area. One day I saw a river otter swimming under the aqueduct.



The beautiful stone work on the back basement door of the house near Locks 51 and 52. The mix of red shale and limestone blocks used to construct the house.



A view from the towpath entering the town of Hancock

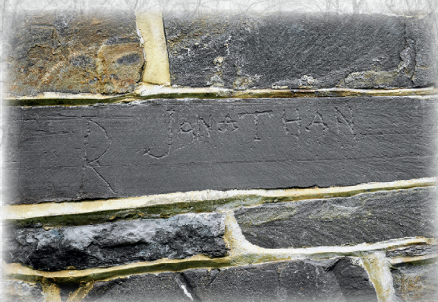
Personal History

One of those things I find fascinating about history is when we find those little personal details of individual people's lives. Mr. Upton Rowland was the lock keeper of both Lock 51 and Lock 52 from 1840 to 1848. Mr. Rowland must have been proud of his job, or possibly quite bored, as his name or initials are carved on stones on the front of the house in several places.

On a stone between the door and window "Upton Rowland March 29 1843" is inscribed. "D Rowland+AD" and "Upton Rowland March 29 1843" are inscribed on other parts of the house. "R Jonathan" (left) is also inscribed on the front of the house.

An inscription "Upton Rowland+ March 29+ 1845" is below a front window (right).

A very typical styled 19th century decorative carving "D-R-1843" is shown to the right. This inscription has a decorative "X" border with chiseled stars surrounding the initials and the date. The carver used the natural light color concretion on the face of the stone to enhance the carving.



Murder on the C&O Canal

By Rod Mackler

On October 12, 1964, Mary Pinchot Meyer was murdered on the C&O Canal towpath. She was shot twice at close range at midday. A suspect was arrested, tried and acquitted. Who was Mary Pinchot Meyer and why was she murdered?

Mary Pinchot Meyer was murdered between Foundry Branch (Mile 1.5) and the Incline Plane (Mile 2.3), that is, at approximately Mile 1.7. There is an orange steel pipe standing slightly askew there by the towpath, with a sticker reading: “Mary Pinchot Meyer Memorial Marker.”

The towpath, the whole C&O Canal for that matter, was a different place in the 1960s in the decade before it was declared a National Historical Park. It was a wilder, more rustic place than the wider towpath of today, a broad and relatively smooth path built for NPS law enforcement and maintenance pickup trucks. Likewise, Canal Road, along the other side of the canal prism, must have been quite different from the commuter road we see today.

Mary Pinchot was born in New York City, the child of wealthy, left-leaning parents. She grew up in a cottage at Grey Towers, a mansion outside of Milford, Pennsylvania, overlooking the Delaware River. The mansion was built by her grandfather in the style of a French chateau, reflecting the Pinchot family’s French origins. Mary’s uncle, Gifford Pinchot, was a conservationist, politician, a friend of Theodore Roosevelt, twice elected governor of Pennsylvania as a progressive Republican, and the founding director of the National Forest Service. Gifford Pinchot died in 1946 and his wife Cornelia Bryce Pinchot in 1960. After their deaths, in 1963, their son, Gifford Bryce Pinchot, donated the house and 102 acres of land to the Forest

Service. It became known as the Grey Towers National Historic site and is the only national historic site managed by the Forest Service. The grounds are open to the public year-round and the house seasonally, during Memorial Day through October.

Mary Pinchot was educated at the Brearley School, a New York City prep school, and at Vassar College. At the end of World War II, Mary Pinchot met Cord Meyer, a Marine Corps lieutenant who had lost an eye in the Pacific Theater. They married in April 1945. They were both idealistic leftists, who believed in pacifism and world government. Both were investigated by J. Edgar Hoover’s FBI. They attended the San Francisco conference on the founding of the United Nations in 1945; he on the staff of Harold Stassen, she as a journalist for the North American Newspaper Alliance. Despite his leftist views, or maybe because of them, Cord Meyer was recruited by the CIA. He worked his way up through the CIA ranks, until he was coordinating front organizations, being station chief in London, and running the Radio Free Europe and Radio Liberty programs.

Mary and Cord Meyer had three sons; the middle son was killed by an automobile as he was crossing Dolley Madison Boulevard in McLean. The Meyers filed for divorce in 1958. She got custody of the two surviving boys, but he got control of their schooling. Both sons were away at boarding schools when she was murdered.

After her divorce, Mary Pinchot Meyer moved to Georgetown, to 1523 Thirty-Fourth Street, NW, where she became a painter and worked in a studio attached to the garage behind the home of her sister, Antoinette “Tony” Pinchot



Mary Pinchot Meyer at John F. Kennedy’s 46th birthday party on the presidential yacht Sequoia, 29 May 1963. Photo by Robert L. Knudsen, official White House photographer. (John F. Kennedy Library – Public domain.)



Towpath and canal at the scene of the crime, about Mile 1.7 – Photo by Rod Mackler



Towpath view downstream from the scene of the crime. The towers of Healey Hall on the Georgetown University campus are visible in the background – Photo by Rod Mackler

Bradlee and brother-in-law, Ben Bradlee, then the head of Newsweek's Washington Bureau. The Bradlee's home was just a couple of blocks away at 3321 N Street, NW.

In her painting, her work resembled Kenneth Nolan (also a lover after her divorce) and others in the Washington Color School movement. Mary Pinchot Meyer often took a walk on the towpath during breaks from her work. On the fall day of her murder in October 1964, she worked in her studio in the morning. She wiped the paint from her hands and walked down 34th Street to the canal. She passed the site of the Francis Scott Key house, which had been razed in the 1920s for the construction of the bridge that bears his name. She crossed over the mule cross-over bridge and turned right on the towpath between the canal and the river. After passing the ruin of the Alexandria Aqueduct and the green shingled Washington Canoe Club, the canal becomes more rural.

Mary Pinchot Meyer was attacked about a half-mile beyond the Washington Canoe Club, out of the commercial heart of Georgetown. She was shot once in the head and again in the back, with the bullet piercing her aorta. There were two witnesses to the murder, mechanics from the Esso gas station at the end of Key Bridge where M Street NW becomes Canal Road. They were servicing a stalled Rambler on Canal Road, across the canal prism and a low stone wall from the towpath. They heard the first shot and one of them got to the wall in time to see the struggle and the second shot. They got in their truck, returned to the gas station and called the police. The police responded quickly, sealed the main exits from the towpath and arrested a man near the river below the scene of the crime. The park drained the canal, by shutting Inlet 1, to search for the murder weapon. It was never found in the canal or in the river. An NPS engineer designed the map used as a visual for the prosecution, but the



Mary Pinchot Meyer Memorial marks the spot where the first shot was fired – All photos this page by Rod Mackler



1523 Thirty-Fourth Street, NW, in Georgetown, where Mary Pinchot Meyer lived in 1964. After her death, her ex-husband Cord Meyer lived in the house.



Mary Pinchot Meyer's studio, attached to the garage of her sister and brother-in-law, in the alley behind 3321 N Street, NW.

mapmaker was not familiar with the terrain; specifically, he did not know there were social paths and exits in the area in addition to the ones marked on the NPS maps. The accused was tried, but the jury acquitted him for lack of evidence.

The motive for the murder was never established. The official version was that Mary Pinchot Meyer was killed in a botched sexual assault or robbery attempt. She had no money or identification on her at the time, merely a tube of bright red lipstick: *Cherries in the Snow*. The alternative scenario, the favorite of conspiracy buffs, is that she was assassinated by the CIA to stop her from revealing her relation to President Kennedy. The National Archives late last year (December 15, 2022) released thousands of additional, previously classified documents concerning the JFK assassination. None of these documents shed new light on her murder. In fact, since many documents remain classified, and since the CIA and FBI were able to prevent the declassification of certain documents and to redact others, it is not surprising that this document dump did not include anything new on the murder of Mary Pinchot Meyer. For the purposes of this article, we will not speculate one way or the other.

That Mary Pinchot Meyer and John F. Kennedy were intimate is not in doubt. The White House logs show that she visited the Presidential mansion 15 times in 1961–1963, invariably at times when Jackie Kennedy was out of town, and the gate logs likely do not include all the possible visits. A love letter from JFK to Mary (a letter that was held by presidential secretary Evelyn Lincoln and never delivered) fetched nearly \$89,000 when sold at auction in June 2016.

Mary Pinchot Meyer and Antoinette Pinchot Bradlee (as their names appear on their tombstones) are buried with their parents, siblings, paternal grandparents, and Mary's middle son

at the Pinchot family mausoleum in the Milford (Pennsylvania) Cemetery. Benjamin Crowninshield Bradlee is buried in the Oak Hill Cemetery in Georgetown, up the hill from where he and the Pinchot sisters lived in 1964. According to the cemetery superintendent, his widow, third wife Sally Quinn, holds a party for him on the lawn in front of the mausoleum every fall on the anniversary of his death, October 21, 2014. Cord Meyer died in 2001 and is buried in Arlington National Cemetery.



Above – the lawn in front of the Benjamin Crowninshield Bradlee Mausoleum, Oak Hill Cemetery, Georgetown

Right – 3321 N Street, NW, home of Ben and Tony Pinchot Bradlee in 1964. – Both photos by Rod Mackler



So the murder remains a mystery. The monument to the murder is also a bit of a mystery. A white cross was erected immediately after the murder, replaced at some point by the orange pipe. It is certainly not an official NPS marker. Who placed it there and why does it remain on the C&O Canal towpath?

References:

Bradlee, Benjamin C., *A Good Life: Newspapering and Other Adventures*, Simon & Schuster, New York, 1995. Especially pp. 254-260.

Burleigh, Nina, *A Very Private Woman: The Life and Unsolved Murder of Presidential Mistress Mary Meyer*, Bantam Books, New York, 1998.

Janney, Peter. *Mary's Mosaic: The CIA Conspiracy to Murder John F. Kennedy, Mary Pinchot Meyer, and Their Vision for World Peace*, Skyhorse Publishing, New York, 2012.

Shapiro, Ian. *JFK's last birthday: Gifts, Champagne and Wandering Hands on the Presidential Yacht*, *The Washington Post*, May 26, 2017.

Hancock Trails Day Celebration

The Potomac Appalachian Trail Club will celebrate the third annual Hancock Trails Day starting at 8 a.m. on Saturday, June 3, 2023 in Hancock, Maryland. The Town of Hancock itself is designated as Maryland's only official "Trail Town." Six trails pass through Hancock: the 185-mile Chesapeake and Ohio (C&O) Canal Towpath, which follows the Potomac River from Washington, D.C. to Cumberland, Md.; the 250-mile Tuscarora Trail, that connects and parallels the Appalachian Trail from Shenandoah National Park to Duncannon, Pa.; the Western Maryland Rail



Trail, 28 miles of shared-use rail trail connecting Fort Frederick State Park and Little Orleans, Md.; the 6,800-mile American Discovery Trail; and the 1,600-mile Great Eastern Trail.

Trail and hiker related organizations, speakers, vendors and activities will be featured. An event schedule with additional information can be found on Facebook at **ClubPATCPage** or our website at patc.net (QR Code). Be a part of "what went down in the Trail Town" this year!



Volunteers in Parks

By Jim Heins

The VIPs Anticipate Another Active Year

The most important project is the upcoming Second Annual Canal and Riverside Cleanup. This event will be held on Saturday, April 15 from 9:00 a.m. to 12:00 p.m. Last year, the board approved our establishment of this canal-wide event. However, simply approving such an activity is easy. Having it become a successful event requires involvement of Association members by their participation and help.

The goals of the cleanup are to (a) support as many sites up and down the canal as possible, (b) make the park a cleaner and more inviting place for visitors, and (c) be a means of advertising our association and a way to seek additional membership. Last year, we were able to support sites at the following locations:

- | | |
|----------------|--------------------|
| 1. Fletchers | 6. Pennyfield Lock |
| 2. Carderock | 7. Violettes Lock |
| 3. Anglers | 8. Rileys Lock |
| 4. Great Falls | 9. Edwards Ferry |
| 5. Swains Lock | 10. Dam 5 |

We also supported a group working on the area at the American Legion Bridge.

Each of these sites requires having a site leader present to operate the site on the day of cleanup. There is a fair amount of preliminary work involved in setting this up, including

coordinating with the park and working with groups such as the Montgomery County Public School System, the Montgomery County Volunteer Center, the Alice Ferguson Foundation and working with the hundreds of the volunteers who express interest in helping.

Except for a few great members who help each year, we have very little physical support from the Association. *We need members to support our efforts.* It would be very helpful if more folks stepped forward to:

- Be site leaders
- Identify areas along the canal that could use such a cleanup
- Offer suggestions on how to get the word out to areas not now covered, seeking volunteers
- Simply volunteer to help clean-up on April 15

If the clean-up doesn't interest you, perhaps you can consider some of our other efforts. Other anticipated VIP projects this year include:

- Installing additional benches
- Improving our picnic table repair project
- Continuing with the stewardship at Swains
- Working with the park to rejuvenate our GMC – Garlic Mustard Challenge

Contact me at vip@candocanal.org to volunteer. We hope we see some of you out there this year!

Renewing the Garlic Mustard Challenge

By Layne Strickler, C&O Canal NHP

The C&O Canal National Historical Park is hosting a garlic mustard challenge and is seeking motivated volunteers to participate in long-term management of this invasive weed. Garlic mustard is a biennial plant native to Europe and introduced in the 1800s for herbal uses and erosion control. However, garlic mustard has spread to forested areas via seeds and presents major threats to native plants and ecosystems.

With your help and persistence this plant can be managed by pulling it to prevent continual reintroduction from seeds. Garlic mustard seeds stay viable in the soil for up to seven years. With consistent management annually in focused areas, huge improvements can be seen in the understory forest

layer, but this requires long-term commitments. This is the challenge we face and need your help with for years to come!

The primary focus areas will be at Carderock along Billy Goat Trail C and near the boat ramp at Brunswick. These locations are high priority conservation areas for the National Park Service. If you love native plants, pollinators, or just like being outdoors in the spring, attend a training session on Friday, April 14, 2023 from 10:00 a.m. - 2:00 p.m. at the Carderock Recreation Area or contact Jim Heins of the C&O Canal Association, a co-sponsor of this challenge, at gmc@candocanal.org. Jim will offer a training session and garlic mustard pull at Swains Lock on Friday, April 21 at 9:30 a.m.

On the Level

By Steven Dean

November 2022 to January 2023

This report covers level walker late fall and early winter activity. The Level Walker program is a long-term Association volunteer activity and the oldest volunteer program on the park. Level walkers periodically visit their levels and assess conditions, pick up trash and perform light trail clean-up. Many level walkers are long-term volunteers. Two of our level walkers have recently retired – Stefanie Boss (Level 39) and Doug Zveare (Level 20). Both served regularly on their levels and made significant contributions to the program. We thank them for their past support! This report also includes the first report from Robert Carpenter, a new level walker on Level 18.

I am often asked about multiple level walkers on the same level. Multiple assignments happen frequently because a significant portion of our membership is closer to the lower levels of the canal. These members typically ask for levels closer to home when they sign up. This works out well, because the lower levels are also the more heavily visited levels and need the extra support. Also, all level walkers are different – some walk more often than others, some specialize on structural and towpath condition assessments, many focus on trash pick-up and others study flora and fauna. All together, the level walkers combine to make a great team!

As level walkers know, we introduced a new report format in 2022. Most level walkers have adopted the new form, which greatly streamlines the process for tracking and reporting volunteer activity and helps clearly identify issues the National Park Service needs to know about. Much thanks goes to those who are using the new forms. If anyone has any questions about the forms they should get in touch with me to discuss alternate reporting formats.

For information about the Level Walker program, please email lw@candocanal.org.

Level 1 Tidelock to Incline Plane: Joel Miller reports Dec. 10: On a very cold morning there were only a few brave runners. The water was removed from most of this part of the canal for winter and restoration. The canal boat is in dry-dock and the visitor's center looks to be under construction. Some awesome "canal pictures" panels adorned the chain-link fence, which nicely blocked the construction view. Unfortunately, there was a lot of industrial trash in the canal. I am sad to say that graffiti is starting to take over the entire length of the canal wall from Key Bridge to the Whitehurst overpass. In my last report, I wrote about the huge amount of trash (mostly beer cans) that littered the foundation of the "original" Key Bridge. I am very happy to say that the entire area has been cleaned up. Not a single can or bottle is to be seen!

Level 2 Incline Plane to Lock 5: Rod Mackler reports Nov. 12: It was a beautiful, Indian summer day. I walked from Fletcher's to the Chain Bridge and back, a distance of about two miles. There were lots of bikers, runners, walkers, and dogs. Summer flowers were gone and the only wild animals I saw were a few mallards

and a pair of Canada geese. I got a large number of "thank-you" comments. There was about a normal amount of trash. Plastic bottles and aluminum cans were the most frequent objects. One woman stopped me and told me that the towpath was getting too dangerous to bring her mother due to speeding bikers.

Level 3 Lock 5 to Cabin John Creek: Allyson Miller reports Oct. 24, Nov. 1, and Dec. 16: In October one full bag of recyclables was found along the very muddy towpath. I counted over 50 wood ducks between Locks 7 and 8. During the November walk numerous beer bottles were found in the parking lot at Lock 7. There was a broken post on the lock house porch. In December there was a lot of trash at the Lock 7 parking lot, as is often the case, except this time it was mostly a large kitchen trash bag that someone had dumped. The condition of the Lock 7 house porch was even worse.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports November through January: The towpath was monitored over numerous walks, through all conditions. No significant issues were reported during this period. **Allyson Miller reports Oct. 16, Oct. 17, Dec. 2, and Dec. 29 (with Barry Miller):** The usual large amounts of trash were collected in October. In the first December walk it was noted that a large chunk of concrete wall at Lock 10 about to fall into prism. This is very close to the picnic table area. We were pleasantly surprised during the second December walk to see that Locks 11 through 14 were thoroughly mowed and almost totally cleared of fallen trees (especially at Lock 14). Another fallen tree had been removed at Lock 12.

Level 5 Lock 14 to Bridge at Cropley: Mindy Ginsburg reports Nov. 13: It was a perfect late fall morning. The canal water levels were low but there was much more water than was apparent in my report from September, when everything was dry. There was a ton of activity on the path today. There was at least one fun run/walk, one high school cross country team training and many cyclists and families out on the path. The leaves had dropped from most of the trees and the views from the path to the river were unobstructed. The towpath had a bit more trash today than in prior times, including dog waste bags. There were a good number of small branches on the path, but nothing major. I cleared them off without any issue.

Level 7 Lock 20 to Lock 21: Alice Mayo reports Nov. 29 and Dec. 5: These were enjoyable walks for me, with my trusty canine companion, on two mild winter days. The towpath was in generally good condition although conditions worsen and potholes increase as the towpath approaches Swains from Great Falls Tavern. The deeper holes held water because it had rained recently. I collected a nearly full trash free park bag of trash during the first walk. The dominant trash item found on the towpath was discarded dog waste bags.

Level 8 Lock 21 to Lock 22: Rinze and Sue Roosma report Dec 8: It was a cool late autumn day on the trail, temperatures in the mid 50's. Since it was a weekday there were relatively few hikers

or bikers around. As far as wildlife goes, we saw a number of great blue herons around and only a few turtles here and there. There was not a lot of trash to pick up, there were a few items floating in the canal that were out of reach.

Level 12 Sycamore Landing to Edwards Ferry: **Pat Hopson, with Ray Abercrombie, Margaret Neuse, Ron Wise and Frank Wodarczyk, reports Nov. 6:** Pat, Ray, and Frank met at Sycamore Landing; Frank left right away to walk the entire level, while Pat and Ray cleaned around Sycamore Landing. Margaret and Ron met at Edwards Ferry and worked there. The most notable thing about this walk is that we found very little trash anywhere. Frank found none on the towpath; of course, the fallen leaves covering the ground can hide trash. There was some water in the Goose Creek River Locks, with trees growing in the lock bed. The deteriorated wall of stone on the towpath side of the lower lock has deteriorated further; and alas, there is more graffiti on the river side of the upper lock. The Jarboe Store ruins were in good condition.

Level 13 Edwards Ferry to Harrison Island: **Liz Wagner reports Nov. 2:** The level was quiet with light bicycle use and no other walkers. Weather was overcast but the temperature was mild for the time of year. The surface is showing signs of wear in several places and a deep rut caused by a four-wheeled vehicle was seen between Mileposts 32 and 33. Water level was normal and no blockages or leakage were seen. **Ron Tipton reports Dec. 21:** It was a beautiful sunny winter day and very quiet overall. I saw no one while walking from Edwards Ferry to the towpath view of Harrison Island. On the way back I encountered numerous bikers and a couple of dog walkers. I was happy to see the recent resurfacing of the towpath with artificial fine-grained gravel has faded due to fall leaves and bike tread. There was some water in the canal in the entire level, with the greatest amount between Edwards Ferry and the Broad Run Trunk aqueduct.

Level 14 Harrison Island to Whites Ferry: **Jone and Joseph Parr report Jan. 1:** The towpath was in good shape on this level. There were several small places with spots of mud after of rain the day before. There were many wet brown leaves on the path. Culverts were running or had standing water. There were very few people on the towpath. We saw no animals and just heard a few songbirds and a woodpecker.

Level 15 Whites Ferry to Lock 26: **Jon Wolz reports Nov. 16, Dec. 20 (with Shirley Wolz), and Jan. 16 (with Steve Hovarth):** In November I had a very pleasant bike ride making several stops along the way. Trash was light and there were no changes to towpath conditions or structures. During the December walk it was noted that the fire ring at the Marble Quarry campsite needs to be replaced. A mounting block for the Lock 26 lock house was moved and should be returned to its original location in front of the house. The stretch near Milepost 38 is still in poor condition and has been since the May, 2022 high water event. The January walk was quiet. We encountered a person who was cycling from Washington to Pittsburgh to visit family and would be cycling back to Washington along the towpath. There are horse hoof divots in the towpath from Dickerson to White's Ferry. We noted

extensive flood trash at the Potomac River near Mile 39.5. The scouts will be assigned this area during their cleanup in March.

Level 16 Lock 26 to Monocacy Aqueduct: **Jon Wolz reports Nov. 23, Dec. 17, and Jan. 24:** In November trash was light on the towpath, however some trash could be seen on the river side below Lock 27. A scout cleanup event in this area is planned for March. An uprooted tree near Milepost 41 that was reported in October damaged some of the towpath after it fell across the prism. The towpath had not been repaired. The December walk was quiet. The river side of the towpath wall at Mile 41.3 has a steady water leak flowing from about halfway down the earthen wall to the water of the Potomac River. Biker dismount signs are still missing at the Monocacy Aqueduct. They have been down since 2018. The aqueduct towpath stones have missing cement and cycling/walking on it is a safety hazard. The gutters at the Lock 27 house need to be cleared. The house itself needs exterior maintenance. In January it was noted that some stones have fallen from the left side of Culvert 65 on the river side. The towpath tree damage near Milepost 41 had been repaired. There were no changes to the structure of the Lock 27 house, but the building has numerous issues and does need attention.

Level 17 Monocacy Aqueduct to Noland's Ferry: **Earl Porter reports Nov. 17 (with Ed Boddinger), Dec. 20 (with Ed Boddicker), and Jan. 16 (with Ed Boddinger):** The Monocacy Aqueduct was partially blocked during all walks. Trash was consistently high on the level, with an all-time high level of trash for the level found in December. Indian Flats Hiker-Biker camp is consistently high because, unlike most other hiker-biker camps, it is easily accessible to drive-in users and is frequently used for beer parties. The towpath is rutting on both sides of the Monocacy Aqueduct. Usage was light in November and December, but heavy during the January walk, which was held on the Martin Luther King, Jr. holiday.

Level 18 Noland's Ferry to Point of Rocks: **Bob Carpenter reports Dec. 20 and Dec. 25:** The first walk was on a chilly and very quiet day on the towpath. Trash level was as I expected, with bulk of the trash at and near the Point of Rocks access. This was the first time I ventured to see the arches of Culverts 72, 73, and 74. Culvert 72 is unique and beautiful; I startled a blue heron as I approached. The Christmas Day walk was initially going to be a trail run but I ended up clearing tree debris off the towpath during my entire time on the level. This was because of tree debris from a severe windstorm. There was a large tree totally blocking the towpath around Mile 45.5. I reported this as a safety concern to the NPS.

Level 19 Point of Rocks to Catocin Aqueduct: **Don Peterson reports Nov. 1:** Park use was light. No unusual findings were reported. **June Miller and Cathy Guzauskas report Nov. 15 and Dec. 30:** A tree crew was very busy along the level in November. Graffiti that was on the Point Of Rocks bridge supports was painted over. A few wildflowers were still blooming. In December horses were on the towpath on a nice mild day. Trash was heavy at the Bald Eagle Hiker-Biker camp. There was new graffiti on the Point of Rocks bridge. We observed woodpeckers, wrens and cardinals.

Levels 21 to 23 Lock 30 to Dam 3: Tom Crouch reports Nov. 9: The towpath surface was in good condition. A large tree completely blocked the towpath upstream of Lock 31. I informed the NPS. On my return trip I had to help an older gent lift his wife's tricycle over. She had serious mobility issues and could not get across the log without both of us helping. Traffic was very light except at Harpers Ferry. Weverton, Harpers Ferry and Huckleberry Hill were trash free! It was a very pleasant day.

Level 22 Lock 31 to Lock 33: Karlen Keto reports Nov. 26: Quite a few trees were recently taken down. They were marked by orange "X" marks. The new shingles on the Lock 31 house roof are beautiful! The cellar door and front porch still need repair. More than half of cyclists signaled their approach.

Level 23 Lock 33 to Dam 3: Arthur Tsien reports Nov. 4 and Jan. 5: The November walk was my 7th for 2022 and was on a sunny fall day that was warmer than normal, and a little breezy. I had my usual positive experience walking the towpath. Some trees had lost their leaves for the year, but others have not. The towpath had stretches of leaf cover but is surprisingly leaf free. The level looked good, with no issues of concern. As usual, the largest amount of trash was near the railway/pedestrian footbridge. The Lock 34 drop off area was quite clean, probably because tubing season was over. The January walk was on an unseasonably warm day. Other than the temperature, winter was in full swing. The level looked good and there were significant changes from my prior walks. The erosion of the resurfaced towpath in the 120 or so yards between the upstream end of Lock 33 and the old railroad bridge piers is still present. The erosion does not seem to have gotten worse.

Level 24 Dam 3 to Dargan Bend: Meredith McCulley, with Tiffany Raszick, reports Jan. 7: The overall experience was positive. The weather was beautiful, and the conditions were great. We met and talked to a couple friendly bicyclists near Dam 3 who were curious about what we were doing. All structures were inspected. The Mile 62.56 waste weir appears to have structural issues. The inner side of one of the support posts has a couple large cracks. Culvert 96 has some inflow blockage. The towpath surface was in excellent condition. Most towpath users were on bicycle.

Level 27 Antietam Aqueduct to Lock 38: Ben, Jennifer, Holly and Zoe Helwig report Nov. 12: We enjoyed a level walk

on a cloudy and cool winter day with our canine companion Lizzy. The towpath was quite busy with bikers, walkers and runners, and there were a few campers at the Antietam campground. There was quite a lot of trash at Culvert 105.

Level 28 Lock 38 to Lock 39: Evan Hicks reports Nov. 12: It was cloudy but great for a fall hike. There were many trees along the sides of the path that had been trimmed or cut down up by NPS due to excessive falling trees. The towpath on the level is in very good condition.

Levels 28 and 29 Lock 38 to Snyders Landing: Brigitta Shroyer and Joel Anderson report Nov. 5: It was a gorgeous fall day. The parking lots at Shepherdstown were both full. There were a few towpath sections that were marked as rough trail by the NPS

but we found the surface to be fine overall. Most trash was found at the Killiansburg Cave Hiker Biker camp.

Level 30 Snyders Landing to Lock 40: Charles Connolly reports Nov. 4: It was a beautiful day to be on the canal. There is still work to be done on towpath following last spring's flooding event. Most trash was in the Snyders Landing area.

Level 32 Marsh Run Culvert to Dam 4: David Plume reports Jan. 27: A small sink hole was reported on the ground near Dam 4. The NPS was investigating the problem and fenced off a safe perimeter around the sink hole.

Level 41 Dam 5 to Four Locks: Mike Anderson reports Nov. 6: There was trash in the Dam 5 parking lot, but Four Locks was clean. The towpath was in good condition. Visitation was low, even though it was a Sunday. As usual, I enjoyed the serenity of the area, but many bikers were passing without warning.

Level 42 Four Locks to McCoys Ferry: Jack Ebersole reports Dec. 14: I had an extended conversation with a frequent walker on the canal. He was disappointed at the decreased maintenance on the towpath this summer. He commented that in some places the grass was tall even in the middle of the towpath. One campsite at McCoys had almost all of the trash that was found. The wayside at Lock 50 is unreadable. The Lock 50 lock tender shanty continues to slowly deteriorate and needs renovation work.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports Jan. 5: Although I have previously reported on increasing deterioration of the towpath



Barricaded area at Dam 4 – Photo by David Plume



Sink hole at Dam 4 – Photo by David Plume



Culvert 96 – Photo by Meredith McCulley

itself, it is still in remarkably good condition with limited rutting and potholes. Tree work was recently done along the level and downed trees were in the prism. I noted the large number of red "X" marks that were used to mark the trees and remain on stumps all along the level. Culverts 151 and 153 continue to have structural issues. Debris is slowing, but not stopping, water flow through Culvert 152.

Level 46 Licking Creek Aqueduct to Little Pool: Rick and Wendy Duke report Oct. 30: It was a perfect fall day and very few people were out. We noted that coping stones on the Licking Creek Aqueduct were loose and some may have fallen recently. Ongoing erosion was noted on the berm side of Culvert 160. The towpath surface was good throughout the level. Trash was light.

Level 55 Lock 60 to Culvert 208: Paul Petkus reports Oct. 9: It was a sunny and very pleasant afternoon. It was a great day for photographing birds. A large flock of turkeys was the most interesting sighting. American goldfinches were plentiful. The remnants of Hurricane Ian didn't seem to impact the area much and high priority issues for the NPS to address were noted. Wood ducks were present in the prism. As usual, they fled after my presence was sensed by them. I also photographed an eastern phoebe in a tree. I saw a pileated woodpecker, but it was too active to get photos of it. I inspected Culvert 208 from outside of the towpath arch during this outing. No change was noted to that arch. Butterfly sightings were sparse. I saw three species along the level during the outing. They were eastern comma, cabbage white and mourning cloak. A yellow-collared scape moth visited the goldenrod. Woolly bear caterpillars crawled across the towpath. Autumn meadowhawk dragonflies were active in the prism.

Level 58 Lock 63 1/3 to Tunnel Parking Area: Arthur Tsien reports Nov. 22: It was a pleasant outing, as with almost all canal-related outings. Essentially all leaves were down for the season. Due to construction closure of tunnel at downstream end, I walked the level from both ends. Driving to Twigg Hollow in a sports car was probably not a great idea! I didn't get stuck, but I'm not doing it again in that car. I did not walk the Tunnel Hill Trail and the Bypass Trail. The towpath was in generally good condition. There were construction workers in the parking lot and around the upstream portal. The sounds of heavy construction up on the hillside

over the tunnel could be heard on the closed off towpath near the downstream portal. I look forward to the reopening of the tunnel to through traffic as planned in the summer of 2023.

Level 61 Town Creek Aqueduct to Lock 68: Trent Carbaugh reports Nov. 8: Water in the prism was very low; the lowest I've ever seen it on this level. The water in Lock 68 was low and the resident large scary fish was not in evidence. I saw some of the ever present whitetail deer, a few ducks, lots of other birds, but no turtles!

Level 67 Mexico Farms to Evitts Creek Aqueduct: Sue Rudd reports Nov. 4: Overall, the level is in great condition. There are a few deep ruts around Mileposts 178 and 179 that could be a cause for concern however I know we are on a schedule to be resurfaced

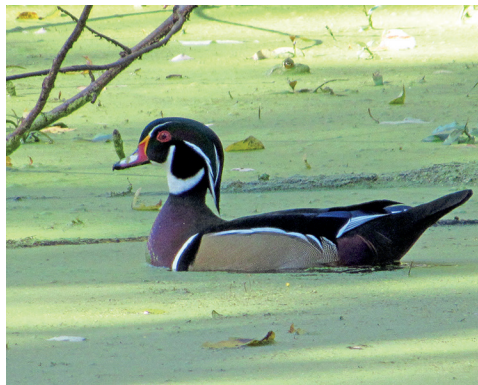
so hopefully we can make it until then. I walk often but only report quarterly (unless there is an issue). I have not found any reachable trash and there were no obstructions or any potential obstructions noted. There was an otter family living close to the Evitts Creek Aqueduct in late summer but they seemed to have moved on. This section is not highly traveled and I rarely find trash. It is wonderful to have this park in my area.

Levels 68 and 69 Evitts Creek Aqueduct Cumberland Terminus: Travis Medcalf reports Jan. 2 and Jan. 5: I walked Level 68 on two separate days. I found Level 68 trash-less and lightly visited. It was in about the same shape as when I last visited in the spring. The towpath on Levels 68 and 69 are on the list of sections to be resurfaced but that has not occurred yet. No issues were noted at Evitts Creek and water flowed easily in the creek under the aqueduct. Level 69 was also trash-less, lightly visited, and in good shape overall. The towpath had occasional mud puddles about every 10 yards or so until the last 1/2 mile where they were larger and more numerous. There was no fauna with the exception of the usual Canada geese on the river. Structures were in good shape. I saw some of the lower terminus canal stop gate missing some lower concrete on the upstream towpath side, which seemed new since my last time. There was new graffiti on the of the canal stop gate.

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



Mile 62.56 waste weir – Photo by Meredith McCulley



Wood duck – Photo by Paul Petkus



Autumn meadowhawk – Photo by Paul Petkus

Calendar of Events – 2023

C&OCA Business
C&OCA Hike and Dinner or Other Event
C&OCA Nature Walk
C&OCA Paddle Trip
C&OCA Hike
Non-C&OCA Event
C&OCA Bike Trip
<p>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. Meeting; 4 p.m. Happy Hour; 5 p.m. Dinner. Reservations required for lunch and dinner.</p> <p>March 26, Sun., Continuing Hike Series, 10:30 a.m. Oldtown. Contact Pat White for information at hikemaster@candocanal.org or 301-977-5628.</p> <p>April 2, Sun., Board Meeting, 1 p.m. Glen Echo Town Hall, 6106 Harvard Ave.</p> <p>April 28, Fri., Wildflower Walk, 10:30 a.m. Meet at Rileys Lock. Walk will feature wildflowers, trees and shrubs. Contact Marney Bruce for information at marneyb3@gmail.com.</p> <p>April 29, Sat., Douglas Hike and Dinner. Event details and registration information are on page 9. Contact Jonnie Lefebure programs@candocanal.org.</p> <p>June 3, Sat., President's Lunch, 11:00 a.m. Bill's Place, Little Orleans, Md. We will celebrate our presidents, past and present, and enjoy general fellowship. No reservation is required; lunch will be ordered off the menu. Contact Jonnie Lefebure programs@candocanal.org.</p> <p>June 3, Sat. Hancock Trail Days, 8 a.m. See page 20 for event information or visit patc.net.</p> <p>June 4, Sun., Board Meeting, 1 p.m. at Williamsport Check calendar for details.</p> <p>June 24, Sat., Monocacy River Paddle Trip. One-day paddle trip. Reservations are required. For more information and reservations contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.</p>

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 at 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 at
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 at
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 at editor@candocanal.org for information

Aug. 6, Sun., **Board Meeting**, 1 p.m.
Meeting will be conducted via Zoom.

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.
Contact Barbara Sheridan for information and reservations
canoemaster@candocanal.org or 301-752-5436.

Oct. 1, Sun., **Board Meeting**, 1 p.m. at Williamsport
Check calendar for details.

Oct. 6-11, Fri.-Wed., **Through Bike Ride**,
Cumberland to Georgetown. No sag wagon provided. Reservations
required. Limited number of riders. 30 to 40 miles per day for 6
days. Participants must be willing to accept instruction from ride
leaders before and during the trip, and must come equipped with
recommended bicycles and have clothing for warm, cold, and rainy
weather. Camping can be an option for some nights. 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. Reservations must be received prior to the listed closing date. Advance fees are non-refundable after the reservation closing date.*
- » *Participants must arrive on-time for outdoor event start times. Outdoor events are usually rain or shine, however in extreme cases may be canceled for weather travel conditions or other reasons. Check 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 health or safety related rules in effect.*
- » *The Association cannot accommodate requests for variations from established event agendas, transportation and arrangements, including requests for alternate pick-up or drop-off locations.*



C&O CANAL NATIONAL HISTORICAL PARK

Personnel and Contact Information

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

Palisades District

Mile 0 (Tidelock) to Mile 42.19 (Monocacy River)

Interpretive Supervisor	301-767-3702	Vacant
District Ranger		
Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor		
Use Assistant	301-767-3703	Vacant
Georgetown Partnerships Coordinator	240-291-8466	Shaun Lehmann

Western Maryland District

Mile 42.19 (Monocacy River) to Mile 184.5 (Cumberland)

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	

Visiting the Park

The C&O Canal NHP is open 365 days a year, but may be closed at times due to weather conditions, towpath issues or repairs. Park visitor centers are located at Georgetown, Great Falls, Brunswick, Williamsport, Hancock and Cumberland. They may be closed seasonally or due to staffing limitations.

www.nps.gov/choh/planyourvisit/index.htm
(QR Code at right) provides information about park facilities, towpath local closures, NPS events, canal boat programs, visitor centers, camping and other visit related information. The park phone number is 301-739-4200.



Check park status before visiting.

Other Useful Contacts

Canal Quarters Program – www.canaltrust.org/programs/canal-quarters/

Canal Towns – www.canaltrust.org/programs/canal-towns/

24-HOUR EMERGENCY:

911 or 866-677-6677

REPORT SAFETY HAZARDS OR TOWPATH ISSUES:

HAZARDS CHOH_Hazards@nps.gov

COPYRIGHT © 2023 BY THE C&O CANAL ASSOCIATION
ISSN 2575-9876

Along the Towpath is published in March, June, September and December by the C&O Canal Association (C&OCA).
P.O. Box 366, Glen Echo, MD 20812-0366

Written permission is required for reuse in any way of content from this newsletter. All requests for reuse of material must be sent to the editor via mail or email.

Refer to candocanal.org/submissions for content submission requirements. Submission does not guarantee publication.

Editor and Producer: Steven Dean – editor@candocanal.org

Associate Editors: Tom Aitken, Bill Holdsworth and Ned Preston.

Content included in this issue consists of material related to:

*Association business – 43%, history/education – 35%
volunteer/project activity – 18%, NPS/park information – 4%*

C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park and the Potomac River Basin. Annual membership dues are: \$25 individual, \$35 family, and \$50 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed to the C&O Canal Association or paid on-line. 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 by 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 web 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, Steven Dean, Bill Holdsworth, Travis Medcalf

Terms expire in 2024: Trent Carbaugh, Dick Ebersole, Christine Holdsworth, Paul Petkus, Vacant

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

COMMITTEES

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

By-Laws: Vacant | **Community Outreach:** Dick Ebersole/Rita Bauman

Editorial/Production: Steven Dean | **Environmental:** Rod Mackler

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

Legal Advisory: Vacant | **Level Walkers:** Steven Dean

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

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

Sales: Jill Craig | **Special Projects:** Vacant

Volunteers in Parks: Jim Heins

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.
P.O. Box 366
GLEN ECHO, MD 20812-0366



Founded in 1954

PRESORTED
First Class Mail
U.S. Postage
PAID
Suburban MD
Permit No. 4889

FIRST CLASS MAIL



Towpath arch



Berm arch



Towpath arch detail

Culvert 160 is at Mile 116.8, about a half mile above the Licking Creek Aqueduct. It is a handsome limestone culvert with a 6-foot span and carries an occasionally active stream. The berm arch features a sediment trap. The barrel is intact and clear, with some sediment build-up. Numerous sink holes exist in the canal prism over the culvert and leakage can be noted when water is present.

— Steve Dean

ALONG THE TOWPATH
Chesapeake & Ohio Canal Association
www.candocanal.org

In This Issue

Karen Gray	1
Presidents Report.....	2
Treasurer’s Report	3
New Members	3
Donors to Association Funds	4
Across the Berm	8
2023 Douglas Hike and Dinner	9
Antietam Creek Canal Attempt.....	11
Pedal, Paddle and Hike	14
Murder on the Canal.....	18
Hancock Trails Day.....	20
Volunteers in Parks	21
Garlic Mustard.....	21
On The Level.....	22
Calendar and Events	26
Contacts.....	27

Check us out on social media!

