

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

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Number 3

October Heritage Hike and Dinner in Cumberland

By Jonnie Lefebure for the Programs Committee

A memorable weekend of activities in Cumberland has been planned for Association members and their guests on October 21 and 22, 2023. In addition to the annual hike and dinner on Saturday, attendees can schedule activities in the area for Sunday. These activities include a steam locomotive ride on the Western Maryland Scenic Railroad, or visits to Fort Ashby or the site of Fort Cumberland, both dating to the French and Indian War.

The Saturday hikes will cover the last miles of the canal. Hikers will meet the shuttles at the C&O Canal NHP Cumberland Visitors Center at 13 Canal Street. Long hikers will start at Spring Gap for an 11-mile trek. Medium hikers start at Lock 75, which we hope to have open. This hike covers nine miles. Short hikers start at Mexico Farms, walking 5.5 miles back to Cumberland. The shuttle bus for the long and medium hikes leaves the visitor center at 10 a.m. The short hike bus leaves at 11 a.m. Cost of the shuttle is \$5 in advance or \$7 on the day of the event, and all hikers are required to sign a liability waiver. Registration information is on Page 3.

Long hikers will start at Spring Gap and head upstream. They will encounter numerous interesting features, including a stone bridge abutment that carried the Patterson Creek road bridge across the canal, a concrete trunk at the site of a pump that supplied water for the canal, and Locks 72 through 75.

The medium hikers will start at Lock 75. As hikers proceed upstream from Lock 75, they will encounter a short path towards the river at Mile 176.5. This path leads to the historic Pollock cemetery. Above this area is a stretch of the canal that is marshy and features a variety of wildlife and waterfowl. The towpath enters the Mexico Farms area, which features rolling farmland and a residential area. The short hikers will start in this area.

Above Mexico Farms the hikers will approach Cumberland, passing the single arch Evitts Creek Aqueduct. At Mile 183 hikers approach a railroad crossing and an access ramp to the Carpendale rail trail. The rail trail enters West Virginia over a Western Maryland Railway



Towpath approaching Cumberland – Photo by Steven Dean

Heritage Hike – *Continued from page 1*

river bridge and enters the Knobley tunnel. The bridge provides a spectacular river view towards Cumberland and if the beam-lined tunnel is open it is worth a short visit to view the rough rock cutting.

As we indicated in the June *Along the Towpath*, we will occasionally reprint Karen Gray's *Accompanied by Past* articles in support of Association hikes. The 2010 Douglas Memorial Hike covered the same route, and Karen's excellent article from the March 2010 *Along the Towpath* is on Page 6 and provides details of the route.

Two floors of historic artifacts relating to Western Maryland settlement and growth can be seen in the Allegany Museum, where the Heritage Dinner will be held. The footprint of Fort Cumberland, including the fort's old tunnels, sits steps from the museum. Fort Ashby, in West Virginia, was constructed in 1755 at the order of George Washington and was a refuge for settlers who were being attacked by Indians. It's a 20-minute drive south of Cumberland. The Western Maryland Scenic Railroad has daily trips. Reservations are required and quickly sell out. Further information about the Sunday activities is available at the links on the following page. The optional Sunday activities are not organized by the Association and participants need to plan them on an individual basis.

The happy hour and dinner will be in the Allegany Museum, at 3 Pershing Street, a one-block walk from the visitor center. A cash bar happy hour at 4:30 p.m. will have \$4 beers and \$6 glasses of wine. Dinner will be served at 6 p.m. and will feature meat and meatless spaghetti, garlic toast, salad, and dessert. The cost is \$30 for members and \$35 for non-members. Registration information for the dinner is on the next page.



Water uptake trunk above Spring Gap – Photos by Steven Dean

Following the dinner, Jim Shea, popular speaker and author of *Get Up and Ride*, will present a humorous program on his biking experiences on the Great Allegany Passage and C&O Canal towpath.

For those wishing to stay Friday and/or Saturday night, the Fairfield Inn at Canal Place is close by the visitor center and the Allegany Museum. The Fairfield Inn has reserved a block of rooms for participants. A room is \$134/night plus tax and fees, and must be reserved by September 20, 2023 to receive the special rate. Other hotels are in the area as well. Street parking and parking lots under the I-68 elevated highway are nearby. Registered inn guests may park at the Fairfield Inn lot.

If there are further questions, please email Jonnie Lefebure at programs@candocanal.org, or call at 240-382-0149.

We look forward to enjoying a memorable weekend with you in Cumberland!



Potomac River towards Cumberland from Carpendale Rail Trail bridge



Lock 72

Heritage Hike Information and Registration

Register for the Heritage Hike and Dinner

1. Register on-line on the Association's web site by **October 13**. Use the QR code to the right for direct access to the registration site or visit candocanal.org/events/heritage-hike-23/.
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 October 13.*
3. Send a letter with the below information and your check to **C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366**. *Mail registration in time to be received by October 13.*



Number of dinner guests: ____ X \$30 Member/\$35 non-member = ____ List names of dinner guests.

Number of 10:00 a.m shuttle riders: ____ Number of 11:00 a.m shuttle riders: ____ Total riders X \$5 = ____

Total amount paid: ____

Saturday Schedule

- 10:00 a.m. Departure of long and medium hike shuttle
Drop-offs at Spring Gap and Lock 75
- 11:00 a.m. Departure of short hike shuttle
Drop-off at Mexico Farms
- 4:30 p.m. Happy Hour at Allegany Museum
- 6:00 p.m. Dinner at Allegany Museum
Program to follow

Directions



Cumberland Visitor Center
13 Canal St., Cumberland



Allegany Museum
3 Pershing St., Cumberland

Site and Lodging Information

Arrangements for other sites and lodging are not made by the Association



Fort Ashby
www.fortashby.org
301-697-9292



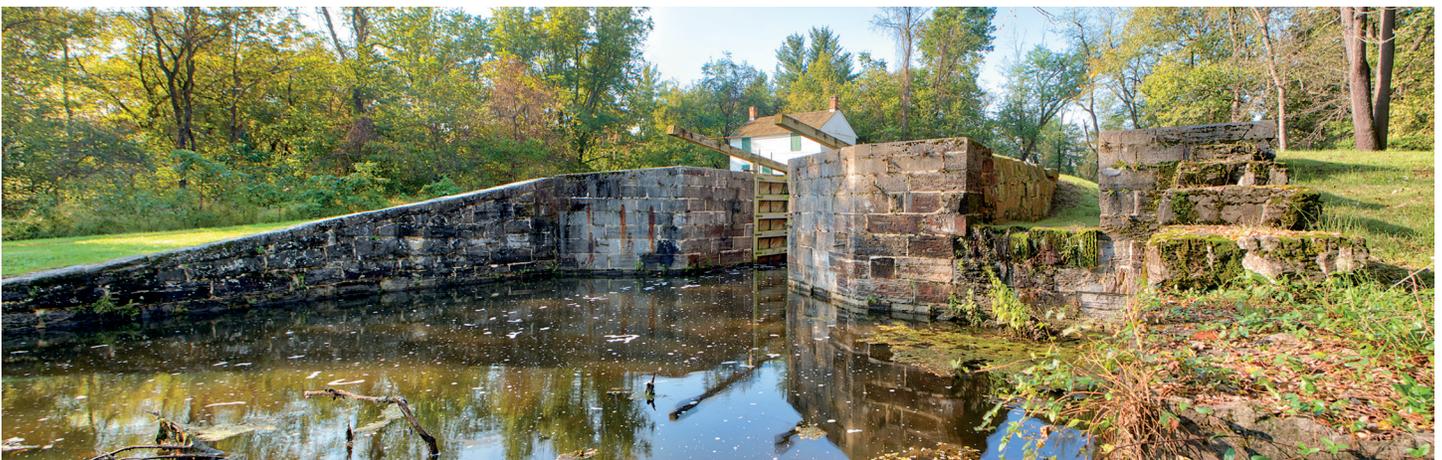
Allegany Museum
www.alleganymuseum.org
301-777-7200



Western Md. Scenic RR
www.wmsr.com
301-759-4400



Fairfield Inn
www.marriot.com
301-722-0340



Lock 75

Accompanied by the Past

By Karen Gray

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

Spring Gap to Cumberland

*As we wrote in the June **Along the Towpath**, we will occasionally reprint Karen Gray's articles when they relate to Association hikes or other events. This article originally appeared in the March 2010 issue in support of the 2010 Douglas Memorial Hike. Additional information may have been learned about the area since 2010, but the content is still of great interest to 2023 Heritage Hike participants and other readers.*

Those taking the longest version of the hike will begin at Spring Gap at Mile 173.4, 12 miles from Cumberland. The Spring Gap area is an important and historic part of the canal. Across the Potomac on the West Virginia side is the B&O Railroad mainline (now owned by CSX) that makes its way around the end of the Patterson Creek Ridge and then crosses the mouth of Patterson Creek on an important railroad bridge. The Potomac could be crossed here using the Frankfort Ford; travelers on the Virginia route from tidewater to Fort Cumberland frequently made use of this crossing in the 18th and 19th centuries.

Today, the Patterson Creek Ridge on the south side of the river and a rocky hill on the north side squeeze the river through Spring Gap, which includes a narrow strip of land where the park's recreation area and MD Highway 51 are located. The rocky height on each side subjected both the railroad and canal to flooding at times, such as in the 1936 flood that took out the Patterson Creek railroad bridge.

At Mile 173.64 on the towpath, stone abutments remain that once supported a bridge carrying the road to the ford over the canal. The bridge was completed in the summer of 1850, in time for the October opening of the canal's final 50 miles between Cumberland and Dam 6.

Because of the ford, this canal bridge was important to troops guarding the railroad bridge during the Civil War. However, in early February 1864 Confederates under General Rosser captured the Union guards at the Patterson Creek railroad bridge and burned both it and the railroad bridge over the Potomac a few miles up-river. They also wrecked a

locomotive, and a contingent of Rosser's force crossed the river, burned this bridge over the canal and damaged the gates at Lock 72 at Mile 174.44.

At Mile 174.18, a steam pump was installed in 1875 to add water from the river to the canal during periods when the company struggled to maintain adequate water levels. An earlier pump had been installed near Lock 68, some 9.4 miles downstream in an area where Dam 7 was to have been located. However, that pump had never worked well, and it was not repaired after being vandalized by Confederates during the Civil War. This pump was apparently of some help at times, although how much it was used is undetermined.

At Mile 174.4 a path leads to Blue Spring – one of the largest springs along the canal.

At Lock 72 the C&O Canal Company could once again build solid ashlar masonry locks and discontinue building composite locks of rubble stone beams with wood beams (Locks 58 – 71). The struggle to get this lock built echoed the difficulties for almost all the structures between Dam 6 and Cumberland. The first contract was let to G. W. Henry in September 1837 but had to be relet a year later to Thomas M. MacCubbin. Still, no work of significance was done on the lock until February 1839 and MacCubbin's contract had to be modified in January 1840 due to dramatic increases in costs. Finally, in 1841 the lock was completed, although it would not be put into service until the final 50 miles of canal opened in 1850.

Lock 72 was the actual starting place of the 1954 Justice Douglas-*Washington Post* hike that resulted in the organization of those who had been trying for years to have the canal lands preserved for nature and recreation. It also attracted many local people who supported that idea and opposed the alternative plans. By beginning here, the hikers saved 10 miles and avoided the section in Cumberland that was nearly impassable.

After leaving the Mexico Farms area, the canal is once again beside the river with the Western Maryland Railway not far away on the berm and MD 51 beyond it. Here the river again makes an enormous horseshoe bend, almost turning back on itself.

As the canal follows the river, it turns southwest before curving around to the northwest again and finally straightening out for a nearly due-north alignment as it approaches and enters Cumberland. A glance at these last ten miles on Google Earth or a good topographical map will clarify the complex route of the canal's final miles.

The last of the 11 stone aqueducts on the C&O crosses Evitts Creek at mile 180.66, right at the top of that big horse-shoe curve north of Mexico Farms. The major rail yards begin to the west of Evitts Creek. One and a half miles up the creek is the quarry from which the stone came for the aqueduct and for Locks 72 through 75. A simple railroad was built to carry the stone to the aqueduct, but the stone for the locks had to be hauled five miles from there by wagon. It was noted at the time of quarrying that this stone is “filled with marine shells,” and some of these can be seen in these structures.

The North Branch locks are the last three lift locks - numbers 73, 74, and 75. These locks occur in the short distance from 175.4 to 175.6; thereafter for nine and a half miles the canal is level into Cumberland.

Between Locks 73 and 74, the B&O mainline (now CSX) crosses the canal near the bridge that carries it over the Potomac. Under the Maryland legislature’s act of March 1833 that forced the C&O/B&O Compromise of May 1833, the B&O had been banished from the Maryland side of the river above Harpers Ferry. It was not allowed back onto the Maryland shore until the canal reached Cumberland, provided it did so within the time allowed by its charter. The canal did not do so, however, and thus by 1842, when the railroad was within a few miles of Cumberland, it was free to cross back over to Maryland at the first place above Harpers Ferry.

For several miles, the canal roughly parallels the river as it makes a large bend, although the railroad and MD 51 take a straight path across the top of the bend. Much of the land enclosed in the bend is farmland but this is also the home of the small Mexico Farms Airport - one of the nation’s oldest, established in 1923. Among the pilots who have landed there are Wiley Post, Charles Lindberg, Howard Hughes, and Gen. Billy Mitchell.

Evitts Creek and Evitts Mountain are named after an Englishman named Evert, the first European to explore this area. He lived as a hermit in a cabin he built near Rocky Gap, dying in 1749. Near here was the home of Lt. John Frazier and his wife Jane on land known as Frazier Plantation. In 1755, during the French and Indian War, Jane Frazier was abducted by Indians and taken to Ohio. Some 18 months later she escaped and made her way back, only to discover that her husband, thinking she was dead, had married again. However, on Jane’s return, he sent his new wife back to her father and explained that their marriage was not legal since Jane was still alive. He offered to continue supporting her but resumed his life with Jane. A descendant later wrote *Red Morning*, telling Jane’s story.

The Candoc Recreation Area is located at Mile 181.83 (Candoc is an acronym for C. and O. Canal), and at Mile 182.62 the canal passes under the Wiley Ford Bridge. In the

1980s, when plans were in the works to rebuild this Potomac River bridge, it was discovered that the new bridge’s design continued the situation in which the towpath crossed MD 61 at grade but just short of the bridge. The C&O Canal Association joined with several other groups in a legal action to force a full environmental impact study that resulted in a redesign of the approach to the bridge. The new approach elevated the highway enough that towpath users could go under it. The stone abutments and wing walls of this underpass were designed to evoke the appearance of many similar masonry structures along the canal.

The last of the eight original stop gates on the canal is located at Mile 183.39. (Note that, although stop gates are sometimes called stop locks, these structures are not locks.) The basic purpose of stop gates is to hold water in the canal behind the gate while it drains below the gate, so repairs can be made or, in the case of this gate, to keep water in the basins during the winter when the rest of the canal is dry. Two of the C&O stop gates (that above Lock 16 and the one at Dam 4) also provide a channel for the canal through a guard wall, thus those gates have abutments on either side of the canal and towpath that tower above them.

At Mile 183.55 a canal waste weir that drained the last mile of canal and basin area has been transformed with concrete into a spillway, but still marks the site of that important canal structure.

At Cumberland, Dam 8 created the pool that supplied water through twin inlet locks for the basins and 50 miles of canal down to Dam 6, the next inlet point. In the 1950s, Dam 8 was blown up and the banks of the Potomac were radically changed in a Corps of Engineers flood control project that eradicated the last mile of the canal. However, much of the twin inlet locks can still be seen under the railroad and behind the new Canal Place basin. Hikers are encouraged to tour the basin area and read the interpretive waysides that illustrate what the area was like during the canal’s operating days.



Cumberland terminus – Photo by Steven Dean

Donors to Association Funds

May 1 to July 31, 2023

C&O Canal Association Donation Policy. The Association is grateful for the generous support provided by donors over the years. If a donor specifies one of the special purpose funds listed below, we add the donation to that fund. We will use the money in accordance with the goals of the fund. We don't use those funds for administrative costs.

If a donor doesn't specify a fund, we add that donation to the general fund, which can be used for any purpose, including the Association's administrative costs.

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.

G – General Fund

– General funds that are used for any purpose.

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 around Swains Lock as they are identified in conjunction with the National Park Service.

Donating Funds

Scan the QR code with a mobile device or visit www.candocanal.org/contributions/ for further information about Association funds or to contribute now.



Anne M. Abate – **A, D, R**

C&O Bicycle Hancock, LLC – **R**

Richard P. Cember – **D**

Vicki Dodson – **C**

Robert Dowler – **D**

Ruth A. Dudgeon – **A**

Gregg Elias – **R**

Kenneth S. Fisher – **A**

John Haaga – **R**

Rich Jones – **R**

Douglas D. Mitchell – **R**

Kirk Moberley – **D**

Emil Moskovich, Jr – **R**

Thomas L. Perry – **C**

Mark Podvia – **A**

Potomac Chapter, NRHS – **R**

Rodney P. Rempt – **R**

David Lawrence Scally – **A**

Katherine & Raphael Semmes
– **A, C, D, R, S**

Peter Williams – **A, C, D, R**

Robert Wolff – **G**

Keith & Esta Yoder – **R**

Help the Association – Make Payments Online

The Association website makes it easy to pay online 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."*

The Association Welcomes New Members

Kristin Allstadt

Pamela Altemos

Marion Bundens & Ian Emanuel

James Carden

Barbara & Dennis Freeman

Frank Leone & Denise Vogt

James Shea

Kelli Summers-Pike & Kristen Pike-Summers

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.

2022 Hartzog Awards

By Steven Dean, with content from National Park Service Release

Emily Hewitt, the volunteer program manager for the C&O Canal National Historical Park, won the 2022 Excellence in Volunteer Management (Staff) Hartzog Award. She won this award both at the regional level (National Capital Area) and at the national level. The George and Helen Hartzog Awards for Outstanding Volunteer Service recognize the exemplary contributions of NPS volunteers and staff.

Emily richly deserves the award. She manages the efforts of all the volunteer teams that support the C&O Canal. These teams include the Association's Volunteers in Parks (VIP) team and the Level Walker program. In 2022, the combined efforts of the park's combined team of about 800 volunteers gave 26,542 hours of service. She works closely with the various partner organizations, including the C&O Canal Association. Emily goes to extensive efforts to ensure that volunteers receive the training and tools they need to do their respective jobs and are recognized and appreciated for their efforts. Volunteer team leaders and others who work with her have great respect for her.

Numerous factors contributed to Emily's recognition with the Hartzog award. She demonstrates her commitment to elevating best practices within the volunteer management community, reaches new audiences through creative programming and promotes the National Park Service and its partners. She serves as the National Capitol Region representative on the VIP Community of Practice planning and coordination team. Within the park, she serves as chair of the Diversity, Equity, and Inclusion workgroup where she has spearheaded monthly Lunch & Learn sessions, conducted community outreach, and developed the "Diversity Matters" film series which spotlights employee perspectives on the topic of what diversity means to them.

Emily created a new Volunteer Youth Intern program in partnership with the Holton-Arms School and worked with the NPS International

Affairs Office to host an international volunteer for the 2022 summer season. Both programs were highly successful. She launched new service-oriented events to reach underserved audiences through new partnerships with organizations such as Community Bridges. Programs highlighted specific NPS events such as Latino Conservation Week and National Public Lands Day, introduced youth to NPS as a potential career option, fostered multigenerational engagement, and encouraged visitors to see the C&O Canal NHP as "their park."

In addition to fostering new partnerships, Emily works to maintain existing partnerships. Her work with the C&O Canal Association led to the ongoing removal of invasive plants, trash clean-ups, and the repair of park picnic areas and waysides. Beyond her one-on-one efforts with individual partners, Emily creates a collaborative environment, connecting various organizations through regular Volunteer Leadership Team meetings, newsletters, and shared programs.

Josefina Pohlhammer Aliaga, an international volunteer born and raised in Santiago, Chile, was the C&O Canal International Volunteer for 2022. She was recognized with the 2022 National Capital Region Youth and Young Adult Hartzog Award. Josefina volunteered 740 hours at C&O Canal National Historical Park. She arrived from Chile just as the chaotic summer season was beginning and was all too happy to jump in and learn on the job. During her volunteer season, serving as a Mule Care Volunteer, Boat Volunteer, and Billy Goat Trail Steward, Josefina never shied away from hard work and long days. She quickly picked up mule care and handling skills and passionately embraced the Leave No Trace ethos of the Billy Goat Trail Stewards before moving on to learn how to operate and eventually lead interpretive programming on the 1870s reproduction boat *Charles F. Mercer*.

Josefina was so inspired by her C&O Canal time, that on her return to Chile she became a park ranger.



Above – Emily Hewitt in the field on a culvert site visit – Photo by Steven Dean

Below – Josefina Pohlhammer Aliaga tending a mule – Photo courtesy of the C&O Canal NHP, National Park Service



Pedal, Paddle and Hike By Trent Carbaugh

Environmental Concerns of Railroads Along the C&O Canal and Potomac River



On a more serious note –

Generally, I tend to write things with just a bit of humor and try to express some of the wonder I experience when being out in nature or exploring history. But some subjects just have no humor to them, and this is one of those times.

Railroads are as much a part of the American identity as our rivers, historic sites, and wild places. They also hold an important place in both sociological as well as technological history for good or ill, depending on how you look at it. Much of the C&O Canal National Historical Park and the Potomac River is bordered either by old unused rail beds, twenty-six miles of the Western Maryland Rail Trail, or by active modern rail lines. This is problematic for wildlife as the general scientific consensus is that rail transportation is better environmentally on the national and world scale but has some potentially large problems for local ecosystems.

To be fair, the rail industry is making efforts to clean up their act. Plus, technical advances in electric and alternate fuel locomotives pave the way to a cleaner and more efficient rail network in the future. But cleaning up older problems is difficult and expensive for an industry that is just scraping by.

Now I must say that personally I'm a big fan of rail transport. It makes sense both economically and ecologically. Using decommissioned rail right of ways to create rail trails is also a great idea. Folks get out in nature, exercise, and get to see some history. Rail trails also mitigate the need or desire to remove rail right of ways and the ecological impacts associated with moving large amounts of potentially contaminated soil.

The true reality of rail lines affecting wildlife and the environment is a complex one and is not always detrimental. Different factors influence diverse species in many ways.



Section of rail line effectively blocking a valley – All photos by Trent Carbaugh



Rail bridge over Green Spring Run valley.

Acoustic/Vibration Pollution

Trains are inherently noisy and are heavy things that move rather quickly. Sound and vibration affect wildlife and humans in differing ways. For example, small mammals seem to thrive on the edges of rail rights-of-way, as random noise and longer sightlines make it difficult for predators to hunt them. Large predators such as coyotes will use rail lines as a fast transit path when they move around, and black bears tend to regard them as territorial borderlines. Birds that use sound to communicate with each other are at a disadvantage, though raptors tend to do well with the long sightlines. Small lizards thrive in these environments as do snakes. Turtles though, often get caught between the rails when trying to cross them and become fatally overheated or starve to death.

In researching this subject, I was surprised to find no studies that were done on amphibian populations in this environment. Amphibians with their permeable skins are usually a major indicator that something is wrong in an ecosystem.

Although it is well known that sea mammals communicate with sound, in the last ten years or so we are learning that large land mammals, elephants in particular, communicate through the ground over long distances using low frequency

infrasound (which we perceive as an unsettling feeling, if at all). There is very little research whether smaller mammals, especially predators, use similar sound communication or not.

Chemicals

Chemical contamination is a real problem and, given the nature of rail rights-of-way, can be very difficult to contain or clean up.

Sleepers and Railroad Ties. Sleepers are treated in one of two ways with chemicals to preserve them. Creosote is a very common preservative that is applied to sleepers with a heat and pressure treating process. Creosote, a plant extract, functions as a preservative, insecticide, sporicide (effective against fungal spores), and miticide (controls mites and ticks). Old railroad ties tend to ooze and leech this substance into the environment and eventually into the local watershed.

Wooden sleepers treated with chromate copper arsenate (CCA) are a longer lasting alternative to creosote treated sleepers. Unfortunately, the arsenic used in the preservative is toxic to both animals and plants. Neither type of sleeper should be re-used for landscaping or construction purposes.



Spotted salamander between the rails.



The areas on either side of the tracks are breeding areas for frogs and toads. The tracks are only slightly separated by a berm from wetland areas on both sides.



Fowler's toad along a rail line.



Box turtle along the edge of a rail right-of-way.

Poles used to support electrical, telephone, and telegraph lines are also a source of wood preservative contamination. Along many rail lines these poles are left in place when no longer needed. Over time they fall and deteriorate, spreading chemicals into watersheds. It is important to note that the pressure treated wood used in residential construction by law only contains arsenic in trace amounts. This law does not apply to the lumber used in many industrial applications.

Ash and Cinders. The rail bedding under the sleepers and the soil to the sides of rail lines contains chemical contaminants, mostly lead and arsenic from the breakdown of coal ash and cinders. Many rail lines are old enough to have been in active use from the early steam locomotive age to modern diesel electric locomotives, creating large deposits of ash and cinders.

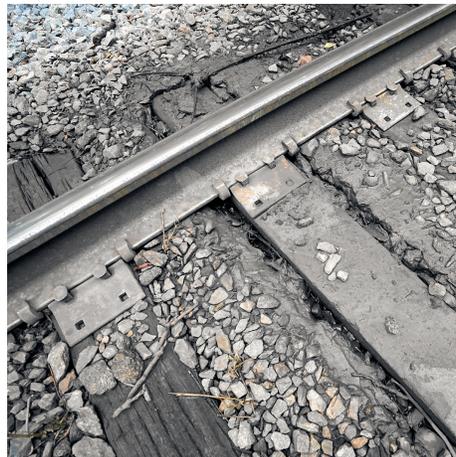
Batteries. Large storage batteries which are used in diesel electric locomotives wear out and need to be changed. Unfortunately, these sometimes in the past have just been tossed over the side of the rail right-of-way, often getting broken open in the process. Batteries contain lead and hydrochloric acid, two substances that are not environmentally friendly in concentrated masses.

Diesel Fuel. Diesel exhaust affects respiratory and cardiovascular functions in mammals and birds causing heart and breathing issues and can also increase the incidence of cancers. Particulate matter (PM) in diesel exhaust is made up of particles of varied size. The black smoke associated with burning diesel is visible PM; smaller particulates (down to 2.5 microns) can lodge in lung tissue and pass into the blood stream. PM also builds up on surrounding surfaces to be stirred up by other activity and spread by wind and water events.

Electrical Equipment. Though usually used in rail yards and more urban/industrial areas, electrical transformers have been a serious environmental hazard. Transformers are relatively simple devices that step down high voltages of electricity into lower, safe voltages. This process causes extreme heat in the copper coils used to accomplish this, so the coils used to be surrounded with an oil: polychlorinated biphenyls (PCBs). PCBs are nasty; they are extremely toxic and in animals and humans PCBs are absorbed by tissues faster than they can be metabolized out. Incinerating PCBs makes the resulting residue even worse. PCBs were banned in the United States in 1977 but there may be old transformers still in use.



Coal and ash build-up in the gravel rail bed.



A loose sleeper. When the ground is wet and a train passes over, a slurry of coal mud washes out.



A mechanical monitoring device. The area on the ties and under the felt is soaked with petroleum grease.



A discarded battery along a rail right-of-way.



A railroad tie leaching excess creosote.

Removed transformers still filled with PCBs may possibly be found in old junkyards and sometimes in out-of-the-way places in rail yards. Mineral oil, though flammable, has replaced PCBs in transformers. Unfortunately, much of the processing equipment used to fill transformers was the same as was used to process PCBs. Mineral oil and PCBs blend very well, so many supposedly “safe” transformers are not. Depending on local conditions, PCBs can take years or decades to breakdown in soil, with sunlight playing a major role. They can be neutralized by chemical clean up protocols which can be expensive to execute.

PCBs are so common in the environment that almost all humans have small amounts in their blood and tissues.

Watershed Disruption

The simple fact of building a railroad causes disruption to watersheds. Elevated rail beds block water flow and the ability of some animals to move freely. Poorly maintained culverts and drainage systems only create more problems. Flooding in these areas not only causes erosion but can also spread toxins into streams and rivers. Compaction of soil and the addition of building materials, sand, gravel, etc. on rail embankments

exacerbates this problem by changing water flow, especially during large rain or snow melt events.

Accidents

Accidents with containment systems on bulk carrier cars and more serious accidents causing derailments spread hazardous materials over large areas. Due to the limited accessibility of many remote areas rail lines go through and the possibility of weather-related issues during an accident, toxic spills are difficult to clean up. In the past, spills were often only partially cleaned up and then covered over with soil or gravel, only to reappear later during erosion events or construction projects.

Conclusions

As much as we like to think of the C&O Canal as a place to go be out in nature, we must always remember that originally it was an industrial transportation corridor. The canal was surrounded by agricultural areas, manufacturing enterprises, and by rail lines.

Like a railroad embankment, the C&O changed the water flow along the Potomac River; fortunately the engineers that built it knew what they were doing. Though the canal has



A broken locomotive brake pad discarded on the right-of-way.



An example of an older transformer.



A backed-up culvert full of coal dust and other waste. Spotted salamanders and frogs breed in this area.



The abandoned Western Maryland Railway right-of-way along the berm side of the C&O Canal in the Town Creek area.

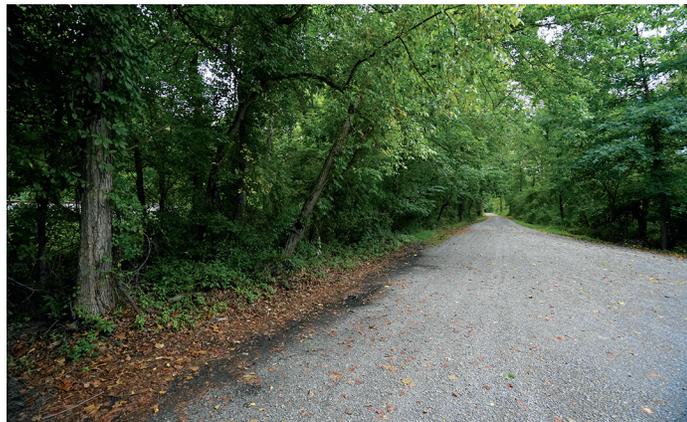


A box culvert under the abandoned Western Maryland Railway right-of-way in the Town Creek area. It drains into the C&O Canal.

not been a viable transportation route in a long time, its water management systems still work reasonably well considering all the changes over the years.

The building of rail trails on old rights-of-way can uncover older problems with dangerous waste that may not be recognized for what it is. In addition, the water management systems of old, unused rail lines are no longer maintained, and this can spread, or worse, concentrate toxins, especially during flood events. This is a complex issue unfortunately requiring complex solutions. Also keep in mind that for some of these problems there simply is no viable solution yet.

If you care about our environment and nature, you may ask yourself, what can I do to make this better? We must also really, really think hard about the repercussions of what we *choose* to do; what seems to be a good course of immediate action may be detrimental in the long run. Much of the information about environmental contaminants is contradictory, influenced by industrial concerns, or considered unimportant by “experts.” It’s best to not repeat the mistakes of the past.



Big Pool area on the old WRMY grade: Through the trees on the left is the current CSX line and a gully. The gully drains into a low-lying wetlands area.



The Western Maryland Rail Trail west of Hancock, Md.

Select References:

Railway Disturbances on Wildlife: Types, Effects, and Mitigation Measures – Scientific paper, Priscila Silva Lucas, Ramon Gomes de Carvalho, Clara Grilo. 2017 www.link.springer.com



Environmental Contaminants – Rails to Trails Conservancy www.railstotrails.org



The Environmental Protection Agency www.epa.gov provides content on numerous topics: *Environmental Contaminates (Railroads); Diesel Emissions Health and Environmental Effects; Electrical Transformer End-of-Life Hazardous Waste Removal; and Electricity Delivery and its Environmental Impacts.*



The lower terminus of the Western Maryland Rail Trail.

2023 Odonate Walks

By Steven Dean



Widow skimmer

The Association hosted two odonate walks in 2023. Dragonflies and damselflies were plentiful on both dates.

The first event was in Oldtown on June 24. Several odonate watchers showed up despite the rainy forecast. Over 20 species of dragonflies and damselflies were noted, including dot-tailed whitefaces, amberwings and banded pennants. Eastern pondhawks and other species were observed laying eggs in the canal water.

The walk in Dickerson took place on July 22. The dragonflies were quite active. Widow skimmers and blue dashers were commonly sighted odonates. An added avian treat for walkers was the presence of several red-headed woodpeckers, which were observed catching insects on the fly.

We will return to Oldtown and Dickerson for odonate walks in 2024 – join us!



Banded pennant



Unicorn clubtail



Halloween pennant



Ebony jewelwing



Eastern amberwing



Eastern pondhawk (m) eating an insect



Eastern pondhawk (f)



Blue dasher (m)



Damselfly mating wheel



Dot-tailed whiteface



Spangled pennant



Blue dasher (f)

Paw Paw Bends Paddle Trip

By Barbara Sheridan

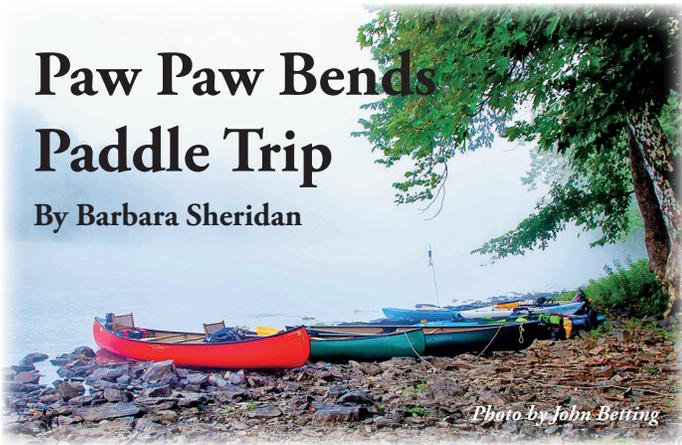


Photo by John Betting

The annual Paw Paw Bends paddle/camping trip was held during August 18 through 21. The event was led by Barbara Sheridan with the assistance of Pat White. The six additional paddlers were Wayne Anderson, John Betting, Tony Laing, Paula Mahan, Merrily Pierce and Paul Stickley.

We shoved off at noon from the Paw Paw, W.Va. boat ramp after completing the shuttle back from Little Orleans. The water was very low, but the weather was perfect. After paddling 8½ miles, we stopped for the night at the Sorrel Ridge Hiker Biker camp. One member of our group thought a bear may have been peeking in his tent overnight but in the morning the only thing we could find was tiny muddy paw prints on the tablecloth.



Photo by John Betting

After a hearty breakfast of scrambled eggs with cheese and fried potatoes, we reloaded the boats and were back on the water by 10 a.m. We stopped for lunch at Stickpile Hill with homemade strawberry jam, compliments of Tony Laing, on our PB&J sandwiches. Then it was back on the water heading toward Devils Alley Hiker Biker to camp the night. This stretch of the Potomac provided us with views of several bald eagles and a great blue heron.

Devils Alley is probably one of the easiest hiker biker camps to find and access from the river. It is smaller than some but still has all the amenities and great views of the river. Several of us went in the water for a swim and found the current to be very strong. Our simple dinner, usually hot dogs and beans, got a real boost with home smoked sausages thanks to Wayne Anderson.

We were on the water early the next morning for the final leg of our journey to Little Orleans. Our major concern was traversing the area we call the Rock Garden which is always a bit difficult even when the water is higher. Amazingly, all three canoes and four kayaks made it through without a problem. After the Rock Garden, we rafted the boats together for a leisurely float to the takeout. It seems that no one was ready for the trip to end.

Good times with great people and perfect weather! What more could anyone want?



The group on the river – Photo by John Betting



Tony Laing and Wayne Anderson – Photo by John Betting



Getting ready for dinner at the Sorrel Ridge Hiker Biker camp – Photo by Anthony Laing



Barbara Sheridan – Photo by John Betting



Embarking at Paw Paw – (l-r) Wayne Anderson, Paul Stickey, Barbara Sheridan, Paula Mahan, Merily Pierce and Pat White – Photo by Anthony Laing



Pat White approaching the Western Maryland Railway Kasecamp Bridge – Photo by Anthony Laing

Locktoberfest on October 14

By Steve Brown

Save Saturday October 14 to join in the first “Locktoberfest” along the eastern terminus of the C&O Canal. Like other popular annual Locktoberfests in New York and Ohio, this event will combine fun, fitness, and fellowship with Bavarian food and drink.

Two guided group walks and a bike ride are scheduled at Fletcher’s Cove Boathouse, located at 4940 Canal Road Northwest in Washington, D.C. Historic highlights for all three activities include the scenic towpath, watching a canal boat being raised in an operational lift lock, Alexandria Aqueduct ruins and site of the world’s largest incline plane. Walkers will depart at 11:30 a.m. on a 6-mile or 10-mile route, with an optional lunch in Georgetown.

Participants on the longer hike and the bike ride will tour a furnished lockhouse where they can enjoy refreshments and explore an additional lock. Cyclists joining the 15-mile ride, which starts at 12:45 p.m., will also visit the Lockkeeper’s House in D.C. on the former Washington City Canal. For more details see the C&O Canal Trust webpage at canaltrust.org/Locktoberfest or email Locktoberfest2023@gmail.com.

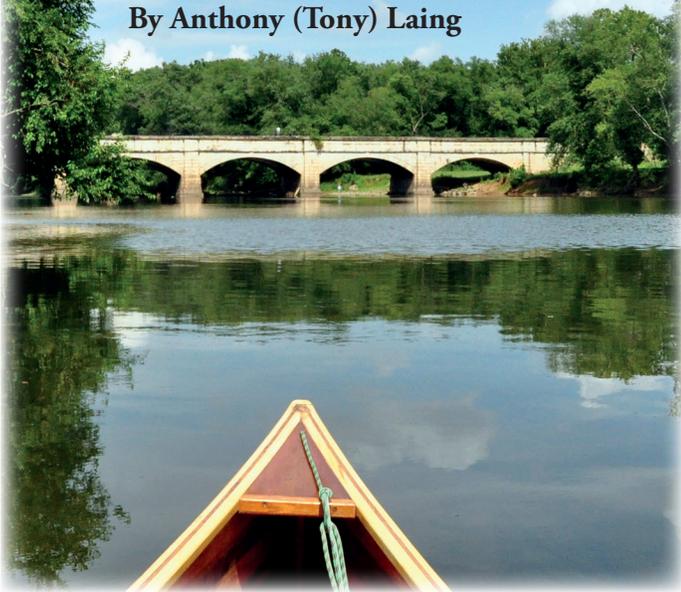


Locktenders raise canal boat – Photo by Steve Brown



12 Miles on the Potomac – Brunswick to Monocacy Paddling Trip

By Anthony (Tony) Laing



Above – The group before the start of the paddle trip. (l-r) Grant Faller, Pat White, Stephen Williams, Joan Olmstead, Tony Laing – Photo by Grant Faller

Left – Approaching the Monocacy Aqueduct – Photo by Grant Faller

Inset – Pat White’s legendary oatmeal cookies were a popular feature of the paddle trip – Photo by Tony Laing

Five of us enjoyed a paddling trip on the scenic Potomac River on July 15 during a balmy Saturday morning. We started at the boat ramp in historic Brunswick and floated downstream for 12 miles to the boat ramp at the mouth of the Monocacy River. We stopped at Point of Rocks for lunch at the picnic grounds and then finished our trip around 4:00 p.m.

The water level was relatively low but navigable. The river was clear for the most part and we spotted fish swimming and darting around. A slow but steady current kept taking us downstream to our destination.

One of the thrills of paddling on the Potomac is floating over some small ledges where small drops in the water level produce a semblance of whitewater. But for the most part the river ride is smooth.



Tony Laing on the river – Photo by Grant Faller

Even though the day was hot the water was cool, and the river was in its glory showcasing abundant wildlife especially the birds. We spotted a flock of merganser ducks, a flock of five white egrets (they are usually solitary), several cormorants, an osprey, a red shouldered hawk, several great blue herons, and of course bald eagles. A bald eagle apparently caught a fish in the water behind my kayak, according to a paddler behind me, and I didn’t see it. Later, all of us saw one fly above us on the Maryland side of the river. And we also heard a bald eagle in the trees. The thrill of spotting these eagles never seems to end.

We can’t forget about our beautiful insect friends. The Potomac has gotten cleaner in this area as evident by large tracts of water grass. In some spots, clumps of water grass stick out of the water and clusters of damselflies rest on these clumps. When paddlers float by, the damselflies alight on our boats. Several dragonflies also alighted on my kayak, and I was delighted to spot a zebra butterfly fly past me. The larva of the zebra butterflies eats the leaves of the Paw Paw trees that live on the banks of the Potomac and the canal. These stunning black and white insects are common along the river and canal but are rarely seen elsewhere in this area.

All of us were glad to be out on the water and so happy that the Association provides us with this opportunity. A special shout out goes to Tim Whitehouse for providing support and gear (SAG) and shuttle service.

Volunteers in Parks

By Jim Heins

Somewhat Lazy Mid-Summer Schedule for the VIPs

As summer approached, members of the Association met the call of the Volunteers in Parks (VIPs) and joined together to spend four days on painting projects.

Two days were focused on priming and painting 40 – 2 by 10 boards 6-foot long, done in record time each day.

Two more days brought out additional members to both prime and paint the picket fence at Rileys Lock. 137 pickets, 17 posts and all the nooks and crannies that go with that design proved to test one's patience with repetition. The end result was extremely satisfying.

A few members of the Swains' Stewards met in April to spruce up the campground and day use area. Nine picnic tables were repainted during that work session.

July was a good month to stay away from VIP projects. However, we are developing a procedure for casting new concrete mileposts since a few of them are in bad shape and at least one is AWOL.

In August, we began the installation of several of the 11 new benches scheduled to be put in this fall. Another Swains cleanup is also scheduled.

In September, the remaining eight new benches will be installed. Another cleanup at Swains is scheduled. Hopefully, more supplies for building additional picnic tables will be arriving.

As the daytime temperatures gradually begin to lower, the amount of activity of the VIPs will be rising. Contact me at vip@candocanal.org for more information about our projects or to join us.



The VIP paint team at work! Participants included Jim Biasco, Ron and Shelby Garrison, Jim Heins, Dave and Kristie Long, Dan Mick, David Romanowski, Barbara Sheridan and Jon Wolz – Photos by Jon Wolz



C&O Canal NHP Projects

By Steven Dean, from National Park Service Releases

Numerous projects of interest to park visitors are either in progress or planned for the near future. Three of these projects are summarized in this article. Park project details are available at www.nps.gov/choh/index.htm. Visit this site for updated information about projects and closures on the *Plan Your Visit* tab. All completion dates are weather dependent.

Stabilize Drylaid Stone Wall at Mile 11 (Log Wall)

The park plans to stabilize an approximately 1,015 linear foot long historic drylaid stone wall, which varies in height up to 35 feet tall. The wall was originally constructed between 1828 and 1831 and is often referred to as the “Log Wall.”

This portion of the canal was altered in the 1960s by the installation of the Potomac Interceptor Combined Sewer. In 2015 and 2016 a series of sinkholes formed, necessitating the water in the canal to be lowered throughout a 4-mile stretch, including upstream of Log Wall to Widewater (Mile 13.5) and downstream towards Washington, D.C.

The project’s main goals include: maintaining the towpath continuity of the 184.5-mile-long primary trail system in the park; restoring the flow of water within the canal prism; reducing risks to adjacent infrastructure; and performing stabilization (reduction of sediment load) of some limited reaches of the tributaries emptying into the canal.

The project includes stone masonry repairs; removal of accumulated sediments from the canal; replacement of the canal liner with a geosynthetic system; restoration of sinkholes; stabilization of limited reaches of the tributaries entering the canal to minimize future erosion; buttressing the drylaid stone wall with dumped stone; and establishment of temporary access and best management practices for erosion and sediment control. Field work began in May 2023 and is anticipated to continue through summer 2024

During construction, the towpath will be closed between Miles 11 to 11.5. A temporary detour for pedestrians is established through the woods on the downstream side of the project area to MacArthur Blvd., which will then return to the towpath at the upstream side of the project using the existing Marsden Tract Bridge and access point. The Carderock Parking Lot B at Mile 10.75 is closed in order to facilitate staging for the contractor. There is no public parking available along MacArthur Blvd. Alternative parking can be found at the adjacent Carderock parking areas.

The completion of the tributary, canal, and retaining wall work will improve safety, result in a more sustainable system, preserve historic resources and contribute to the capability of rewatering miles of canal. It will also reduce the impacts of future flooding events to the towpath, historic features of the park, and park visitors. The work will make the park more resilient to flooding and climate associated hazards.

The construction contract for the stabilization of the drylaid stone wall was awarded in November 2022 for \$10.7 million and was funded from the National Park Service’s Great American Outdoor Act.

Replace Edwards Ferry, Dargan, and Fifteen Mile Creek Bridges

The park plans to replace three public vehicle bridges at Edwards Ferry Boat Ramp (Mile 30.8), Dargan Bend Recreation Area (Mile 64.9), and Fifteen Mile Creek Campground (Mile 140.8). Both bridges at Dargan Bend and Fifteen Mile Creek show signs of deterioration and have reached the end of their service life. At Edwards Ferry, the temporary bridge, previously installed as an interim repair measure, will be removed and replaced with a permanent structure during this project.



Log Wall – Photo by Joe Reed, C&O Canal NHP, NPS



Towpath over Log Wall – Photo by Joe Reed, C&O Canal NHP, NPS

The project aims to increase visitor safety and provide a more sustainable method of accessing these recreational areas by removing the existing bridges and replacing them with new foundations and steel and wood superstructures. These new bridges are designed for modern vehicles loads that will better serve park operations and emergency responders.

The project began in July 2023 and will extend into winter 2023/24. Work at each site is currently anticipated at the following approximate timelines, weather dependent:

- Edwards Ferry Boat Ramp – Mobilization July 2023, Bridge closure August 2023 – November 2023.
- Dargan Bend Recreation Area – Mobilization August 2023, Bridge closure September 2023 – December 2023.
- Fifteen Mile Creek Boat Ramp & Campground – Mobilization September 2023, Bridge closure October 2023 – January 2024.

During construction, the Edwards Ferry Boat Ramp, Dargan Bend Boat Ramp, and the Fifteen Mile Creek Boat Ramp will be closed as the existing bridges are removed and the new bridges are installed. Towpath traffic for pedestrians will be maintained with local detours around the work area.

Alternative boat ramps can be found upstream and downstream of the impacted areas:

- Alternatives for Edwards Ferry Boat Ramp include Sycamore Landing (Mile 27.2) – hand-carried boats only – and Monocacy Boat Ramp (Mile 42.2)
- Alternatives for Dargan Bend Recreation Area include Brunswick Boat Ramp (Mile 55) and Snyders Landing Boat Ramp (Mile 76.6).
- Alternatives for Fifteen Mile Creek Boat Ramp include Little Tonoloway Boat Ramp (Mile 124.5) and Spring Gap Boat Ramp (Mile 173.3)



Fifteen Mile Creek Bridge – Photo by Joe Reed, C&O Canal NHP, NPS

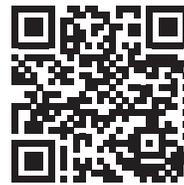
Replacement of Culvert 82 Bridge

The park plans to replace the bridge over the remnants of Culvert 82 (Mile 51.51) at Little Catoclin Creek. The previous bridge was washed out during a flash flood event in May 2018. A temporary low water crossing bridge was installed by the National Park Service in 2019. This temporary bridge will remain open as the detour route for the duration of this project. At the conclusion of the project, the temporary bridge will be removed. The project’s aim is to increase visitor safety and re-establish continuity of the towpath.

The project will focus on the replacement of the previous bridge that spanned Culvert 82. No repairs to the historic culvert will be done as part of this project. The project is anticipated to begin late fall 2023 and continue through winter 2023/24.

U.S. Route 340 Rockslide Repair Project. While not an NPS project, this project will start on September 12 and close US-340 in the Harpers Ferry area for 90 days. Persons visiting Harpers Ferry or using it to access the C&O Canal will need to use a detour. Visit us340harpersferry.com.

National Park Service Project Links



Plan Your Visit



Drylaid Stone Wall



Bridge Replacement Project



Culvert 82 Bridge



Towpath interruption at Culvert 82 washout – Photo by Steve Dean

Merrywood and Its Expensive View

By Rod Mackler

On the Virginia Palisades overlooking C&O Canal Lock 5 stands a historic house called Merrywood. The house has seen a few famous residents, even more famous visitors, and tons of divorces.

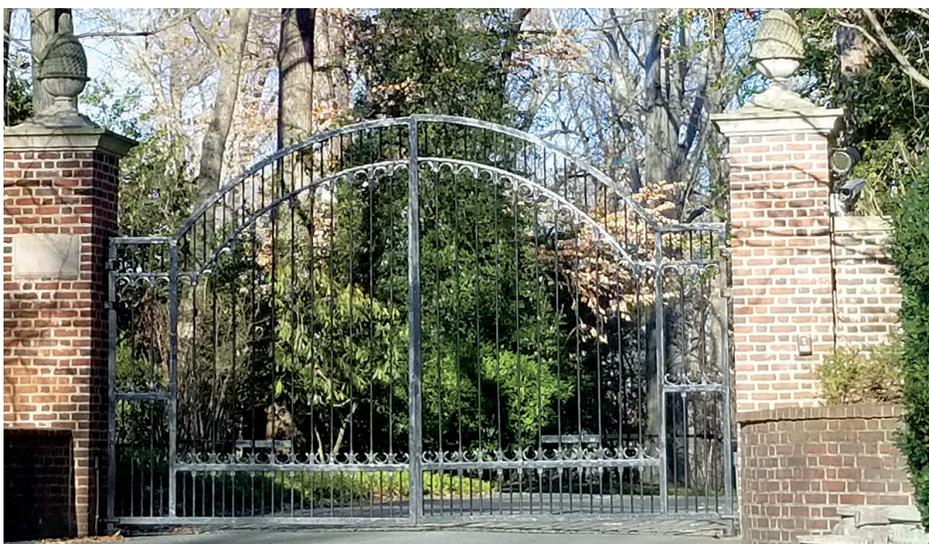
The land on which the house stands was once part of Henry Lee's Salona Plantation and was surveyed by George Washington. Due to poor investments, including the Patowmack Canal and Matildaville at Great Falls, Virginia, "Light-Horse Harry" Lee lost this property and his Westmoreland County Stratford Hall estate and ended up in debtor's prison. His second wife and son Robert E. Lee were forced to rely on charity from her relatives in Alexandria, living a couple of blocks west of the river lock for the Alexandria Canal.

Merrywood is a Georgian brick house built in 1919 for Newbold Noyes, an editor of the *Washington Evening News* and founder of the Associated Press. The gardens were landscaped by Beatrix Ferand, a niece of author Edith Wharton. Newbold and Alexandra Noyes sold Merrywood when they got divorced around 1930.

Newbold Noyes sold Merrywood to Hugh D. Auchincloss, a lawyer and heir to a Standard Oil fortune. "Hughdie," as he was known, was married three times, the second time to Nina S. Gore Vidal,

mother of the author Gore Vidal, and the third time to Janet Lee Bouvier, mother of Jacqueline Bouvier Kennedy Onassis and Princess Lee Bouvier Canfield Radziwill Ross. (The Polish princess was married three times.) Thus, Gore Vidal and Jacqueline Bouvier lived at Merrywood at the same time, as teenagers, but were not directly related. While studying at the Sorbonne, Jacqueline wrote to her stepbrother, also named Hugh Auchincloss, "I always love it so at Merrywood – so peaceful – with the river and the dogs – and listening to the Victrola." The Auchincloss family spent their winters at Merrywood and summered in Newport and the Hamptons. In his 1967 novel, *Washington, D.C.*, Gore Vidal's "Laurel Hill" was a fictional representation of Merrywood.

In 1959, the Auchincloss family put the estate on the market for \$850,000; it sold to Magazine Brothers Construction Company for \$650,000. The developer proposed to construct a 17-story apartment building. Fairfax County zoning authorities gave the project a green light, but the federal government had other ideas. Secretary of the Interior Stewart Udall protested, as did Supreme Court Associate Justice William O. Douglas. President Kennedy issued a memorandum calling on federal agencies to "preserve for the benefit of the national capital region strategic open spaces and scenic resources."



Merrywood entrance – Photos by Rod Mackler

Further information
and images about
Merrywood are
available at
househistree.com



President's Report

By Tiffany Ahalt

Have you ever thought about all the wonderful activities that can be paired with being in the great outdoors? In a world filled with constant chaos, the towpath is often a esacoe for people with a variety of interests from all walks of life.

I recently attended a weekday program hosted by Montgomery Heritage at Violette's Lock. The towpath and its surrounding areas adjacent to the Potomac River were filled with plein air artists, young campers on a scavenger hike, members of a photography club and of course many walkers and cyclists of all ages. It was a reminder of how beautiful the outdoors can be in bringing us all together regardless of the color of our skin or our political affiliation.

Live in the sunshine, swim the sea, drink the wild air – Ralph Waldo Emerson

I hope you have had an enjoyable summer season and that your autumn is filled with exploring new ways to enjoy the C&O Canal.

Yours in serving the C&O Canal Association,

Tiffany

Across the Berm

By Rita Bauman

Ada

The C&O Canal NHP mule, Ada, died on Sunday, May 21, 2023. She was born in Missouri in 1991. She spent the last nine years of her life lovingly cared for by William Bauman at his Pegasus Farm in Frederick County, Va., where she is buried. Prior to her 17 years of service with the National Park Service at Georgetown and Great Falls she pulled tree stumps on a farm. Ada was a gentle animal, with a height 14.2 hands and weight 1,000 lbs. with a reddish-brown coat. She is survived by her companion, Nell.



Ada (left) with Nell – Photo by William Bauman

Merrywood – *Continued from previous page*

The Federal Aviation Agency also weighed in on the inadvisability of putting a high-rise in the approach to National Airport.

The Interior Department posted a half-million dollars in federal court and announced it was taking a scenic easement on the property by eminent domain. Besides preventing the erection of the apartment building, the easement required the property owners to get the department's permission before any visible changes, including felling any tree larger than eight inches in diameter (shades of Dan Snyder above Swains Lock).

The developer gave up and sold the estate in 1964 to businessman C. Wyatt Dickerson and his wife, television journalist Nancy Dickerson (CBS and NBC). The Dickersons installed a swimming pool, tennis courts, and a gymnasium. They sold off 40 acres for development, leaving the current property at seven acres. The Dickersons were big entertainers, hosting such Hollywood luminaries as Frank Sinatra, Jimmy Stewart, and Ronald Reagan, just before he became President, and his second wife, Nancy Davis Reagan.

Later owners included real estate investor Alan Kay and AOL chief Steve Case. The Cases sold the property in 2018 to the Embassy of the Kingdom of Saudi Arabia for \$43 million.

On the Level

By Steven Dean

May to July 2023 Level Walker Activity

This report covers level walker activity primarily for February through April. Earlier reports are included in some cases. Any reports for activity performed on August 1 or later will be in the December Along the Towpath.

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. Level walkers must be members in the C&O Canal Association, comply with NPS regulations and walk at least once a year to remain active level walkers

Recent level walker findings are typical for the summer months. Higher river water levels and prism water retention are noted after summer storms. The NPS maintains towpath conditions as much as possible during summer, but storm clean-ups can impact mowing and other activities. There are several projects underway on the park; refer to the article on Page 18 for details.

Thanks to all who participate in our volunteer program! As a team, your efforts make a significant contribution to the park. For information about the Level Walker program, please email lw@candocanal.org.

Level 3 Lock 5 to Cabin John Creek: Allyson Miller reports May 6, May 26 and July 12: There was so much trash at the Lock 7 parking lot (along Clara Barton Parkway) in May that I notified the George Washington Memorial Parkway and opened a service ticket through their system. I noticed a few weeks later that the trash was removed, the overgrown weeds had been cleaned up and a trash can was placed on the short sidewalk at the parking lot. Hopefully this will help. This is a problem area for dumping. District of Columbia (DC) Water continues to have an active work site at the Cabin John Creek site, above the culvert. There are several timber rafts that flooded from the site into the prism. I notified D.C. Water about this, but the timbers have yet to be removed. The towpath is still accessible via the work site for hikers from MacArthur Blvd.

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

Level 5 Lock 14 to Bridge at Cropley: Jude and Mary Fran Franklin report May 6 and 7: The towpath in good condition with a few puddles. There was water in the canal from Mile 10.5 to Mile 12. There was little to no water from Mile 10 to Lock 13 and the canal is filled with trees, plants, and other growth. The Potomac Valley Marathon was run from Fletchers Boat House to above Carderock on May 6. The towpath was much dirtier with debris where the marathoners ran. Three

emergency vehicles with towed boats and an ambulance were at the entrance to Carderock and on the towpath. Bikers approaching from the rear do not give a warning signal. Only two bikers gave warning in two days. **Mindy Ginsburg reports July 9:** Preparations for the Stone Wall repairs at Mile 11 were noted. (See Page 18) The towpath was relatively clean, with just a few items of debris and one empty water bottle. The wood and concrete around Lock 14 and prism nearby are starting to look more worn.

Level 8 Lock 21 to Lock 22: Rinze and Sue Roosma report July 4: It was a busy morning on the towpath because it was a national holiday. It was a hot and humid morning after a night with a lot of rainfall. There were a lot of puddles on the trail because of the rain. Tire tracks were noted on the side of the towpath and appeared to be from heavy equipment moving through due to work on the canal. In general, we would say that the condition of the towpath has deteriorated quite a bit compared to previous years. A small rowing boat had been left by the side of the trail near Pennyfield. The water level in the canal was still very low.

Level 9 Lock 22 to Seneca Aqueduct: Sylvia Diss reports May 26: The towpath was very clean. The steps at Riley's have been replaced, enabled by Shaun Lehman of the NPS. There is consideration of a possible ramp below the lock house to provide access for disabled and veterans, similar what is now provided at the end of Seneca Creek to have access to the water.

Level 10 Seneca Aqueduct to Milepost 25: **Judith Walton reports May 14 and June 4:** I walked with Flora, the Wonder Dog. In May, it was evident that Level 10 was well used by walkers, hikers, joggers, and dogs. There was very little trash, and the towpath was well maintained. In June, a large branch was blocking the towpath above the Seneca Aqueduct area. It was reported. Pothole repairs in the Seneca parking area were noted in June. **Jon Wolz** noted that young people were jumping off the aqueduct into the creek. This is very dangerous and was reported to the NPS. It is difficult to catch jumpers.

Level 12 Sycamore Landing to Edwards Ferry: **Pat Hopson, with Ray Abercrombie and Larry Broadwell, reports May 6:** The primary purpose of this trip was to pull garlic mustard at Edwards Ferry, and that's what we did – plus clean up the few bits of trash and beer bottles that we came across. We had hoped to do this trip in April, but recurring bad weather and various other issues intervened. The garlic mustard second-year plants were quite tall, and most had seeds; but it looked like very few seed pods had burst. The ground upstream from the parking area was covered with first-year plants, as abundant as I've ever seen them. So next year will be busy too. The usual area at Edwards Ferry had been mowed quite recently, and everything looked neat and very attractive.

Level 13 Edwards Ferry to Harrison Island: **Ron Tipton, with Don Owen, reports June 5:** It was a beautiful sunny spring day that started at Edwards Ferry. We were invited by the guest occupant to look around the lock tender's house. We found very little trash along our walk and encountered a few bikers and no other walkers. The towpath was very smooth and there had been mowing recently along the edge of the towpath. We removed a couple of small tree limbs from the towpath. We talked with an NPS employee who was conducting a hazard inspection along a 40-mile section of the towpath. **Liz Wagner reports July 21:** The level continues to be well maintained. The sides of the towpath and the lock areas had been recently mowed and the resurfaced towpath is wearing well, with only a few patches worn through to the original surface. There were only two small patches of standing water from the thunder-shower the day before. Preparations for the bridge replacement project at Edwards Ferry were in progress. (See Page 18) Prism water level is higher than usual due to recent thundershowers. No blockages or leakage evident.

Level 15 Whites Ferry to Lock 26: **Jon Wolz reports May 17, June 16 and July 4:** It was noted in May that potholes at White's Ferry parking lot have been filled by the NPS. Grass has been mowed, including a part of the field over to and through the pavilion. The prism has been mowed, including around the granary ruins. The White's Ferry Sportsman's Club sign has been removed. The old cabins are still standing. There were several downed trees along this level that fell after a storm on July 29. One large tree near Mile 39 was cleared from the towpath, however a large limb was hanging over the towpath. At Culvert 65, on the downstream side of Chiswell's Run, a

downed tree was noted that was causing the stream to pond and back up into the culvert. Beyond the downed tree, the stream has very little water flow. The situation may cause a problem at Culvert 65 after a heavy rain or Potomac River flooding. As of the July report the NPS has not yet provided a final concept plan for the White's Ferry area.

Level 16 Lock 26 to Monocacy Aqueduct: **Jon Wolz reports May 23, June 27 and July 14:** Water in the prism remains low between the power plant entrance crossing the towpath up to Lock 27. A prism leak at Mile 41.3 is draining the section in a manner like pulling a bathtub plug. Downed trees, rockslides into the canal from the berm side cliffs and stone walls can be seen down from both sides of the lock that normally are under water. The towpath is in good condition on this level, although there is erosion on the upstream end of the aqueduct ramp. Two green herons clucking like chickens were observed on a downed tree near Culvert 68 and a great blue heron is frequently seen on the canal above the Dickerson Conservation Park. Swallows were observed flying around the aqueduct.

Level 17 Monocacy Aqueduct to Nolands Ferry: **Earl Porter reports May 15 (with Ed Boddinger), June 21 (with Ed Boddinger), and July 12 (with Ed Boddicker):** The Monocacy Aqueduct was partially blocked during all walks; typically arches 2, 5, 6 and/or 7 were open and 3 and 4 were closed. Trash was consistently very high on the level and was especially high in May. Restroom conditions were poor in May and improved later. The Nolands Ferry trash bag holder is missing, and trash is being left around the post where it was.

Level 18 Nolands Ferry to Point of Rocks: **Bob Carpenter reports June 5:** It was a sunny and overall pleasant early June day on the towpath. There was very little trash on either the towpath or at Nolands Ferry with most of the trash collected in or around the toilets at Point of Rocks parking lot. The wildflowers, which were a highlight of an early spring walk, have given way to a profusion of wild strawberries along the entire length and on both sides of the towpath. Some very early forming Paw Paws were also noted. The gate to the fenced in Kanawha Spring at Mile 47.57 was open and it is now possible for someone to enter this potential hazard.

Level 20 Catoctin Aqueduct to Lock 30: **Bob Carpenter reports July 31:** It was a warm, sunny but lower humidity day for a walk on the towpath. The restored Catoctin Aqueduct is the highlight of this level. Towpath usage was lighter than expected and virtually all bicyclists. I had an opportunity to discuss the restored aqueduct with four out-of-town cyclists heading to Pittsburgh via the towpath and GAP trail. Trash on the towpath was light but a considerable amount of trash was collected at the Lock 30 parking lot and picnic area, as well as the road leading to the Brunswick Family Campground. There restroom was clean, but there was extensive graffiti on window, door, and wall. The towpath surface was dry and in good condition. The control of growth along the edges of the appears to be a problem and effectively narrows the towpath.

Level 22 Lock 31 to Lock 33: Karlen Keto reports June 4 and July 10:

It was very busy in June. The Weverton lockhouse was still a work in progress. There was absolutely no trash on the towpath! The day before was National Trails Day and I think that there were volunteers in this area cleaning up. Sadly, as usual, there was a pile of unbagged picnic garbage at the wayside sign ... under the "trash free" park sign at Weverton. In July I ran into some interesting people. First, I talked to a teacher who, along with four elementary aged students, cycled from Weverton to Harpers Ferry where they had lunch and ice cream. On their return trip, the group frolicked in the river and enjoyed petting my dog. These youngsters were the only cyclists that called "on your left" as they passed! Later I ran into parents and two young ones on bikes. They carried overnight supplies in a wheeled child carrier and were hoping to make a ten-day trip on the bikes with sleeping outdoors. I so like meeting folks and learning why our towpath is so popular!

Level 23 Lock 33 to Dam 3: Arthur Tsien reports May 19 and July 6:

The May walk was my third walk on Level 23 in 2023. It was a nice, partly sunny day with no meaningful bugs or humidity, and I had my usual positive experience walking the towpath. The level looks generally good with nothing of major concern. Previously I reported erosion of the resurfaced towpath in the 120 or so yards between the upstream end of Lock 33 and the old railroad bridge piers. Fortunately, the erosion does not seem to have gotten worse. The impetus for the July walk was an article in *The Washington Post* on July 5 about this year's peregrine falcon chicks on Maryland Heights. They had fledged and were possibly visible from The Point, particularly in early morning. I grabbed my binoculars and headed off for a morning walk. Unfortunately, I didn't see the falcons. I encountered one tree that needs removal. Otherwise, the level looks good generally; nothing of major concern and no significant changes from my prior reports. Work on the NPS stone wall repair project downstream of Lock 34 was in progress during both walks.

Level 26 Lock 37 to Antietam Aqueduct: Larry Cohen reports June 9:

I noted that the April 8 annual cleanup produced great results once again. Eight volunteers focused on the portion of this level, which has significant dumping from Limekiln Road into the park and down a significant drop to an area on the far side of the prism. The rest of level beginning at the lock house requires much less trash removal. The walk was excellent, with a symphony of bird calls and dry but perfect weather. Continued dumping of furniture and other household trash from Limekiln Road about 2/3 mile southeast of the Antietam Aqueduct.

Level 27 Antietam Aqueduct to Lock 38: Jonnie and Joycie LeFebure report July 23:

It was a very pleasant day. Many bikers were doing an organized ride over the length of the towpath. Their lunch wagon was parked at Lock 38. I talked with one of the riders from South Carolina who said the canal is one of his favorite rides. A low hanging vine at Mile 69.9 could catch tall

bike riders. A well-worn social trail from a pull off on Canal Road to the river is wearing indentions into the towpath. A tall metal sign that is lying at the river side towpath at Lock 38. It was too tall to fit in my car. While investigating the sign, I got stung by nettles. Trash was light except for the parking area at Antietam Aqueduct. Two sites were occupied at the Antietam Creek Camp. The host camp site was unoccupied. Unfortunately, Asian bittersweet was seen at several places along the towpath. It can overwhelm and bring down small trees like pawpaw. One Paw Paw tree was loaded with fruit.

Levels 28 and 29 Lock 38 to Snyders Landing: Brigitta Shroyer and Joel Anderson report June 24:

The picnic table at Killiansburg was moved by someone to a location close to the river and a non-park fire ring was present. Snyders Landing was in good condition. There were many small trees-of-heaven growing in Lock 39. We passed several loaded bike-packers.

Level 30 Snyders Landing to Lock 40: Charles Connolly reports June 13:

It was a beautiful spring day to be on the canal. There was a high level of usage, including Maryland several pick-up trucks with boat trailers, 20 plus bikers (mostly two to a group) and a few dog walkers. Notably, I found **no trash!** Even the parking lot and boat ramp areas were clean. The towpath was in excellent condition, despite recent rains.

Level 33 Dam 4 to McMahons Mill: Dick Stoner reports May 20 and 21:

The weather was great in the morning both days with several pairs of bikers and plenty of fishermen encountered both mornings. The level is well trimmed below the boat ramp, but between the boat ramp and McMahons Mill growth is severe and in need of trimming and brush cutting. On a separate bike ride, I rode the newly opened section on Level 34 from McMahon's Mill to the Lock 42 area – it's enjoyable to see how the improvements were done with several extra wide areas, possibly meant for picnicking or for turnarounds for maintenance vehicles. The whole project is first class and hopefully will stand the test of time.

Level 36 Lock 43 to Falling Waters: Dick Ebersole reports May 10:

The towpath was in good condition, with a few muddy spots from the recent rain. The Lock 43 house seemed to be in good condition, but the gutters require cleaning. The level needed mowing. There was a significant number of invasive plants, and the lack of mowing made it worse.

Level 37 Falling Waters to Lock 44: Arthur Tsien reports May 21:

I started from Cushwa Basin as part of Pat White's scheduled walk. During a stop, I made an on-the-fly decision to forge ahead and walk this entire level. The level looks good, generally. The towpath surface was in generally good shape. I didn't notice serious rutting, hoofprint damage, or tire grooves. There were no real impediments to biking or walking. The picnic table at the Cumberland Valley Hiker Biker camp has rotten boards but is usable. The area is otherwise in good shape.

Level 41 Dam 5 to Four Locks: Mike Anderson reports May 13:

It was an enjoyable hike in the rain. The river level was quite high below Dam 5. The towpath and structures were in

good shape. Visitation was light in the rain, but I did encounter a group of 12 young boys on a section ride. There was a moderate amount of trash and most of it was from the concrete section of towpath at Little Slackwater. It was apparent that there was a party there.

Level 43 McCoys Ferry to Fort Frederick: John and Susan Anderson report May 3: The towpath surface was good, with no obstructions or rutting. The McCoys Ferry camp area was quite busy. There was normal water flow through Culvert 142 and Culverts 143, 144 and 145 were dry.

Level 44 Fort Frederick to Ernstville: Jim Biasco reports May 5: The towpath is in good condition although it is still the older surface. There are occasional roots. There were no changes in the long-standing hole in bottom of prism into Culvert 149.

Level 46 Licking Creek Aqueduct to Little Pool: Rick and Wendy Duke report April 9: It was a beautiful spring day on the towpath with lots of wildflowers blooming. Erosion on the river side of the prism by culverts 160 and 170 was noted.

Level 47 Little Pool to Hancock: Mike and Judi Bucci report June 19: The towpath and prism were in good condition. We did some brush cutting where needed. The Little Pool Hiker Biker camp was in good condition. We noted three wood duck babies right above Little Pool. Judi had a toad hop on her shoe while resting at Milepost 122. One tent was set up at the Hancock boat ramp parking area: apparently an illegal camp site.

Levels 47 and 48 Little Pool to Round Top Cement Mill: Phillip M. Clemans reports May 27: It was a beautiful day, with temperatures in the 50-to-70-degree range. The towpath was busy with walkers and bikers, and there were numerous kayakers on the river. The towpath was in perfect condition with overgrowth present in some places. It was my first time in a while to be out on the canal on a holiday weekend, and it was heartening to see so many people out enjoying the towpath. The flora was lush and green. Birds were in short supply, perhaps because of the crowd, but mallards were plentiful.

Level 49 Round Top Cement Mill to Lock 53: Paul Petkus reports July 4: It was another fun outing on the towpath. A brief summer shower and some light sprinkles didn't dampen the activity. The shower left puddles on the surface of the towpath. Most of them could be easily bypassed. The exception was the puddle that formed on top of the waste weir. No changes were detected in any of the Round Top Cement Mill structures or at Lock 53. It was a very good day for observing nature. Plants in bloom included common mullein, crown vetch, bouncing bet, bee balm, dandelion, clover, Indian strawberry, speedwell, yellow woodsorrel, lizard's tail, horse nettle, milkweed, common selfheal, viper's bugloss, dame's rocket, and American germander. Butterfly species observed were tiger swallowtail, zebra swallowtail, northern pearly-eye, little wood-satyr, great spangled fritillary, question mark, pearl crescent, red admiral, summer azure, cabbage white, silver-spotted skipper, dun skipper and little glasswing skipper. Other nature sightings included groundhogs, deer fawns and wood ducks.

Level 54 Lock 59 to Lock 60: Paul Petkus reports July 22: No change was detected for any of the structures on the level. The level looks well maintained. The towpath was muddy in places. Level 54 is adjacent to the Green Ridge State Forest. As a result, it's a great area to observe fauna. Dragonflies were abundant. A good variety of butterflies were present. Wood ducks, wild turkey, deer and a rabbit were good photography subjects. Evidence of gypsy moth infestation was seen on trees in Mile 149. No evidence of spotted lanternflies was observed. Puddles were somewhat common along the level. Most weren't big and thus easily bypassed. A couple of them were large enough to cause visitors to travel along the mowed edges, resulting in rutting.

Level 55 Lock 60 to Culvert 208: Paul Petkus, with Sue Muller, reports July 8: We visited Level 55 after leading a nature walk featuring butterflies in the Oldtown area in the morning. It was a great day for observing butterfly activity. Twenty species were observed those two locations in Allegany County during the day. It was also a great day for observing dragonflies, birds, reptiles and amphibians. A couple of concerning observations were a gypsy/spongy moth infestation in part of Level 55 and some spotted lanternflies that were observed on trees in the Alum Hill Deep Cut in Level 63. The towpath was in good condition overall, except for numerous puddles near Milepost 168. Over 100 bicyclists participating in an organized bike ride rolled through the area. Plants in bloom included bee balm, white clover, tall meadow rue, elderberry, wild hydrangea, American germander, Japanese honeysuckle, crown vetch, dandelion, lizards' tail, orange jewelweed and Indian strawberry. Spotting butterflies was more challenging than normal due to large number of gypsy moths flying around, but 13 species were identified. Frogs were plentiful in the prism. Cricket frogs, green frogs and bullfrogs were present. There were also many turtles visible. Many of them were coated with duck weed. Three water snakes were in the lock. A few fish, which might be future meals for the snakes, also swam around in the water at the bottom of the lock.

Level 62 Lock 68 to Lock 70: Steven Dean reports July 21: It was a pleasant summer day for a level walk. Dragonflies were plentiful, a monarch butterfly was seen, and a hummingbird moth was flitting around wildflowers. Culvert 216 was overgrown, but water was flowing through. Culvert 217 was in good condition. The Lock 68 house was consistent with earlier conditions and appeared to have new gutters and downspouts.

Level 67 Mexico Farms to Evitts Creek Aqueduct: Sue Rudd reports March through June: Numerous walks were conducted with dog Rusty. Overall, the canal is in good condition on this level, though the towpath is rutty and would benefit from resurfacing. There was typically not much trash. Some brush is overgrown but I like the natural look of it.

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

Calendar of Events – 2023

C&OCA Business

C&OCA Hike and Dinner or Other Event

C&OCA Nature Walk

C&OCA Hike

Non-C&OCA Event

C&OCA Bike Trip

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

Oct. 6-11, Fri.-Wed., **Through Bike Ride**,
Cumberland to Georgetown. No sag wagon provided. Reservations
required. Limited number of riders. We ride 30 to 40 miles per day
for six 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. 14, Sat. **Nature Walk**, 10:30 at Rileys Lock.
Further details are in separate article on this page.
Contact Marney Bruce at marneyb3@gmail.com or 301-652-0402.

Oct. 14, Sat. **LocktoberFest**, 11:30 and 12:45.
Fletcher's Cove Boathouse, Two guided group walks and a bike ride.
Lunch and refreshment options. See article on page 15 for details.

Oct. 21, Sat., **Heritage Hike and Dinner**.
Featuring hikes of three lengths in the Cumberland area
followed by catered dinner at the Allegany Museum.
Details are on page 1 of this issue
Contact Jonnie Lefebure programs@candocanal.org.

Nov. 19, Sun. **Continuing Hike Series** 10:30 at Big Slackwater.
Meet at Dam 4 parking lot. Contact
Pat White, hikemaster@candocanal.org or 301-977-5628.

Dec. 3, Sun. **Board Meeting**, 1 p.m.
Glen Echo Town Hall, 6106 Harvard Ave.

See the December *Along the Towpath* for our listing of 2024 events.
We will plan our usual schedule of hikes, paddle trips,
nature walks, the bike through ride and other activities.
Contact programs@candocanal.org for questions or suggestions.

Fall Nature Walk –

On Saturday, October 14th, C & O Canal Association member, Marney Bruce, will lead a walk on the towpath of the C&O Canal National Historical Park. Participants will meet at Riley's Lock. The walk will start at 10:30 a.m. and will return at approximately at 1:00 p.m. We will walk upriver enjoying fall fruits and foliage, identifying trees, shrubs, and fall flowers. We will go by the old Seneca sandstone cutting mill for a bit of cultural history. This also is an excellent birding spot. All interested are welcomed.

The walk will occur rain or shine. Dress for the weather and bring lunch or a snack. Check for updates at candocanal.org or contact Marney Bruce at marneyb3@gmail.com or call 301-652-0402.

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), contact the event host for updates, or visit Facebook @[candocanal.org](https://www.facebook.com/candocanal.org).*
- » *Participants are expected to comply with any local health or safety related rules in effect at the time of the event.*
- » *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	301-491-3374	Erin Cowan
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Mgmt.	301-714-2204	Ben Helwig
Chief of Resource Mgmt.	301-714-2225	Andrew Landsman (Acting)
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 Recreation Fee Specialist	301-331-7193	Evan Costanza
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

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

Content included in this issue consists of material related to:

Association business – 34%, history/education – 13%; nature/environment – 22% volunteer/project activity – 18%, NPS/park information – 13%

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 contacting the C&OCA at the address above or emailing inquiries@candocanal.org. 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. Inquiries can be directed to the Association at inquiries@candocanal.org.

ASSOCIATION OFFICERS

President: Tiffany Ahalt, president@candocanal.org

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Second Vice President: Anthony Laing

Secretary: Kerry Gruber, secretary@candocanal.org

Treasurer: Paul Lubell, treasurer@candocanal.org

Information Officer: Steven Dean, inquiries@candocanal.org

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Festivals: Rita Bauman/Dick Ebersole | **Finance:** Bill Holdsworth

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CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

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C&O Canal Association



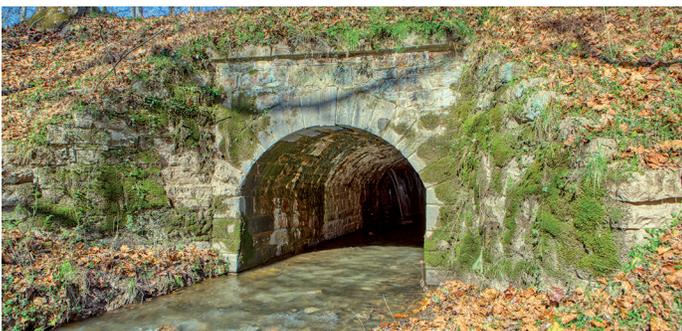
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*Culvert 185, at Mile 126.42, is a 10-foot span sandstone culvert with a 5-foot rise. Also called Johnson's Culvert, it was built in 1836-1837. The stream is moderately active. When the prism above the culvert is watered the barrel leaks through numerous holes, creating a car wash effect. Upper – berm arch; side – barrel; lower – towpath arch.
– Photos by Steven Dean*



ALONG THE TOWPATH

Chesapeake & Ohio Canal Association

www.candocanal.org

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