



# ALONG THE TOWPATH

A quarterly publication of the  
**Chesapeake & Ohio Canal Association**

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

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Number 1

## DOUGLAS MEMORIAL WEEKEND

By Marjorie Richman, on behalf of the Program Committee

Join us for a weekend of camaraderie, great food and canal hiking during April 25 through 27 as we celebrate the 60th anniversary of Justice William O. Douglas' memorable hike to save the C&O Canal.

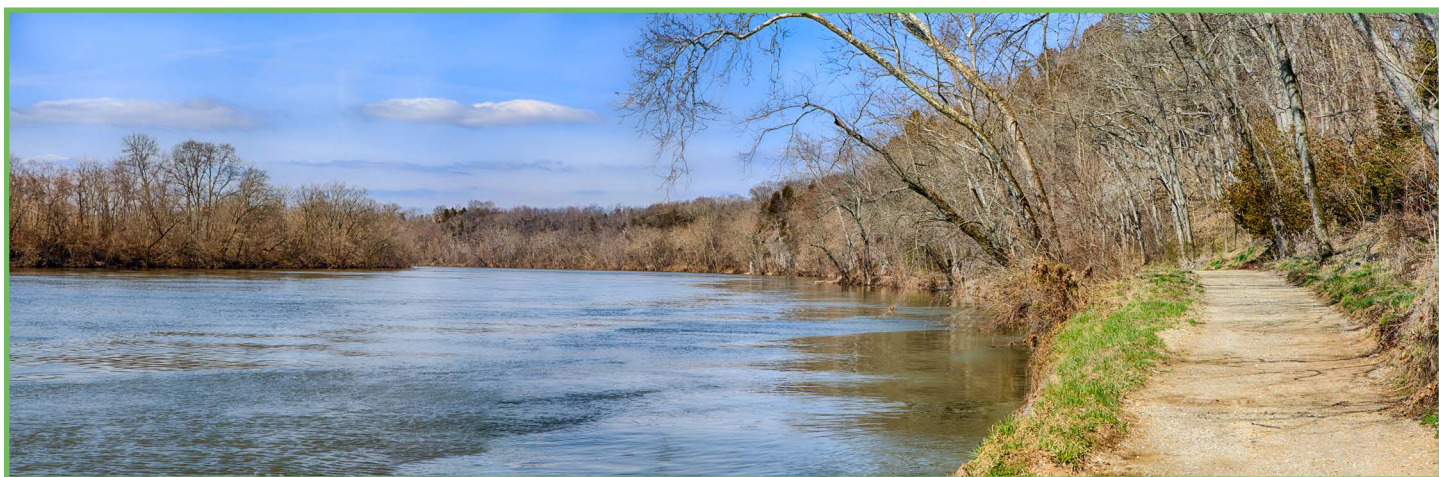
This year's Douglas celebration will feature two nights of camping at a private campground in Williamsport and two days of bus-supported towpath hiking. For non-campers there is a choice of convenient nearby lodging options so you don't have to miss the fun. The traditional Douglas dinner and program will be held on Saturday at the Potomac Fish and Game Club.

We will be camping at the Hagerstown/Antietam KOA campground, located about four miles from the center of Williamsport at the end of a scenic country road. This site features campsites along the Conococheague Creek. A pavilion is available for our gatherings and happy hours. The campground is far enough from the interstate so that quiet nights are guaranteed. There are clean bathrooms, showers, a laundry room, plenty of parking, and electricity and water at each campsite.

There are also accommodations at the campground for people who prefer to have a roof over their heads. Non-campers can reserve cabins located within yards of the tent sites. For those who desire more comfort, we have reserved rooms at the Red Roof Inn in Williamsport, about five miles from the campground. **See the article on page 3 for further discussion of the arrangements, costs and travel directions for the weekend.**

The weekend will feature two days of hiking on the towpath, starting from Cushwa Basin in Williamsport. Weekend participants can arrive at the campground Friday afternoon after 2 p.m. The evening will feature a happy hour, dinner and fellowship. Breakfast will be served at the campground on both Saturday and Sunday mornings. Packed lunches will be provided for the hikers on both days as part of the weekend package.

(Continued on p. 2)



*The Sunday hike will start on Big Slackwater at McMahon's Mill. Photo by Steve Dean*

(Continued from p. 1)

On Saturday hikers will meet at Cushwa Basin and travel via bus to one of three upstream starting points. The bus for long- and medium-distance hikers will depart at 10 a.m. The long hikers will start at McCoys Ferry, for a 10.8-mile walk back to Williamsport. The medium hikers will start at Dam 5 and hike 7.2 miles back to Williamsport. The short hikers' bus will depart at 11 a.m. They will walk 3.5 miles from Gift Road back to Williamsport.



*Saturday's long- and medium-hikers can take a break at Dam 5.  
Photos by Steve Dean*

All Saturday hikers will enjoy spectacular views of cliffs along the berm and fine wooded ravines as they approach Williamsport. Medium and long hikers will enjoy the view of Dam 5 and the roar and spray of the water rushing over the dam. Long hikers will walk through Four Locks and Two Locks, and observe the Charles Mill ruins.

On Sunday all hikers will again meet at Cushwa Basin. There will be two hike options, and both will depart by bus at 10 a.m. The long hike will start at McMahon's Mill, for an 11.7-mile return hike to Williamsport. The short hike will start at the Potomac Fish and Game Club for a 4.4-mile trek back to Williamsport.



*Culvert 136, with its 20-foot span, is a fine example of culvert construction and is worth a quick stop. It is just over a half mile below Dam 5.*

Both Sunday hikes will pass farmland, wooded areas and Lock 44 on the approach to Williamsport. Hikers will also see the Cumberland Valley Railroad bridge piers and coal loading dock area ruins. Long hikers will walk on the original section of Big Slackwater and observe Locks 41, 42, and 43. The Sunday hikes will be the conclusion of the weekend and hikers will not return to the campground.

The Douglas Dinner will take place on Saturday. We will gather at the Potomac Fish and Game Club in Williamsport at 4:30 p.m. for a cash bar happy hour, to be followed at 5:30 by a deluxe dinner buffet and evening presentation. Catherine Bragaw, Supervisor, Palisades District, will give a presentation about the retreat from Williamsport during the Civil War. Ranger Bragaw is noted for her work as a Civil War education specialist, and her talk will be interesting and informative.

Don't miss this opportunity to experience Western Maryland, walk the towpath, and enjoy the fellowship of other Association members as we celebrate the Douglas Hike in a new and special way.

#### WEEKEND SCHEDULE OF EVENTS

##### Friday

- 2:00 p.m. Earliest arrival time at campground
- 4:00 p.m. Happy hour begins
- 6:00 p.m. Dinner at KOA restaurant

##### Saturday

- 7:00 a.m. Coffee at campground
- 8:00 a.m. Breakfast at KOA restaurant/pack lunches
- 10:00 a.m. Long/medium-hiker bus departs Cushwa Basin <sup>1</sup>
- 11:00 a.m. Short-hiker bus departs Cushwa Basin <sup>1</sup>
- 4:30 p.m. Happy hour at Potomac Fish and Game Club <sup>2</sup>
- 5:30 p.m. Dinner and program

##### Sunday

- 7:00 a.m. Coffee at campground
- 8:00 a.m. Breakfast at KOA restaurant/pack lunches
- 10:00 a.m. All hikers bus departs Cushwa Basin <sup>1</sup>
- 12:00 p.m. Checkout time at the campground <sup>3</sup>

- Note 1: Hike participants are responsible for their transportation to and from Cushwa Basin. Plan to arrive 20 to 30 minutes before bus departure.
- Note 2: Dinner attendees are responsible for their transportation to and from the Potomac Fish and Game Club. The locked gate will open at 4:00 p.m. Do not arrive earlier.
- Note 3: Hikers will not return to the KOA after the hike and should remove their belongings from the campground when departing for the hike.

# Douglas Memorial Weekend

## Food, Lodging and Program Details

By Marjorie Richman, on behalf of the Program Committee

The Douglas Memorial Weekend offers options for participation in the full weekend, or participation only in the hikes or the Annual Douglas Dinner. The events are outlined in the article on page 1. A registration form is included in this issue of *Along the Towpath*. The reservations must be received by April 16, 2014, after which no cancellations or additions will be honored. Note that there are no refunds for prepaid reservations and prepaid bus reservations. Be sure to check the Association website calendar at [www.candocanal.org](http://www.candocanal.org) for any updates regarding the Douglas Weekend. Please note that participation in the weekend is limited to C&O Canal Association members. If you have questions, contact Marjorie Richman at [programs@candocanal.org](mailto:programs@candocanal.org).

### Participation Options

**Full Package:** The full weekend package is available for a cost of \$95. This includes camping for Friday and Saturday nights, dinner for Friday night, breakfast for Saturday and Sunday, and packed lunches for the two hikes. Additionally, the package includes the Douglas Dinner on Saturday night and fees for the hiker buses.

**Douglas Dinner:** Those who do not want to participate in the full weekend can participate in the Douglas Dinner for \$20.

**Hiker-Bus Fees:** The hiker-bus fee is \$5 per day, when paid in advance. The fee is \$7 if paid on the day of the hike. Please bring exact change.

### Alternate Lodging

**Cabins at KOA Campground:** Ten cabins are on hold until March 23. Eight are one-room cabins and two are two-room cabins. All cabins have electricity and no bathrooms. Linens are not provided. The one-room cabins sleep up to four people. There is one full size bed and one set of bunk beds in the one room. The two-room cabins sleep up to six people in two rooms. The cost of the one-room cabin is \$60.75 per night, and the two-room cabin is \$67.75 per night. This cost is separate from and in addition to the package, and is paid directly to KOA. To reserve a cabin call Sherri after March 1 at 301-331-2583. Identify yourself with the group name "C&O Canal Association." The prices quoted above are guaranteed until March 23.

**Lodging at the Williamsport Red Roof Inn:** Ten rooms are on hold until April 10 for a cost of \$61.59 (12% Md. tax included). To reserve a room, call the hotel directly at 301-582-3500. Identify yourself with the group name "C&O Canal Association." The price quoted is guaranteed until April 10.

### Directions

**Hagerstown/Antietam KOA:** The campground is at 11759 Snug Harbor Lane, Williamsport, Md. 21795. A contact number is 301-223-9871 and further information is available at [www.hagerstownkoa.com](http://www.hagerstownkoa.com). From I-70, take exit 24 for MD-63 south. Turn left onto MD-63 south, go 0.4 mile, then turn right onto Everly Rd. Turn left in 500 feet onto Rock Hill Road, then turn

right in 0.2 miles onto Kamps Mill Road. Proceed 1.4 miles on Kamps Mill Road and continue onto Snug Harbor Lane. You will see signs for the KOA.

**Red Roof Inn:** The Red Roof Inn is located at 310 East Potomac Street, Williamsport, Md. 21795. It is easily located after exiting I-81 Exit 2.

**Potomac Fish and Game Club:** The Potomac Fish and Game Club is at 14241 Falling Waters Road, Williamsport, Md. 21792. A contact number is 301-223-9871.

From the KOA, proceed 2 miles on Kamps Mill Road. Turn right onto MD-63S and continue through Williamsport for 3.5 miles. Turn right onto Falling Waters Road and proceed 4 miles.

From I-70, take Exit 26, I-81, towards Roanoke/Harrisburg. Go south towards Roanoke. On I-81, take Exit 1 (it comes up quickly), MD Rt. 63/68, towards Williamsport. At the end of the ramp turn left onto MD-63S/MD-68E. Go about 0.9 miles and turn right onto Spielman Road, MD-63. Go about 0.9 miles and turn right onto Falling Waters Road. Go about 4 miles, club is on left.

NOTE: The Potomac Fish and Game Club is a private club. There is a gate, which is locked at all times except when there is an event. On April 26 the gate will open at 4:00 p.m. Please plan accordingly. When leaving the property the gate will open automatically.

**Cushwa Basin:** The C&O Canal NHP Williamsport Visitor Center is located at 205 West Potomac Street, Williamsport, Md. 21795. A contact number is 301-582-0813 and further information is available at [www.nps.gov/choh/planyourvisit/williamsportvisitorcenter.htm](http://www.nps.gov/choh/planyourvisit/williamsportvisitorcenter.htm).

From the KOA, proceed 2 miles on Kamps Mill Road. Turn right on to MD-63S and continue 1.2 miles. Turn right on to East Potomac Street (US-11) and proceed .4 miles to the Visitor Center.

From I-70, take Exit 26, I-81, towards Roanoke/Harrisburg. Go south towards Roanoke. On I-81, take Exit 2 US-11S and proceed 1.5 miles to the Visitor Center.



*Returning hikers on Sunday will enjoy this view of Lock 44.*



## Want some exercise? Join the VIPs

It looks as if the Association's Volunteers in Parks (VIPs) are going to be busy this spring, and we can use your help.

The Potomac River Watershed Cleanup starts off the season on April 5<sup>th</sup>. We are running a number of sites from Carderock to Riley's Lock. If you would like to help clean part of the park we will find a location for you.

A Riley's Lock work party is planned for April 19<sup>th</sup>. We will be repainting the picket fence in front of the lockhouse. We will also be working on vegetation removal in that area.

The annual Carderock area garlic mustard removal will be on May 3<sup>rd</sup>. This will be our sixth year trying to get rid of the garlic mustard in that area. It is working. Each year we expand the area we are working on. Although garlic mustard is not a project of the VIPs, some of us are very much involved in that challenge and will be spending time and energy at various locations besides Carderock to remove that nasty weed.

Sometime in May or June, we will be involved in a cleanup of the canal prism in Georgetown.

Moving into summer, we anticipate getting involved in the installation of some benches along the towpath and putting in additional wayside exhibits. Dates for these projects have not yet been determined.

One last new project will be an effort to clean the outlet side of culverts. The culverts will be selected based on findings of Level Walkers and Culvert Crawlers, and we will make sure water has a path from the culvert to the river. (See photos below.)

Please note – if you have not received a VIP email recently, your name may have been inadvertently removed from my VIP email list due to a messy changeover to a new computer. If you wish to be included on that email list again or would like to sign up for a project please contact me at [vip@candocanal.org](mailto:vip@candocanal.org).

– Jim Heins, VIP Coordinator

## Our GMC project needs HELP

Removing garlic mustard from our beautiful park is a major issue and requires more help than we presently have. We have a number of devoted Garlic Mustard Challenge (GMC) “weed pullers” but they cannot do the job by themselves.

There are several problems associated with this.

- There are more garlic mustard areas to be treated than our present volunteers can handle.
- Any area that has had attention must be worked on each year *without skipping a year*. There has been inconsistency in the efforts applied in some areas.
- Volunteers who signed up to adopt an area near An-tietam (and did a great job) cannot continue.

If you cannot adopt a site, but are willing to come out and help, we will provide a list of adopted sites where those who are working those sites are willing to have additional



*If there is a world record established for filling a Chevy van with the most garlic mustard, Skip Magee probably holds it. Photo by Steve Dean.*

help. If you want to help, the park staff requests that you get the necessary training (one session of about 30 minutes.) If you are willing to adopt a site, you can suggest an area you would like to work. The park staff then needs to check it meets their standards for safe weeding. Then, with training under your belt, you will be ready to go and make one more section of the park garlic mustard-free.

If you are interested please contact Steve Dean or Jim Heins at [gmc@candocanal.org](mailto:gmc@candocanal.org).

– Jim Heins, GMC Coordinator



*Filled culverts, as shown at left, pass a limited amount of water and can allow water build-up during high water conditions that can present a risk to the towpath and prism. Open culverts, as shown on right, protect the integrity of the canal as they have done for 165 or more years. With the help of the VIPs there soon will be more open culverts. Photos by Steve Dean.*



## Peaks and Valleys of a Lock Keeper's Life

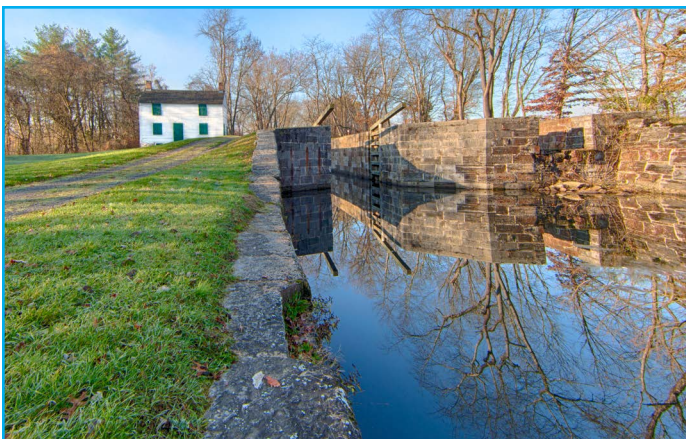
Lock keepers along the C&O Canal held a demanding job in 1875. There was little rest for these workers once canal traffic ramped to its summer pace. Lock keepers were expected to operate their lock when a canal boat appeared, anytime day or night.

Long intervals between boats were rare. For the months of May through November, records at Lock 75 show only 17 occasions when the lock keeper had five hours or more to rest between boats.

Between May 6 and November 10, only once did the lock keeper have a rest period of eight hours or longer. At 6:30 p.m. on July 26 the boat *M.D. Corse* headed downstream through Lock 75. The next 10 hours were quiet until boat *A.J. Mills* headed upstream at 4:30 a.m. the next morning. However, the next 10 hours were extremely busy as 57 boats went through the lock. The brisk pace continued until 10 p.m. that night.

That 10-hour lull followed by a frantic pace suggests that Lock 75 may have been out of commission. The lock keeper may have been struggling to make a repair rather than resting during those 10 hours.

During busy times the keeper at Lock 75 was very efficient. The records show dozens of instances when eight boats passed through the lock in one hour, averaging one boat every 7½ minutes. The peak hourly rate was 11 boats. The busiest four-hour period was 32 boats. The highest count for an eight-hour period was 54 boats.



*Lock 75 is a quiet place now, but in 1875 it was a very busy place.  
Photo by Steve Dean.*

One of the job requirements for tending Lock 75, the first lock downstream from Cumberland, was keeping the register of boats ascending and descending past the lock. This analysis is based on those records for 1875.

We don't know the identity of the keeper of Lock 75 in 1875. It may have been John M. Bloss. We can be certain that he held the job between July 1870 and July 1874. Census records from 1870 show Bloss living at Lock 75 with his wife and seven children, ages 4 through 19.<sup>1</sup>



*John M. Bloss was a possible  
lock keeper at Lock 75 in 1875.*

In 1874 the Cumberland newspaper reported that Bloss and two of his sons were charged with assaulting three members of a family operating a canal boat. The tow line of the *Okonoko* tore off part of the railing of Lock 75. An altercation ensued. The fight escalated from the use of clubs to firearms, but fortunately nobody was shot.<sup>2</sup>

1. William Bauman, John M. Bloss Family History, <http://candocanal.org/histdocs/Bloss-Family-History.pdf>, 6.

2. Ibid, 7.

## Rush Hour

*The busiest hour at Lock 75 in 1875 came on  
Saturday, November 6<sup>th</sup> when 11 boats passed  
through in 60 minutes.*

Time	Direction	Boat name
11:00 a.m.	Descending	<i>J. R. Ray</i>
11:05 a.m.	Ascending	<i>Okonoko</i>
11:15 a.m.	Ascending	<i>Ch. Slack</i>
11:15 a.m.	Descending	<i>Maryland</i>
11:25 a.m.	Ascending	<i>Fall River</i>
11:30 a.m.	Descending	<i>Arthur P. Gorman</i>
11:35 a.m.	Ascending	<i>A. S. Winteringham</i>
11:40 a.m.	Ascending	<i>M. Sanford</i>
11:45 a.m.	Descending	<i>Miner</i>
11:50 a.m.	Ascending	<i>Jack H. Snyder</i>
12:00 p.m.	Descending	<i>G. P. Lloyd</i>

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### C&OCA Presidents' Day Festivities

**Saturday, May 31**

Our tradition of celebrating the Association presidents and enjoying general fellowship will take place again at Bill's Place in Little Orleans. A reservation form is enclosed in this issue. Breakfast will be served at 9:00 a.m. with a hike to follow. See the Continuing Hike article on Page 17 for more information about the hike.

Some members enjoy camping the night before at Little Orleans Campground, which is near Bill's. You can make reservations by calling the campground at (301) 478-2325. The campground has a bathhouse and showers. Come and join us!

— Barbara Sheridan

### Presidents' Day Bike Ride

Again this year we will be cycling up to Little Orleans to participate in C&OCA Presidents' Day. This will be an 84-mile round trip in two days, so please don't make this your first ride of the season! We will leave from the Cushwa Basin in Williamsport on Friday, May 30, at 1 p.m. You may park your vehicle there or up on Conococheague Street in non-metered spaces (after 11 a.m.). Our break for supper will be in Hancock, and after that we will travel on to camp near Bill's Place for the night. You will need to make your own reservation for the breakfast on May 31, using the form in this issue. After enjoying the fellowship of other C&OCA members we will depart for our return trip, arriving in early afternoon. There is no registration fee for this ride, but we will each sign the Association waiver-of-responsibility form. For more information please call ex-president Tom Perry at 301-223-7010.

— Tom Perry

### Montgomery County Heritage Days

Heritage Montgomery will sponsor the 17th annual Heritage Days on June 28th and June 29th. The Association will have a booth at Seneca on both days. Additional help is needed on Sunday. If you are interested in helping please contact Ron Howard at ronhoward3@comcast.net.

— Rita Bauman

## ACROSS THE BERM

### Milton Stickles

Milton "Jack" Stickles, a longtime Association member and three-time through-hiker, died on Feb. 17, 2014. He is survived by his wife of 57 years, Florence, a son and a daughter and three grandchildren.

I first got to know Jack during the 1994 through-hike. He sometimes joined in the competition between the late Paul "Bigfoot" Tourigny and me to be the first hiker to reach camp. On the day we hiked from Harpers Ferry to Camp Kanawha, I overtook Bigfoot a mile from the finish, only to find Jack already there, relaxing in a canvas chair and sipping a beer.

Jack was a great hiking companion, soft spoken, a good listener, and a man of sharp intellect. It came as no surprise that he followed a distinguished career as a Navy lawyer with many years of private practice in maritime law.

Jack's companionship was particularly welcome during the first week of the 1999 through hike, when it rained almost daily. On the fourth day, rather than sheltering at the Cacapon Junction campsite, he showed his mettle by hiking another 24 miles in the rain to Hancock.

Jack will be missed. May he rest in peace.

— Don Juran

### Mildred Heimer

Mildred "Midge" Heimer, a longtime Association member and Thru Hike participant, died Feb. 18, 2014. She is survived by her six children and their families.

Midge was active in numerous organizations, including the Girl Scouts and the C&O Canal Association. She made a career of volunteering her time, energy, resources, and family to help others, usually with lots of fun and laughter.

I got involved with Midge through Girl Scouts and she lured me into the Association. Midge started out providing support for daughter Mary for the 1974 Thru-Hike (that hike was support yourself) and ended up providing support for all the '74 hikers. She then became the In-Camp Committee for the '79, '84, '89, and '94 Thru Hikes. Hiker support included providing parking at her home for a one-week hiker and enlisting her husband Glenn to shuttle the hiker back to the vehicle at the end of the week. "Ask Midge" was the standard answer for anyone needing anything on those hikes.

— Pat White

We also note with sadness the recent passing of the following members of the Association:

**Geraldine Davies** died at her home in Falls Church on February 21. She was a regular attendee at Association events with her husband Bill Davies for many years. (Bill, a charter member of the Association, participated in the 1954 Douglas Hike and was an active leader of the Association until his death in 1990.)

**Edith Wilkerson** died at Gaithersburg on February 8, her 94th birthday. She and her late husband, Marvin, were early supporters of the preservation of the C & O Canal, and were very active in the Association for many years.

— Dave Johnson

# Bull Run Culvert and Retaining Wall: Site of a Stonecutting Mill?

By Garrett Peck

The Bull Run area lies about a half-mile west of Seneca Creek in Montgomery County, Maryland. For decades it served as the main redstone quarry at Seneca, and provided the distinct rusty red sandstone for the Smithsonian Castle, many C&O Canal locks and lockhouses, and hundreds of buildings in the Washington and Baltimore area.

Bull Run, which is an intermittent stream, empties into the Potomac River. When the C&O Canal was built along this section of the river from 1830–1833, the designers constructed an arched culvert (Culvert 35) to allow the run to flow under the canal. It is made of Seneca redstone quarried on site.

A Seneca redstone retaining wall was built perpendicular to the Bull Run culvert berm arch along the western side of Bull Run. There is no wall on the opposite side of the stream. What was the purpose of this man-made structure? Might it have been a retaining wall to provide a stable platform for a stonecutting mill and C&O Canal loading station for finished blocks?

John Parke Custis Peter was the owner of the Bull Run quarry at Seneca, living nearby in his home called Montevideo (now owned by the Kiplinger family) when the two-year old C&O Canal Company knocked on his door in 1830. They used eminent domain to condemn his riverfront property for the canal right-of-way. Peter was not happy with the offer and so sued the canal company twice before agreeing to settle. In exchange for compensating Peter for his land, the C&O provided two major bonuses to Peter: they agreed to purchase Seneca redstone to construct most of the locks and lockhouses between Seven Locks and Berlin (now Brunswick). Seneca Aqueduct/Lock 24 and the Bull Run Culvert were built 1830–1833 using redstone from the Bull Run quarry. In 1833, the C&O watered the canal at Harpers Ferry, opening up a large stretch of the canal from Harpers Ferry to Seneca. After that, Seneca sandstone could reach Washington in a day, opening a major market for Peter's quarry.



*A close-up of the northern section of the Bull Run retaining wall. Even this intact section shows signs of distress: stones have fallen out of the wall, and trees and vines are growing into it, further weakening the structure.  
Photo by Garrett Peck.*

In 1846, Peter bid to provide sandstone for the Smithsonian Castle project. He underbid the competitors significantly by offering only \$.25 per perch (cubic foot); the closest competitor, the inferior Aquia quarry, bid \$.40 per perch, and most other bids were far higher. The Smithsonian's building committee chose Peter's low offer.

Gilbert Cameron was the general contractor for the Castle project, and he was responsible for cutting, shaping and shipping the stones from Seneca to the construction site in Washington (1847–1852). Unfortunately, the original building records were all consumed in a fire at the Castle in January 1865, so we have little knowledge of how Cameron operated at the Bull Run quarry, but it is certain that he (a) had some kind of mill to cut and polish the stones for the Castle, and (b) had a way to load the stones into canal boats. He may have had to build his own mill at the quarry, or he could have used Peter's (assuming that Peter had a mill; there are no records indicating that he did).

The open question then is: did the C&O Canal Company build the retaining wall at the Bull Run Culvert? Or did Peter build the wall sometime afterward? Or did Gilbert Cameron build the wall for the Smithsonian Castle project?

Most culverts along the C&O Canal weren't built with retaining walls like you see at Seneca. Where they exist, they were for specific purposes. An example of another C&O Canal retaining wall exists a couple miles west of Hancock, Maryland at the Round Top Cement factory. This helped provide a space for canal boats to tie up and upload with cement without blocking the channel.

John P. C. Peter died in January 1848 while the Smithsonian Castle was under construction. His family lost their slaves during the Civil War, and his son Thomas sold the Seneca quarry and most of the surrounding farmland to the Seneca Sandstone Company in 1866 for \$70,000.

Prior to the Civil War, the two main quarries operating at Seneca were the Bull Run quarry and the Government Quarry a half-mile to the west of it. Montgomery Meigs purchased the latter in the 1850s from the Lee family for the Washington Aqueduct project. The quarries above the C&O Canal turning basin weren't quarried until after the Civil War.

Another stonecutting mill survives to this day at Seneca: the Seneca Sandstone Company, the new owners of the quarry, built the mill around 1868. It stands in the woods just above the C&O Canal turning basin along Tschiffely Mill Road, looking like a ruin from ancient Rome (it actually sits on Seneca Creek State Park land). We know that this was a replacement mill for an earlier mill from an article in the *Daily National Intelligencer* on February 20, 1869:

The Maryland Freestone Manufacturing and Mining Company at Seneca Mills [the official name for the Seneca Sandstone Company] of which Dr J.S. Kidwell is president, has nearly completed their new mill *which is nearly four times the capacity of the old one* [emphasis added] and which has been erected at a cost of nearly \$50,000.

Was this in fact the site of Peter's and/or Cameron's earlier stonecutting mill? It seems unlikely: they would have had to transport the stone a half-mile to the mill from Bull Run. It would be logical that they would cut, shape and polish the stone for the Castle directly in Bull Run. As mentioned earlier, the nearby quarries above the turning basin weren't quarried until after the Civil War.

The Bull Run Culvert (Culvert 35) and adjacent retaining wall are completely within the boundaries of C&O Canal National Historical Park. The Bull Run quarry is partly within the boundaries of the national park, but most of it is within Seneca Creek State Park, which is immediately north of the canal along about a mile stretch of the Potomac River.

The Bull Run Culvert still performs the job it was designed to do in 1830: to carry Bull Run under the C&O Canal and empty the water into the Potomac River. The culvert is in surprisingly good condition: arched structures have a natural strength to them. Although there are some missing stones and a few cracks in the wall above the culvert, the culvert proper looks like it will continue functioning well for many years to come. That's the good news.



The bad news: the retaining wall perpendicular to the Bull Run Culvert is in dire condition. The wall itself is about 100 feet long, built not as a single straight wall, but rather with a number of right angle cutouts. Only the northern half is in relatively stable condition. The southern half is in an advanced state of collapse. Several mature trees have grown into the wall, and their roots are pulling the wall apart.

Entire portions of the wall's southern half are missing, possibly from Potomac River floods that scoured the backside of the wall, wiping out large sections of it, and leaving behind the channels that you see today. Hundreds of stones from the retaining wall are scattered around the Bull Run channel, in addition to much debris and fallen trees.



*The only known image of the Bull Run quarry during its operational years, taken in the 1880s, shows the canal boat Gallia being uploaded with sandstone. The quarry is the gorge that intersects with the C&O Canal, shown right above the boat. Photo courtesy Montgomery County Historical Society and the Sugarland Ethno-History Project.*

A photo from the 1880s shows what is probably a loading station at Bull Run. The boat is identified as the *Gallia*, owned by the Potomac Red Sandstone Company, which only existed from 1881 to 1889, then went bankrupt after the massive 1889 flood that closed the C&O Canal for two years. This is the only known photo of Bull Run during the Seneca quarry's operational years. It was taken at least three decades after the Smithsonian Castle project.

Directly behind the canal boat in the photo are two wooden structures: one a shack with a slanted roof; and another, more substantial building with a peaked roof. That would have stood roughly where the retaining wall is found today. It is clear from the photo that there was a loading station near the retaining wall in the 1880s, but was that larger building used for cutting the stone? Did Cameron use the same site in 1847–1852? And possibly John P.C. Peter before him? We don't know at this point.

A final note about the photo: the cliff line in the distance behind the canal boat provided some of the final stone quarried from Seneca – and the operators used blasting powder. The stones are much larger and rounder than those found from the manual stonecutting that is evident elsewhere in the quarry. You see literally hundreds of these boulders in the “rock garden” just east of Bull Run. Some of them have blasting holes in them.

The Bull Run Culvert towpath arch is accessible from the towpath, but the berm arch and retaining wall are not, as its entrance is in the gully on the opposite site of the canal. There presently is no way across the waterlogged canal. Visitors currently have to access the culvert by walking through the Seneca quarries starting near the turning basin; this path is only accessible during winter.

The Bull Run retaining wall is in dire condition and needs attention to preserve and restore it before the wall crumbles entirely. Several trees need to be removed from the wall. There is little soil behind the wall, probably from Potomac River floods. The channels behind the wall need to be filled in to help stabilize the remaining portions of the retaining wall restored, preferably with original stones from the wall, which are laying in Bull Run. It is a historic structure – possibly more historic than anyone can imagine.

For further information about this area refer to Mr. Peck's book *The Smithsonian Castle and the Seneca Quarry*, or attend one of his guided tours of the area.

## C&OCA Welcomes New Members

**Colette Browning, Herndon, Va.**  
**Dale Carter, Bridgeport, W.Va.**  
**Daniel J. Crumlish, Montgomery Village, Md.**  
**Kim & Jean Doyle, Brunswick, Md.**  
**John & Vivian Eicke, Silver Spring, Md.**  
**James Harper, Carlisle, Pa.**  
**Dr. Amy Hull & Dr. Iouri Prokofiev, Rockville, Md.**  
**Barry Jacobs, McLean, Va.**  
**Norma Lambert, Westminster, Md.**  
**Mary Meehan, Cumberland, Md.**  
**Lorie Nierenberg, McLean, Va.**  
**Jim & Kim O'Malley, Washington, D.C.**  
**Jone Parr, Gaithersburg, Md.**  
**David Plume, Martinsburg, W.Va.**  
**Jim & Kim Rada, Gettysburg, Pa.**  
**Carol Randell & Brian Walker, Huntingtown, Md.**  
**Mary Jane & Dave Roberts, Potomac, Md.**  
**Hugh Robinson, Arlington, Va.**  
**Michael Z. Schmidt, Sharpsburg, Md.**  
**Ken Skrivseth & Karen Lubieniecki, Laurel, Md.**  
**Thomas Taylor, Hancock, Md.**  
**Ronald Wange, Bethesda, Md.**

## Making On-line Donations to Association Funds

The C&O Canal Association now accepts donations on-line. Go to <http://www.candocanal.org/contributions.html> to make a contribution. You can click on buttons for the Kenneth Rollins C&O Canal Fund or the Davies Legal Defense Fund. If you don't have a PayPal account, you can use your credit or debit card. The donation will appear on your credit card statement as PAYPAL\*COCANALASSN. There is a \$50 minimum for on-line donations. During the process, you will be able to indicate whether this is a memorial donation. PayPal charges the Association a fee of 2.1% plus 30¢ for on-line donations. So, a \$100 donation nets \$97.60 for the Association and its work. The board feels the convenience of on-line donations is a benefit that outweighs the transaction cost.

## 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***

### Williamsport History and Canal Mysteries

Without a doubt, the most successful port on the C&O Canal, excluding those at the termini, was Williamsport. This is not surprising, as it is located in the middle of the fertile Great Valley—locally known as the Shenandoah Valley south of the Potomac, and the Cumberland Valley north of the river. By the late 18<sup>th</sup> century it was already an important port for river traffic.

One of the more interesting aspects of Williamsport's history is that the 1790 Residence Act to establish a Federal District for the new national capital specified that it should be "on the River Potowmack at some place between the mouths of the Eastern branch [now named the Anacostia] and Connogochegue" [now Conococheague, the creek empties into the Potomac River at Williamsport]. Today the city boasts that it could have become the new national capital, although the reality is that it was never a serious consideration. A tidewater location was greatly preferred by George Washington, who had already directed Thomas Jefferson to negotiate with landowners in the Georgetown area—the only tidewater option. Washington's trip upriver served to review the section of the river specified in the act, but more to the point, it pressured the Georgetown area landowners to sweeten and finalize their proposal as well as to delay the predictable speculation on the land that would inflate its prices once the location was formally announced.<sup>1</sup>

However, the fact that the Residence Act stipulated the Conococheague as the westernmost possible location of the new district spoke of the importance that the land at the confluence of the Conococheague and Potomac already had. This was due not just to its importance as a river port, but also because, from the early 18<sup>th</sup> century, the Philadelphia Wagon Road down the Great Valley crossed the Potomac here. Yet the town was not laid out until the 1786 act for its incorporation was passed.<sup>2</sup>

Prior to the canal, and especially after the completion in 1802 of the Potomac Company works that bypassed the Great and Little Falls above Georgetown, river shipments to the port cities of the new Federal District grew and Williamsport would have served as one of the major shipping points, especially for the products of Cumberland Valley farms and mills.

Williamsport's proximity to Hagerstown (which had been established in 1762) put it close to the juncture of the north–south Philadelphia Wagon Road (today represented by US 11 and I-81) and east–west Old Cumberland Road (now represented by US 40 and I-70). As railroad development in the latter part of the 19<sup>th</sup> century made Hagerstown a major hub city for multiple lines, Williamsport also benefited, although the Western Maryland Railroad extension to it was not built until 1873.<sup>3</sup>

But it was the coming of the C&O Canal that would have the greatest impact on the city—not all of it desirable. In late January 1834, the city was at the center of the worst outbreak of labor violence along the line of the canal. It culminated in an open battle between two groups of workers totaling perhaps 500 - 600 men from the camps at Dams 4 and 5. Also, the previous two summers had seen the first of the devastating cholera epidemics that would be experienced along the line of the canal, with the inevitable spread of the disease into the adjacent populations that often found themselves having to care for or bury infected canal workers.

The canal in Williamsport would not open until 1835, but it was open from Dam 3 above Harpers Ferry at the beginning of the boating season of 1834 (having been completed in late 1833) and from Dam 4 later that spring. This makes 1834 a major construction landmark of great importance to Williamsport, as boats using the river between it and Dam 4 had a short and easy run to the slackwater pool behind Dam 4 and access to the canal at Inlet 4 for bypassing the significant rapids and falls downstream.

On April 1, 1835, C&O Canal Co. president George C. Washington announced that the canal was open from Dam 5 (seven miles above Williamsport) except for Big Slackwater where the company had yet to build a towpath for the use of towed boats. From newspaper reports, however, we know that the first boats to pass through Lock 44 at Williamsport did so on April 8<sup>th</sup>.<sup>4</sup>

One should not, of course, imagine that the boats in these decades were the large canal freighters we know so well from late 19<sup>th</sup> and early 20<sup>th</sup> century photographs and that were produced by the Cumberland boat builders beginning in the 1850s. In the beginning the canal would have been used mostly by river boats with a shallow draft of one to two feet at the most and carrying far less than even early canal boats likely carried.

But on the canal the river boats must have been towed, as using poles to move boats on the C&O was prohibited lest they punch holes in the canal's clay lining. It is likely the river boats began to carry a tow animal when part of their trip would be on the canal, although it is unclear where they were kept on the boats when on the river. Farm animals were sometimes transported on river boats, however, so one or two tow animals might not have been unfamiliar cargo.

Interestingly, the April 11, 1835 *Williamsport Banner* reported that the "first regularly formed boat, which has entered the canal at its head (Dam No. 5)," had arrived in the basin at Williamsport. This craft, the *Lady Washington*, was described as capable of carrying some 800 barrels of flour – far more than the typical river craft of the time, which carried 100 to 120 barrels.<sup>5</sup> It also had a cabin, possibly for protecting at least part of the cargo area from the weather, as well as for people and animals.

The situation below Williamsport between the opening of the canal from Dam 5 in April 1835 and the completion of the towpath through Big Slackwater in December 1838 is interesting. For all practical purposes, 1839 was the first year that tow animals could have towed a boat all the way from Dam 5 to Georgetown. Notably, 1839 was also the year that the canal opened from Dam 6.

If the *Lady Washington* or any other boat was designed and built specifically for the canal in 1835 through 1838, how did it navigate Big Slackwater? Where cliffs rise directly out of the water, even river boats headed upstream would have had difficulty.

It seems inevitable that many, (if not most) of the boats on the canal until the 1840s at least, were river boats carrying cargo from wharves on the Potomac and its tributaries. Such boats would access the canal through river locks at Edwards Ferry, Harpers Ferry and Shepherdstown, or through inlet locks at Dams 2 through 6.; or through inlet locks at Dams 2 through 6. But boats designed specifically for the canal must have begun to be built by early boat builders as soon as the canal had reached Williamsport in 1835, and it is tempting to think the *Lady Washington* may have been such a boat.

Interestingly, the Canal Company's first classification of boats in 1831 was minimal, recognizing (or anticipating) craft on that first 22 miles as:

1. Packet boats – designed for passenger transportation only.
2. Freight boats – designed for passage and freight.
3. Scows – large, flat-bottomed boats having broad square ends.
4. Gondolas – long, narrow, flat-bottomed boats with a high prow and stern.<sup>6</sup>

As scows and gondolas at this time would have been common types of river boats for shipping cargoes of various kinds, it is not entirely clear how the "freight boats" differed.

The new classification system issued by the company in 1851, after the canal opened from Cumberland but before that city's boatyards were building freighters that barely fit the locks, still leaves us with many questions. The system specified:



Class A – Decked boats of substantial build, carrying one hundred tons and upwards.

Class B – Boats of similar construction, carrying less than one hundred tons.

Class C – Boats not decked, of substantial build, carrying one hundred tons and upwards.

Class D – Boats of similar construction, carrying less than one hundred tons.

Class E – Long boats and scows, decked or not decked, of substantial build.

Class F – Gondolas and other floats designed for temporary use.

Packets – Boats used chiefly for the transportation of passengers.<sup>7</sup>

In any case, before the canal was entirely filled from Dam 5 in April of 1835, boats piled up in the basin at Williamsport for several days. The April 11 *Williamsport Banner* tells us about this exciting event:

Wednesday and Thursday last, the 8th and 9th instant, were busy days with us on the canal. The water was let into the level next below Williamsport, and the numerous vessels which had, within the previous few days, been literally wedged in our basins and canal, forming as complete a bridge of boats as ever crossed the Rhine, thronged and pressed to the lock, eager for passage below. As fast as balance beam and valve key could be plied, were they passed on amid the shouts of a number of our citizens, who had assembled to witness the novel sight. Of the number of vessels which were admitted, we have not been duly informed but our estimate, and we speak, we are sure, much within the number, is from fifty to sixty.

It was a glorious sight to see the numerous boats as they lay in the basin by night, each illuminated by a glowing coal fire, which cast 'a long level rule of light' across the water; and the silence of night was not unpleasantly interrupted by the cries of the hoarse boatmen, as they were disturbed from their mooring by new arrivals, and driven to closer contract with their neighbors. We heard driver's remonstrances boisterous and uncouth against 'scowging', to make use of the navigator's expressive, however inelegant term.

The "Williamsport bridge"<sup>8</sup> is another subject that raises questions. From the beginning of construction on the line of the canal between the town and the river in 1832, until 1879 when the "Bollman Bridge" (as it is popularly known) was built by Wendell Bollman's Patapsco Bridge and Iron Works Company, there had to have been a bridge providing access to the Williamsport ferry (which itself operated until the US 11 bridge opened in 1909). Canal raconteur George "Hooper" Wolfe stated in a newspaper article that there was a wooden bridge at the location of the Bollman bridge before it was built, and that the Bollman company used the abutments of that bridge. Thomas Hahn in his *Towpath Guide* repeated this information, but likely got it from Wolfe's account. When park historian Harlan Unrau researched the Bollman bridge for his Historic Structure Report (HRS) on it, he found no evidence for a previous bridge.<sup>9</sup>

However, Edwin Bearss, in his *Chesapeake and Ohio Canal: The Bridges*, reports that Byrne & Company was paid \$662 on January 31, 1838 for "a permanent bridge [i.e. not a swing bridge] constructed across Lock 44".<sup>10</sup> This is curious, however, as the topography on both sides of the lock would seem to require that a bridge high enough not to interfere with navigation or the operation of the lock would have necessitated long or very steep approaches and substantial abutments—for which there is no physical evidence. Indeed, on the river side of the lock, the land drops away to the flood plain behind the lockhouse (which was not built until 1848 or later),<sup>11</sup> which makes a bridge there unlikely, and especially so after the lockhouse was built.

Unrau, in the chapter on the Civil War in his HRS on the canal, notes General McClellan's orders to burn a "swing bridge" at Lock 44 prior to the Battle of Antietam.<sup>12</sup> But Bearss, in providing more information on his "permanent bridge" at Lock 44, only states that it was destroyed during the Civil War and indicates that it was rebuilt in 1866.

Among the questions these limited and somewhat-conflicting reports raise is how the canal was crossed between 1832 and 1838 and between September 1862 and 1866. Bearss' reference that "extensive repairs" were made to the "Williamsport bridge" in 1886 is a further anomaly, as the Bollman bridge was a mere nine years old at that time.<sup>13</sup>

One solution to the mystery around the Williamsport canal bridges prior to 1909 is to assume that Unrau and Bearss are referencing two bridges—though perhaps not themselves aware that this was the case. It is reasonable that a swing bridge existed at Lock 44 and was burned prior to the battle of Antietam. It is also reasonable that a high wooden bridge at the location of the later Bollman bridge carried the road between the town and the ferry until the iron bridge replaced it. However, if it was important to burn any bridge over the canal in Williamsport in September 1862 or at any other time during the Civil War, one presumes that all canal bridges in the town would have been burned.

The history of the railroad lift bridge requires clarification due to the popular belief that it was likely raised for a canal boat only once, if at all. In reality, work on the bridge began just after the canal company approved it in January 1923, and was completed by June 11. That means that it was in use during the summer and fall of that year.<sup>14</sup> Furthermore, the bridge was to be kept raised over the canal and lowered only to allow trains to cross to the power plant—not the reverse (kept down and raised only when a boat needed to pass). As the plant was still under construction or was only partly operational, it is unlikely that there were frequent trains, and given the limited activity on the canal after World War I, there may never have been boats in the vicinity of the railroad lift bridge when a train needed to cross.

**Note:** As always, I am eager to hear from anyone with information that adds to or changes the information that is available to me. That is especially true when my sources of information appear flawed or incomplete, as is the case with issues raised in this edition of my column. My park email address is karen\_gray@partner.nps.gov.

#### Notes:

- 1 Arnebeck, Bob. *Through A Fiery Trial: Building Washington 1790–1800*. Madison Books, 1991. Pp. 24–29. Arnebeck portrays Washington as being "coy" about his selection of the location and delay in making the official announcement.
- 2 Smith, Edward. *Historic Resource Study: Williamsport, Md.* NPS electronic edition of the 1979 study, p. 9.
- 3 Ibid. p. 94.
- 4 *Williamsport Banner*, April 11, 1835.
- 5 Unrau, Harlan D. *The Chesapeake and Ohio Canal Historic Resource Study*. NPS 2007 edition, p. 337. For descriptions of river boats see Kapsch, Robert J. *The Potomac Canal: George Washington and the Waterway West*. West Virginia University, 2007.
- 6 Ibid.
- 7 Ibid. p. 347.
- 8 Bearss, Edwin C. *Chesapeake and Ohio Canal: The Bridges*. NPS 2012 electronic edition, p. 56.
- 9 Unrau, Harlan D. *Historic Structure Report: The Bollman Bridge at Williamsport, Maryland*. Unpublished NPS study, 1977, p. 5.
- 10 Bearss, *ibid.*
- 11 Unrau, C&O HRS, p. 223. Note that there are unresolved questions about the construction of this lockhouse.
- 12 Unrau, p. 737.
- 13 Bearss, p. 56.
- 14 Smith, Edward. *Historic Resource Study: Williamsport, Md.* NPS electronic edition of the 1979 study, pp. 108–109.

## C&O Canal Association 2014 Annual Meeting By Steve Dean

The 2014 C&O Canal Association annual meeting was held in Williamsport, Md., on March 1, 2014. President Barbara Sheridan opened the meeting. She noted that she only recently assumed the office, because of the resignation of Rachel Stewart due to health issues, on February 10th. William Bauman provided a Treasurer's report on the financial status of the Association's funds.

Association committee reports followed. Susan VanHaften reported that the archive committee spent much time in 2013 inventorying the archives left by the late Carl Linden. Craig Roberts, Dave Johnson and Steve Dean provided reports for the audit committee, by-laws review and editorial committee respectively. Rod Mackler discussed the environmental committee activity. The committee continues to track the Georgetown boathouse issue and has also recently reviewed the slow progress of the proposed eel ladders around Dams 4 and 5. Rita Bauman reported on the planned festival activity in 2014; she could use help at Seneca in June.

The legal committee is currently in search of additional support. Steve Dean discussed level walker activity, which includes two special projects for the National Park Service and the Culvert Crawler project to monitor the numerous stone culverts on the canal. Barbara Sheridan reported that membership renewals are currently down. She has been the membership committee chair for 14 years and plans to transition the function in 2015. Marion Robertson urged members to participate in nature walks in 2014. Bill Holdsworth summarized the web site and social media activity; a highlight for 2013 was placement of past Association newsletters online (see p. 19). Jim Heins provided an inspiring account of Volunteer-In-Park activity planned for 2014 (see p. 4).

Dward Moore summarized the accomplishments of the Canal Town program in 2013, and a 65-mile "Towpath to Town" bike trip planned for June 2014 to highlight the canal towns. Champ Zumbrun discussed activity in Western Maryland, and advised that the proposed Terrapin Run development remains a potential threat to 15-Mile Creek.

Kevin Brandt, Superintendent of the C&O Canal NHP, provided a park report. Financial concerns are a continuing threat to the park. While the fiscal year 2014 cuts are not as significant as once thought, they still are a threat to operations. It has not been established what services would be reduced in 2014. The park hopes to keep camp sites open, but the effort to provide potable water is increasingly challenging due to the outdated systems of wells and pumps that are below the flood plane. Supt. Brandt expressed his appreciation of the support of the Association and its volunteers.

Robin Summerfield, representative for Sen. Benjamin Cardin (D-Md.) spoke briefly about the strong support of Sen. Cardin as well as other Maryland and Virginia government officials for the C&O Canal NHP.

The list of candidates for officers and directors that was published in December was modified slightly. Rachel Stewart withdrew her candidacy for president due to illness, and Dward Moore was nominated for president. George Kennett and Harry deMoll were both nominated for three-year director terms. William Bauman, originally named for a three-year director term, will fill the remaining one year of Ron Howard's term, and Jill Craig agreed to accept a three-year director term. The assembled members unanimously elected the candidates. The 2014 officers, board and committee chairs are listed on p. 23.

### The Annual Fall Through-Bike-Ride

Our traditional C&OCA fall bike ride is scheduled for October 8-13. We start riding in Cumberland and finish five days later in Georgetown, traversing the 184.5 miles of the towpath.

Our group (which includes a few hardy campers but mainly motel softies -- aka "muffins") is aided by trained patrol sweeps and guided by leader Pat Hopson and assistant leader Tom Perry. There is no sag wagon on this trip. We eat most meals in restaurants, with a few carryout sack lunches. Occasionally campers choose to prepare their own meals. Each of us is responsible for getting him/herself to the start of the ride. At the end of the ride a shuttle back to Cumberland is provided, for an additional fee. Or, if not going back to Cumberland, those who leave at Georgetown need to arrange their transportation home.

Since we ride only 25 to 39 miles a day, our pace is fairly leisurely, with time for stops at points of interest. However, it is important that each rider is prepared for the ride and able to carry his or her gear along on the bike. Upon signing up for the ride each rider will receive suggestions for proper preparation. The ride is limited to 22 riders. There are currently several vacancies on the ride. There is a non-refundable registration fee of \$25, which should be sent to: Patricia Hopson, 5133 Woodmire Lane, Alexandria, Va. 22311. When you send your check to Pat, please indicate whether you plan to camp or stay in motels, and include your home address, home and cell phone numbers, and e-mail address.

For additional information contact Pat at [phopson727@verizon.net](mailto:phopson727@verizon.net) or Tom at 301-223-7010. Those planning to camp should definitely contact Tom for assistance in making camping arrangements.

— Pat Hopson



# On The Level

By Level Walker Chair Steve Dean

*This report includes Level Walker activity for November, December, and January. The Level Walkers have wrapped up a successful 2013 with nearly 400 level walks and full coverage of the canal. In 2013 we helped the National Park Service inventory the signage on the park and padlock key codes throughout the park. We also helped monitor the conditions of around 150 historic culverts. I am looking forward to another great year in 2014!*

*Be sure to read the excerpt from the March 1960 "The Level Walker" newsletter on page 18. It provides a snapshot of the origins of the program. It's interesting that the original team of Level Walkers was "70 men along the line" – now the composition is 48% women. Level walking was quite a bit different in 1960; some parts of the canal were neither accessible nor passable..*

*Please join me in welcoming new Level Walkers Curt and Peggy Gaul, David Plume, Hugh Robinson, and Michael Schmidt to our team. Also, words of thanks and well wishes go to departing Level Walkers Pat and Ken Heck, B.K. Lunde, and Charles Holden and Regina Podolskis.*

*Once again, numerous Level Walkers walked their levels in each of the four natural seasons. This year the Four Seasons walkers are:*

Tom Aitken	Jack Forster	Carol Ivory	Paul Petkus	Bill Warren
Karen Appleton	Karen Forster	Nan Johnson	Earl Porter	Mary Wheeler
Steve Appleton	Jude Franklin	George Kennett	Carol Purcell	Frank Wodarczyk
John Barnett	Mary Fran Franklin	Karlen Keto	Marion Robertson	Kristin Zimet
Nancy Benco	Laura Gilliam	Margie Knott	Nasra Sakran	Doug Zveare
Judi Buccia	Larry Heflin	Jim Lyons	Candee Schneider	
Michael Buccia	Lisa Hendrick	Paul Marth	Mark Stover	
Mike Cianciosi	Bill Holdsworth	Rita Marth	Jim Walker	
Steve Dean	Pat Hopson	Don Peterson	Lynn Walker	

**Level 1 Tidelock to Incline Plane John Barnett reports November 2 and 5; December 21; January 14** I spent three hours in November tearing apart the thicket that had formed inside the aqueduct and between the 'hump' and north wall. There was a large bush on the other side of the hump which I also 'grounded' a couple of years ago. I came back later and cut it to the ground. In December I noted almost no trash at the tide lock but the usual pile of wood on the beach. Celebrating the appearance of the sun in January, I waltzed down to the tide lock one afternoon. The condition of that area was wonderful! **John and Valerie Wheeler report November 4 and January 19** We walked from the tide lock to the Key Bridge in November and removed quite a bit of trash. Much of it was recyclable and we took it home to recycle. We noted woody vegetative growth on the stone faces of the canal prism, which will eventually destroy the prism. In January there was less trash than usual.

**Level 2 Incline Plane to Lock 5. Rod Mackler reports December 4.** I focused on the culverts on this walk. It was an OK day to be on the towpath and some people were enjoying it. National Park Service (NPS) Maintenance has temporarily replaced the bridge over the Battery-Kemble Creek, between the upper lot at Fletcher's and the vehicle culvert. They did it very quickly and thanks to NPS are in order. In addition, they made repairs to the brick, stone, and concrete culvert under Canal Road – it looks much better. At the culvert for Little Falls Branch under the canal (about mile 4.5), there is a log caught at the upper (berm) end of the culvert. Other than that, all culverts are clear.

**Level 3 Lock 5 to Cabin John Creek Caroline and Bill Triplett report December 26** The towpath was very clean. There are several downed trees in the canal near Lock 8.

**Level 4 Cabin John Creek to Lock 14 Larry Heflin reports November through January** Towpath was monitored over numerous walks. Conditions were good and no issues were reported. The water level in the canal was lowered in December. Several downed trees are visible in the prism.

**Level 5 Lock 14 to Bridge at Cropley Steve Dean reports January 18** I walked the level to inspect culverts and record data for the sign location project. The seven culverts I looked at were in good condition. The towpath was clean. A large group from DC Road Runners was on the towpath.

**Level 7 Lock 20 to Lock 21 Bridget Sisson and Oren Swain report November 17** The entire length of the level was watered. A downed tree blocked nearly the entire width of the canal just above Mile Marker 15. The towpath was in good condition with some puddling due to recent rain. The temperature was in the mid-60s and there were many towpath users out. **Nancy Benco reports November 18** Warm weather after a couple of rainy days had many walkers out on a Monday. The level was quite clean. The bamboo forest on the east side of the canal north of Mile Marker 16 seems to be thriving. **Bill James reports January 15** The towpath was fairly clean. There was some river-borne trash on the River Trail. Towpath use was light and mostly walkers.

**Level 8 Lock 21 to Lock 22 Karen and Steve Appleton report November 17** The towpath was immaculate. The downed trees previously reported near Swains Lock had been removed. **Jack and Karen Forster report December 21** Water level was medium from recent snow and rain with more than usual volume of flow. The trail had damp stretches but very few puddles. Swains lock house has had major work on windows and paint, looks much better. The

pile of junk on the south and back sides has been removed. The front rain gutter still has a droop in the middle. The Pennyfield lock house was open and we enjoyed walking through it while it was being cleaned.

*Level 9 Lock 22 to Seneca Aqueduct* **Rita and Paul Marth report November 6 and December 26** The towpath was relatively clean on both walks, but we also found a significant amount of trash along the river's edge near Violettes Lock. We noted quite a bit of trash and tree debris in the inlet lock in December. We also noted a thin layer of ice on the canal water in December.

*Level 10 Seneca Aqueduct to Mile Marker 25* **Carol Purcell reports November 15 and January 1** YAHOO! We have a clean aqueduct. The towpath would benefit from a gravel resurfacing along this level. There are lots of areas that are only dirt with no gravel surface visible. Rutting is especially bad between Mile Markers 24 and 25. There is a visible hole in the prism at Culvert 35 (Bull Run). It appears to be about 4-5 feet across and water was running in from the recent rains.

*Level 11 Mile Marker 25 to Sycamore Landing* **Pat Hopson reports November 2** It was the peak of the fall foliage in the area. The towpath is in very good condition along this level. There are a few muddy spots, but it is mainly nicely dry. There are a lot of small branches, and I threw a lot of them off the towpath.

*Level 12 Sycamore Landing to Edwards Ferry* **Pat Hopson, Carol Ivory, Ray Abercrombie, Frank Wodarczyk and Elizabeth Dame report November 23** We started at Sycamore Landing. There was a lot of hunter-related activity along the road. We collected a large amount of fishing-related trash and beer containers right at the gate from the parking lot to the towpath and across the towpath along the river. Edwards Ferry looked pristine at first, but there was quite a lot of trash around the boat launch area.

*Level 13 Edwards Ferry to Harrison Island* **Carrie Sauer and Bill Snoke report November 3** It was a beautiful fall day. There were only a few handfuls of trash on the towpath. At about mile 31.5, there was part of a dead tree that had fallen onto a smaller, healthy tree growing at the edge of the towpath. We were able to move the large tree off of the healthy tree and off the towpath.

*Level 14 Harrison Island to White's Ferry* **Bill Holdsworth reports December 21** There was no trash to speak of on an unseasonably warm December day. I cleared a few branches from the towpath. I inspected six culverts as part of the Culvert Crawler project.

*Level 15 White's Ferry to Lock 26* **George Wyeth reports November 3** The towpath was clean. There was nothing remarkable to report.

*Level 16 Lock 26 to Monocacy Aqueduct* **Mike Cinciosi reports December 28** There was very little trash on the towpath. Most of the trash I found was near the aqueduct, or in the woody areas where I ventured to check out the culverts. It was a great day for inspecting culverts – having the barren trees of winter yet still being sunny and fairly warm. I inspected each of my four culverts on both ends. The aqueduct looks great, now that the logjam behind it has been cleared.

*Level 17 Monocacy Aqueduct to Nolands Ferry* **Earl Porter reports November 4 and December 30** The towpath had quite a bit of trash both times. A discarded large tent was found in December. In November, I observed the Monocacy Aqueduct clean-up. In December, I noted that some tree debris was starting to accumulate in arch 2. **Marion Robertson and Laura Gilliam report December 4** All tree debris was removed from the aqueduct and piled up near

Chick Farm field. Vines are growing at top of the granary ruins and could eventually cause disintegration of structure. The level was amazingly clean.

*Level 18 Nolands Ferry to Point of Rocks* **Harry T. deMoll and Tee Percora report November 21** Conducted assessments of Culverts 72, 73 and 74. Issues were noted on all three culverts, especially with tree debris and structural issues on the berm inflow sides. The conditions are being reported to the National Park Service.

*Level 19 Point of Rocks to Catoctin Aqueduct* **Lynn and Jim Walker report November 6, December 5 and 26, and January 24 and 25** The towpath is generally in good condition on this level. There are a few muddy pot holes not very far northwest of Point of Rocks. The canal prism has many downed trees and trees growing in it. We inspected the four culverts on the level in November and December. A pile of wood debris was still present against the aqueduct in January. Towpath conditions were good in January, with a few walkers, when I covered the level on skis.

*Level 20 Catoctin Aqueduct to Lock 30* **Doug Zveare reports November 16, December 1, and January 4** Towpath conditions were generally good during these walks and trash was light. A particular concern is Culvert 85 at mile 53.97, which is nearly completely blocked. The towpath portal is silted in to the keystone and the berm portal is buried and no longer visible. Water is now flowing above the culvert and into the canal prism. The water appears to flow downstream in the canal prism about to Culvert 84, where it drains into the bottom of the canal prism next to that culvert barrel. Clearing activity at the Catoctin Aqueduct was not evident during these level walks. **Don and Will Peterson report December 16** We focused our effort on cleaning up the Brunswick boat ramp area and the nearby fishing and picnic area/party site on the Potomac River.

*Level 21 Lock 30 to Lock 31* **Karlen Keto reports November 6** It was a delightful day to be on the towpath. Most trash was at the Brunswick boat ramp. **Doug Zveare reports January 12** Culvert 91 (Knoxville Branch) at Mile Marker 57 has collapsed in the canal prism and water can be seen and heard rushing through. The National Park Service (NPS) had the area marked with reflective barricade tape. A large plastic culvert pipe was sitting in the creek near the towpath portal. A large tree was down across the towpath near Mile Marker 57 and I reported it to the NPS hazard line.

*Level 22 Lock 31 to Lock 33* **Karlen Keto reports December 3 (with Don Peterson) and January 4** Trash was moderate and the towpath was in good condition on both occasions. There were a few branches to move but nothing significant. **Dward Moore reports January 19** Conducted a culvert assessment of Culvert 93, the Israel Creek Culvert. The culvert was clear and in good condition, and no degradation was noted from 2013 conditions. **Doug Zveare reports January 20** It was a very pleasant day. The towpath had many visitors, some of whom were wearing shorts. Conditions must have been quite different the next day because of a snow storm. The prism was watered in some areas and frozen due to cold weather.

*Level 23 Lock 33 to Dam 3* **Karlen Keto reports December 18 and January 9** There was light use on both dates. It was so cold during the December walk I left my dog Chessie home so her feet wouldn't freeze. There was a huge increase in the erosion from the towpath toward the river at about the midpoint between the Harpers Ferry bridge and the first upstream pedestrian bridge. It looks as if a backhoe scooped the ditch. **Doug Zveare reports January 20** There were quite a few towpath users out. Towpath conditions were good.

**Level 24 Dam 3 to Dargan Bend Karlen Keto reports December 19** A large tree was down approximately 300 feet past the Dam 3 inlet lock. I reported this to the NPS. Towpath conditions were good for winter. Other than my soles separating from my boots it was an uneventful walk.

**Level 25 Dargan Bend to Lock 37 Karlen Keto reports November 18** It was a gorgeous sunny day on the towpath. There were numerous small blow-down branches that I moved off the towpath. Some cyclists thanked me for clearing the way. **Don and Carol Juran report December 28** It was a near-perfect day for December. A 12-inch-thick oak had fallen across the towpath, totally blocking it, below Lock 37. This tree was later reported to the NPS. The towpath was almost completely dry, no puddles, a few trivial muddy spots. The erosion around Culvert 97 near Mile Marker 65 has worsened to the point that a detour has been built around it, complete with signage, and the remaining bank has been reinforced with stone rubble. This work seems recent, as the tread marks of the machinery carrying the reinforcing stones were still visible.

**Level 27 Antietam Aqueduct to Lock 38 Steve Dean reports December 21** The towpath had a little more trash than normal. There were a few dedicated runners out on a rainy Saturday.



*Above - The detour around Culvert 97.*

*Below - The washout at Culvert 97.*

*Photos by Carol Juran.*



**Level 28 Lock 38 to Lock 39 Bill Warren reports November 9** The towpath was clean and generally in good condition. Only one large mud puddle remained at about mile 73.9. Several stumps showed that trees right along the towpath, mostly around mile 73.2, had recently been cut.

**Level 31 Lock 40 to Marsh Run Culvert Mark, Julia and Christine Brugh report November 2** The Canal towpath, prism and culverts in this level are in good shape, without signs of erosion or wear. The towpath was almost entirely without litter. Seven through-bikers were noted and several runners and walkers were among those out enjoying the canal. The canal prism along this level is almost entirely dry. No downed trees were present as obstacles along the towpath and the prism was not clogged or blocked by downed trees. This is a beautiful section of the canal and appears to be in very good shape at present. **Bill Warren reports November 16** The towpath was clean and in good condition. I concentrated on the river-borne trash in the area near Mile Marker 80. I found several large objects and left them along the towpath for later pick-up.

**Levels 33 and 34 Dam 4 to Opequon Junction HBO Nan Johnson reports November 10** There are big pot holes on the towpath near gate by the Potomac Fish and Game Club. Erosion with deep rut continues on the steep hill just below Dam 4. I picked up numerous branches fallen with high winds. Graffiti remain on McMahon's Mill and rock walls west. It was a very windy day but the hardy were out enjoying the park.

**Level 38 Lock 44 to High Rock Quarry George Kennett and Mary Wheeler report November 16** The towpath was very clean. We noted that two duck hunters in a skiff on the Potomac had shot toward the towpath near the west end of Level 38. We were not expecting this experience, and it was rather discomfiting to say the least! We reported it to a bike patroller, who called Dispatch to report the incident but was told that the hunters were within their legal rights. Oh well, another exciting day on the C & O Canal.

**Level 42 Four Locks to McCoy's Ferry Steve Dean reports November 14** The towpath was in good condition. Most trash was at Four Locks. I recorded GPS data and photographed the park signage, and inspected the culverts on the level. The upstream berm wing wall of Culvert 141 has collapsed since my last inspection of the culvert in 2012. This was reported to the NPS.



*The recently collapsed berm wing wall at Culvert 141.*

*Photo by Steve Dean.*



**Level 48 Hancock to Round Top Cement Mill Phillip Michael Clemans reports November 3** The towpath was in fine shape, with a few pot holes full of leaves. Trash was very light. There were several hikers, mostly locals out enjoying the sunny day. **Michael and Judi Bucci report December 27** There are some unimaginative graffiti on bridge piers over Potomac. A large limb was blocking the towpath just north of the White Rock Hiker-Biker camp. It was reported to the NPS. We inspected Culvert 185. It is in good condition with the exception of a large sink hole in the prism.

**Level 49 Round Top Cement Mill to Lock 53 Kristin Zimet reports 19 December** There was about two inches of snow on the towpath. I saw no other people. At the Round Top Cement Mill, the trees growing between mortared stones along the top are getting bigger. If this aggressive growth is not addressed soon, I believe the wall above the kilns will collapse. **Paul Petkus reports January 4** The weather was ideal for spending a winter day on the towpath. Cross-country skiers probably could have benefited from a bit more snow, but any



*Above - The Western Maryland Railway support wall in March 2013.*

*Below - The support wall in January 2014 after it fell. Photos by Paul Petkus*



**Level 50 Lock 53 to Dam 6 Steve Dean reports November 13** It was a typical quiet day on Level 50. Only one person passed by and I was down in a culvert when that happened. The towpath is in great condition and the three-year-old resurfacing has held up well. I inspected all four culverts on the level and they are in good condition.

**Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Tom and Marsha Dulz report November 6** It was a quiet day on this level. We only encountered one biker and he was singing at the top of his lungs. The level was very clean. **Tom Aitken and Candee Schneider report December 22** It was an unusually warm day for December. The remnants of a recent snow had completely melted over the two previous days. For maybe the first time ever, we didn't encoun-

ter anybody on the towpath. It's great to see people enjoying the park, but sometimes our level is pretty lonely, and—to be perfectly honest—that makes for a great hike.

**Levels 53 and 54 Fifteen Mile Creek to Lock 60 Dennis Kubicki reports November 10** The towpath was generally dry and surprisingly green. While the leaves were almost entirely gone from the surrounding trees; the grass on the towpath still seems to be growing. A good amount of small branches were scattered along the entire path. No doubt this was due to the windy day on Sunday. There were no large obstructions anywhere. The Potomac River was very low. The depth of water between Lock 58 and the Devil's Alley campground was so shallow that one might have walked from one bank to another. Rock and sand banks extended well into the river at that point and elsewhere.

**Levels 56 and 57 Culvert 208 to Lock 63 1/3 Pat White and Barbara Sheridan report November 29** The towpath was well maintained, as always. The Twigg Hollow stream still looks like high clearance vehicles are fording the stream. It is easily crossed on foot. The brush lining the towpath has been trimmed. The areas around the structures have been recently mowed. Structures were in good condition and the broken rail at Lock 61 was completely healed and with the splint removed. Culvert 208 shows no further sign of degradation. We found mostly river-borne trash but also found a working Leatherman tool at the Sorrell Ridge Hiker-Biker camp.

**Level 58 Lock 63 1/3 to Tunnel Parking Area Tom Aitken and Rick Dunbar report December 16** There was a moderate amount of trash, which is normal for this level. It was a beautiful winter day, and I was somewhat surprised that nobody was out on the towpath. The towpath is in good condition in general. There were some puddles and icy spots, but nothing significant. The stream is flowing across the towpath at the upper end of Tunnel Hollow, but no more than usual. The fencing is still holding up at the bottom of last year's rock slide, but the remaining debris above it is pretty ominous.

**Level 59 Tunnel Parking Area to Opposite Little Cacapon Tom Aitken and Candee Schneider report November 24** It was very cold. I have to give Candee credit; I was ready to call it off after seeing the weather report. Everything has been pretty dry, so the towpath was in great condition. We did the usual amount of removing sticks and branches from the towpath. Because of the cold weather, we were surprised to see five bikers as we reached Little Cacapon. The bikes were all heavily loaded, so I assume they were heading to Georgetown.

**Level 62 Lock 68 to Oldtown Jim Lyons and Alison Welborne report December 28** We decided to spend the 60-degree weather on the towpath. There were surprisingly few people on the towpath, given the lovely Saturday weather. We picked up quite a bit of trash.

**Level 63 Oldtown to Kellys Road Culvert Steve Dean reports November 11** The towpath was in great condition. I noted that someone had forced the door padlock on the Lock 71 house, and I reported it to the NPS. I inspected Culverts 221, 222, and 223. Culvert 222 has a developing sink hole immediately over the towpath arch.

**Level 64 Kellys Road Culvert to Spring Gap Nasra Sakran reports November 18** There was light trash. There were lots of small branches from recent wind. Minor depressions in the tow path; deep enough to hold water, but not particularly worrisome.

**Level 65 Spring Gap to Lock 74 Steve Dean reports November 12** I walked the level to inspect Culverts 231 and 234. There is wing-

wall degradation on both the berm and towpath arches of Culvert 231. I noted that someone had kicked in the back door of the Lock 72 house and reported it to the NPS. **Jim Lyons reports December 19** The towpath was mostly snow-covered. I didn't see any people but there were signs of some activity around North Branch. I found an automobile wheel cover on the towpath. How does a car wheel cover end up on the towpath? There were numerous beer cans and bottles at the Irons Mountain Hiker-Biker campsite.

## Level Walker Nature Sightings

In the words of Level Walker Kristin Zimet: "The canal is a perfect delight after snow. People who wait for warm weather are missing so much!"

Bird activity is much easier to observe in the winter. Woodpeckers seem to dominate the winter bird sightings. Their vigorous activity, calls and pecking are a delight to any winter canal walkers. Many level walkers report sightings of great blue herons fishing in the canal. Herons also like to hide in culverts.



*Downy Woodpecker  
Photo by Paul Petkus*

Fox squirrels are frequently reported, and as Tom Aitken noted, they appear to be healthy and well-fed on the canal. Tom also noted in December that there were numerous bats in the Paw Paw tunnel on the wall opposite of the walkway.

Kristin Zimet reported that Level 49 was a tracker's delight in the snow. Tracks told stories of fox, rabbit, raccoon, deer, mice, squirrels, and small birds, all crossing the berm. Most of all, there were abundant turkey tracks. And near the Round Top Cement Mill, they came bustling across the trail – four wild turkeys! Kristin's best sighting of the day was a MINK! It ran along the trail not far ahead of her and she got a good look before it turned and dashed a short way up a tree. (Yes, mink can climb trees.)

Virginia opossums seem to become more active during the day in the fall and winter. Pat White and Barbara Sheridan noticed a young one foraging near Sorrell Ridge in November.

Take some time to get out on the towpath in the spring!

## Continuing Hikes 2014

We had a great start for the year with ten people hiking a snow- and ice-covered towpath from Edwards Ferry to the Broad Branch Trunk and then returning to check out the Goose Creek River Locks. Afterwards we warmed up in Poolesville.

March 29: We will walk upstream from Brunswick to Weverton. Park at the boat ramp under the bridge. We will have a possible late lunch/early dinner at King's in Brunswick – spinach pie is the specialty. Let me know if you wish to be included. Brunswick is about 15 miles southwest of Frederick on US 340. Follow signs from 340 to MARC train station, after crossing all tracks, turn right onto dirt road, follow dirt road to boat ramp. Additional parking is in the MARC lot near the station shelter.

May 29: Meet at the Pearre, Maryland Rail-Trail and walk downstream to the dam that burned. There will be an optional walk upstream to check out the Indigo Tunnel. From Bill's Place in Little Orleans and the Presidents Breakfast go through the railroad underpass toward the canal, turn left, follow paved road, keeping right at any intersections, about 4 miles to large rail trail parking lot on the right.

September 28: We will walk upstream from Little Slackwater at Dam 5 above Williamsport. Meet at Dam 5. This is a beautiful area.

November 23: Join us to walk upstream from North Branch, nine miles from Cumberland on MD 51. Walk upstream to Lock 75, the last numbered lock on the canal, and visit a family cemetery with a Civil War veteran's grave.



*Above: Hikers at Edwards Ferry: From the left. Margaret Chapman, Louise Wideroff, Sarah Huston (hidden behind Barbara with pink fuzzy hat), Barbara Sheridan, Bill Burton, Pat White, Sandra Doveikis, Chris Colgate. Not shown Meredith Censullo, Photo by Doug Zveare.*

*Right: Chris Colgate, a.k.a. Canal Nut, inspects Broad Branch Trunk. Photo by Pat White*

All hikes begin at 10:30 AM. Dress for the weather and bring water and lunch or a snack. Detailed directions available on request. Contact Pat White 301-977-5628 or at [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org) for further info.

– Pat White



## From "The Level Walker"

*The earliest newsletters associated with the C & O Canal Association were published by and for the Level Walkers. And I quote: "Published as needed (perhaps quarterly) by Level Walkers Committee, C&O Canal Association, Orville W. Crowder, Chairman." The first issue, which came out in March 1960, contained several articles on such topics as the formation of the Level Walker program, where the bill stood to establish the C & O Canal National Historical Park, and the possibility of a series of youth hostels along the canal, but most of the issue was devoted to the names and addresses of the Level Walkers and of the "consultants" to the Level Walkers. The article reproduced below explains the Level Walker program and its consultants.*

— Dward Moore

### LEVEL WALKER PROGRAM LAUNCHED; PLANS ANNOUNCED

If some future historian wants a date for it, let's call it April 1<sup>st</sup>, 1960 – and no puns about April fools!

For April 1 sees the Level Walker program in action from Georgetown to Cumberland. When we started talking to people about it, we thought it would be hard to find 30 participants, each covering about 6 miles of Canal. Instead, we've kept chopping sections in half to meet the enthusiasm, and we start operation with 70 men along the line. Only a few sections exceed 3 miles.

Most of our readers know the plan and purpose by now, but let's re-state briefly:

Level Walkers are volunteers who are fond of the Potomac Valley and the Canal, and who are willing to "patrol" a section twice a year and report on its condition and its attractions. The condition-reports will have much value in this pre-Park period when detailed surveillance by the Park Service is obviously difficult. As the Park staff increases, attention can be turned more completely to what each section contains – in plant and animal life, in geological interest, in historical association, and in many other fields.

Since Level Walkers will not, in most cases, be accomplished naturalists, a corps of "Consultants" is being recruited. Some have already been enlisted; many others will be added as we go along. The Consultants are grouped in five categories: botany, bird life, all other animal life, geology, and history.

They are experts in their fields who are willing to answer questions from Level Walkers, and occasionally respond to requests to walk over the sections of adjoining Level Walkers and point out items of interest within the consultant's specialty.

The result of this collaboration should, in time, be a nature reporting chain of considerable value, and a public participation in National Park activity that is unique.

Reports, on a simple form or by ordinary letter, will be submitted twice a year – by June 30 and December 31. The information condensed from these will be passed along through the columns of *The Level Walker*, along with news of all sorts about the Canal and activities which affect it.

Organizationally, the Level Walkers are a committee of the C&O Canal Association, though many of the participants are not directly members of the sponsoring organization.

The name "level walker" is an old Canal term for one who patrolled the towpath looking for trouble in the form of muskrat leaks and such, and who did a certain amount of maintenance work. Today's Level Walker gets out of the work entirely!

The National Capital Parks program of hikes includes a series along the towpath called Level Walker trips, but there is no connection between these and the new patrolling organization.

Doubtless the future will bring a number of possibilities now unforeseen. But with only the presently planned activities, we predict for the Level Walkers a long and very useful existence. *[And now that it has been going for over 50 years, he certainly was right! DM]*



*The March 1960 "The Level Walker" is the earliest C&O Canal Association newsletter.*

### WHO HAS WALKED IT ALL?

We'd like to compile a list of those who have walked all of the towpath. Have you? Drop us a line with a brief story of how you did it – in what year, and over what period of time. We mean every inch of the towpath, now! That refers to the complete 184.5 miles from the intake lock in Cumberland to the tidal lock at Georgetown.

(Continued on next page)

## **CANAL BIKE TRIPS**

As far as we know, no one has ever bicycled the entire towpath. Several groups are interested in doing so, and are now straining at the leash – we mean handle-bars – waiting for weather that will permit it.

A group of 12 from St. Alban's School, Washington, led by Chaplain Craig Eder, tried it in March, found the towpath hopelessly snow-covered, and settled for a road-biking trip from Harpers Ferry to Washington, stopping overnight at the Seneca Youth Hostel.

The Youth Hostellers have two attempts in their plans. One is a strong man's special – all the way in one continuous trip. The other is a series of three bike trips on separate week-ends, connecting so as to cover the whole canal. They will take careful notes of towpath condition from a biker's viewpoint, and we'll pass the report along through *The Level Walker*.

## **WORK AT DAM #3**

Towpath hikers who haven't seen the section above Harpers Ferry for some time have a pleasant surprise in store. The Park Service, under direction of Superintendent Mac Dale and Engineer Charlie Blake, has completely restored the footway of the towpath in this area – the worst damaged of the entire Canal. This is the section where it was formerly necessary to detour for a quarter mile along the rocky hillside of the berm.

Purpose of the work was to carry out a trial re-watering project. Late last summer it was possible to canoe from Lock 34 to the guard lock at Dam No. 3. It looked quite watertight to us. The work extends downstream to the notoriously flood damaged area opposite Harpers Ferry, where a heavy job of brush clearing revealed the complex stone work of Lock 33, and the ancient river lock where boats once entered the Canal from the Shenandoah.

## **News and Notes from the Park Library**

If you've tried recently to retrieve a park document from the [nps.gov/history/history](https://irma.nps.gov/history/history) resource pages, you'll know these pages are often dysfunctional. Don't despair. The NPS has a large site that is growing larger. As with all large online archival websites, its pages are extensive and finding what you want isn't always easy. But with a little practice you'll be surprised at what you can find.

The address for the homepage is <https://irma.nps.gov/App>. I recommend you make it an app or favorite/bookmark. However if you simply put [irma.nps.gov](https://irma.nps.gov) in the address area for an internet location, it will take you to the home page. Explore the "Quick Links" below the basic search box at the top. Just below the "search text" it's a good idea to restrict your search to our park if you are looking for something relevant to it. Click the box beside "Filter by NPS Units" and more areas will open up for you to begin to narrow the search by restricting it to a specific NPS unit such as the Chesapeake and Ohio Canal National Historical Park. To quickly get our park, type "Chesapeake" in the "Search" box under the "Available Unit(s)", and press enter. It will be one of three units that have "Chesapeake" in their name. Highlight the unit(s) you want and move them with the single arrow to the "Selected Unit(s)" box on the right or with the double arrow to move them all.

Without restricting your search, if you know a series of words (as in the title), you can put them in quotation marks and only results with that series will be retrieved. Those familiar with using complex databases will find all this familiar. However, if you are new to resources like this, don't be intimidated. Just explore and you'll soon be using it easily. One of our most valuable documents is Harlan Unrau's *The Chesapeake and Ohio Canal Historic Resource Study* in its 2007 electronic version. If in the home portal search box you type a string that restricts results by its specifics, you'll get the profile page. For example, use: `chesapeake ohio canal historic resource study unrau 2007`. (It's not case sensitive.) That will take you to the profile page for the document.

Give the "Profile" page a moment to load all its data areas. If you can download the item you retrieved, you'll find the link to do so on the right in the "Holdings" section (which you may have to scroll down to see). Any time you want to start a fresh search, just hover your cursor over "Home" and click on "Portal Search" on the dropdown box that appears. But notice that there is often more than one way to do what you want to do. Play around in the web site and you'll quickly learn how to find what you want and discover unexpected treasures as well. And it all belongs to us without charge!

– Karen Gray

## **Back Issues of Association Newsletters Are Now On-Line**

The archive of C&O Canal Association newsletters is now posted on the Association website. Newsletters date back to March 1960, when the seven typewritten pages were called *The Level Walker* (see article on preceding page). You can use the Google search bar on the web page, <http://candocanal.org/atp/atp.html>, to locate information that interests you.

You can trace many notable events in the newsletter pages, including the creation of the C&O Canal National Historical Park (February 1971), the collapse of Catocin Aqueduct (December 1973), and the Association's first through hike celebrating the 20th anniversary of Justice William O. Douglas' famous hike (May 1974). Be prepared to spend a few hours browsing past issues!

The back issues are on line due to the efforts of Rita Bauman, Jill Craig and Bill Holdsworth.



### The Vanishing Waters

No, this is not about a Stephen King novel. It is about vernal pools, the basins of water that are wet only at certain times of the year. In the spring the water suddenly appears, only to vanish as the season progresses. They are often mistaken for puddles or regarded as nuisances when trying to keep boots dry during a hike. By summer the only evidence of a vernal pool is a dry, shallow depression.

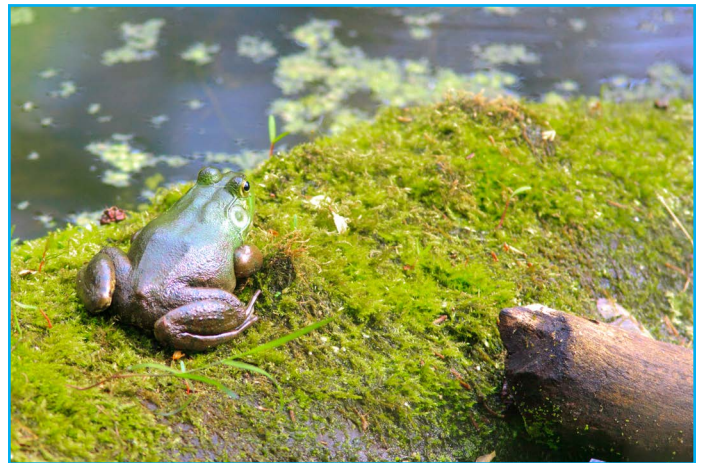
As we walk by vernal pools we often give them very little regard. But look closely. If you time it right you will see masses of amphibian eggs, insect larvae, and perhaps even tadpoles in motion. Although creatures that rely on the pools spend most of their lives on land, their juveniles begin their life cycle in water. Vernal pools are relatively safe places for eggs to develop since hungry fish cannot get to them. The pools are entirely self-contained; there is no inlet for potential predators.

Under the right conditions, any shallow depression in the soil can become a vernal pool. With snowmelt, or after a period of heavy rain, the depression fills with water and becomes a virtual basin. Typically this occurs in clay type soils (such as in Maryland) or on hard bedrock. They are common along many sections of the canal towpath. I also have seen lively vernal pools in pot holes on the rocky A section of the Billy Goat Trail.

As with most of nature, these insignificant-looking basins of water are a vital part of an extended life zone. The area surrounding a pool is referred to as the "seasonal pool envelope." It can extend as far as 1000 feet in a circle around the ephemeral pool. Both terrestrial and aquatic animals living in this envelope depend on these pools. Frogs and salamanders, for example, begin their lives in the water, migrate to land, then return to lay eggs. The juveniles spend only a few months in the pool before moving on. Terrestrial animals, such as deer, birds and snakes, rely on the pools as seasonal sources of water and food.

The importance of seasonal pools is not widely recognized. Articles about threats to the environment often mention stream degradation, but it is rare to hear about the disappearance of vernal pools. As a result they are under great pressure from development. The pools are often filled in to make golf courses or paved over by roads. Too small and impermanent for federal protection, misunderstood by the general public and ignored by developers, they get no respect. Their importance increases when you think about that 1000-foot envelope inhabited by creatures that could not survive without vernal pools.

If you are in the vicinity of Old Anglers Inn this spring, stop by one of the most reliable of the vernal pools along the towpath. It is a great place to observe a variety of wildlife. The pool is about a ten minute walk upstream from the NPS parking lot, just before the bridge across Widewater.



*Vernal pools are safe havens for frogs to deposit their eggs.  
Photo by Steve Dean.*

### Spring Nature Walks

Be sure to mark your calendar for the Association's spring nature walks. Carol Ivory again leads her tree identification series. This year it is at Carderock. The first walk is on March 27, the second on June 14, and the third on November 1. Wildflower lovers can join Marion Robertson at Widewater on April 12 (mistakenly reported as April 19 in the December *Along the Towpath*). Bird watchers will enjoy walking with Marion and Kurt Schwarz at Riley's Lock on April 27.

Participants should bring appropriate footwear, water and a snack. The tree walks will be on some non-level ground and a walking stick may be needed. Be sure to bring your binoculars and favorite nature guide to all walks.

Check the calendar on page 22 of this issue, <http://www.candocanal.org/calendar.html>, or Meetup for further details of the walks and for any possible changes.

### Projects in the Park

Many park visitors have noticed the large washout near Evitts Creek at Mile 181.2. This washout is from the outflow of a culvert pipe under the CSX yards, and has the potential to create another towpath breach. CSX Corp., in conjunction with the C&O Canal NHP, will repair the washout this spring. The project will take eight weeks and may cause up to 15 minute delays for towpath traffic. Other projects are replacement of the access road bridge at the Big Slackwater boat ramp, and replacement of the CSX railroad bridge at Lock 74. The railroad bridge replacement will take 18 months and will also cause up to 15 minute towpath traffic delays.



*Sinkhole at Mile 181  
Photo by Steve Dean*

## ON THE BOOKSHELF

### *The Smithsonian Castle and the Seneca Quarry* By Garrett Peck

Charleston, SC: The History Press, 144 pp., \$19.99

Garrett Peck's *The Smithsonian Castle and the Seneca Quarry* is a history of the Seneca quarry and more generally of the Seneca region of Montgomery County, Maryland. It also recounts the use of Seneca redstone in the architectural styles of Washington, D.C. in the latter half of the 19th century.

The Seneca "quarry" actually consisted of a number of quarries over a mile-long stretch of the Potomac west of Seneca Creek and above the C&O Canal. The largest quarry is a quarter mile long and sits just north of the canal's turning basin located west of the creek. Although the quarry's redstone is its most well-known product, a variety of other hues were quarried from the same region, including pink, light brown, rust, lilac grey and ruddy brown. In addition, the bluestone used in the buildings at Georgetown University was excavated from the same area.

The C&O Canal was integral to the success of the quarry. The quarry rented water from the canal company to power its stonecutting mill and utilized the waterway to ship stone to Washington, D.C. Peck writes, "Without the C&O Canal, there simply would be no Seneca quarry." As a result, the fortunes of the quarry often ebbed and flowed in tandem with that of the canal company.

During the construction phase of the canal's history, John P. C. Peter owned about one half mile of the Potomac shoreline west of Seneca Creek. He reached a settlement with the canal company to allow it to acquire enough of his property to build the waterway, including a turning basin. The company also purchased the right to quarry 5,500 cubic feet of redstone from his property. The stone was subsequently used in Locks 8, 9, 11, 15 through 27, and 30, as well as in most of the associated lock houses. Seneca Aqueduct, which includes Lock 24, is also built from Seneca redstone.

The Smithsonian Castle, designed by James Renwick, Jr., was completed in 1852. Consisting of Seneca redstone, the author notes that it influenced five decades of architecture in Washington, D.C. Built as a Romanesque Revival structure, this was one of four architectural styles that were popular in Victorian Washington.

During the Civil War the quarry was closed due to lack of demand for building material and its nearness to the conflict. The author includes a chapter on how the war affected the Seneca region and the canal, although he notes that the quarry was never a

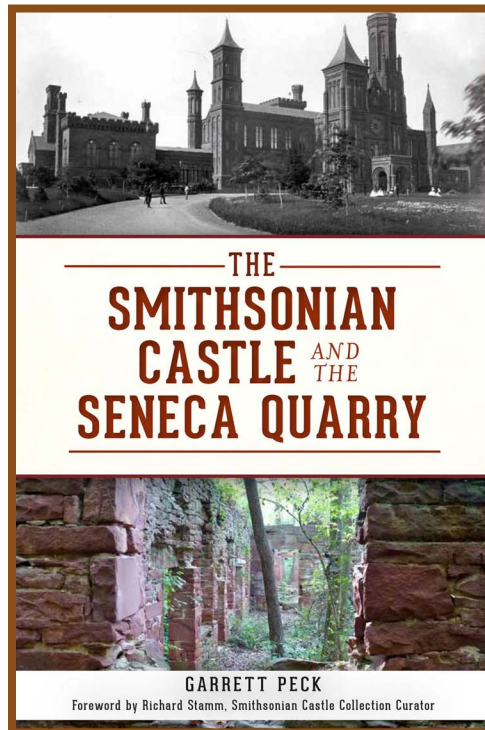
target of Confederate raids. After the war the Peter family sold the quarry to a group of investors who hoped to profit from the post-war building boom. The Seneca Sandstone Company made capital improvements, including the purchase of eight canal boats to transport stone to market. Seeking political influence, it sold deeply discounted stock to well-connected political figures, including soon-to-be president Ulysses S. Grant, which ignited a political scandal known as the Seneca Stone Ring, helping to further tarnish Grant's reputation.

The poorly-run company collapsed in 1876 and went into receivership. The quarry remained inactive until 1882, when a buyer formed the Potomac Red Sandstone Company. It had been in operation less than eight years when the flood of 1889 caused the C&O Canal to declare bankruptcy, closing the quarry's only means to deliver stone to market. The quarry folded a year later. Once the B&O Railroad gained control of the canal and made repairs, a final investor reopened the quarry in 1891, once more as the Seneca Sandstone Company. As the quarry was further excavated, however, the quality of the stone began to decline. This, coupled with a change in architectural tastes away from dark stone and brick and in favor of the lighter tones of the Colonial Revival period, led to the ultimate demise of the Seneca quarry. It closed in 1901, but was used temporarily in 1904 to quarry rock for Baltimore's Crown Cork and Seal headquarters. As late as 1981 the Smithsonian retrieved discarded redstone boulders from the quarry to be used as part of a Renwick-designed four-post gate.

Peck closes with suggestions on ways to restore and interpret the quarry and related structures. Although now preserved within the boundaries of either Seneca Creek State Park or the C&O Canal National Historical Park, the quarry and stonecutting mill remain hidden in the woods just above the canal with no interpretive signs. Peck recommends clearing of trees and vegetation from the quarry, restoration and stabilization of structures at risk (including Seneca Aqueduct), a loop trail, and cooperation between the two parks in the establishment of a future "Seneca Quarry Visitors Park."

As the only book that delves into the operations of the Seneca quarry and the important part the C&O Canal played in its success and failure, and the significant role that Seneca redstone played in the architectural history of Washington, D.C., this book is recommended.

— Timothy R. Snyder



## Calendar of Events - 2014

Mar. 22, Sat., Nature Walk focusing on tree identification at Carderock recreation area, 10 a.m. First in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Mar. 29, Sat., Continuing Hike Series, 10:30 a.m., Brunswick upstream to Wewerton. Meet at the Brunswick Boat Ramp (mile 55.0). See the article on page 17 for further details. Contact Pat White (hikemaster@candocanal.org or 301-977-5628)

Apr. 5, Sat., Potomac Watershed Cleanup, 9 a.m. to noon. The Association will be operating or coordinating various sites. Contact Jim Heins (301-949-3518 or vip@candocanal.org).

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

Apr. 12, Sat., Nature Walk focusing on spring wildflowers at Widewater. Meet at 10 a.m. at the parking lot opposite the Old Anglers Inn. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Apr. 16, Wed., Reservation deadline for April 25 - 27 Douglas Memorial Weekend activities. Reservation form is included in this issue.

Apr. 19, Sat., Fence painting and vegetation removal at Riley's Lock, 9 a.m. to noon. Contact Jim Heins (301-949-3518 or vip@candocanal.org).

Apr. 25-27 Fri.-Sun. Douglas Memorial Weekend. Two days of hiking and camping near Williamsport, with annual Douglas Hike and Dinner on Saturday. Details are on pages 1 - 3. Contact Marjorie Richman at programs@candocanal.org.

Apr. 27, Sun., Nature Walk focusing on birds, Rileys Lock, 8 a.m. Kurt Schwarz, Maryland Ornithological Society, will lead. For more information, contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

May 3, Sat., Garlic Mustard removal at Carderock, 9 a.m. to noon. Contact Jim Heins (301-949-3518 or vip@candocanal.org).

May 23, Fri., Deadline for Presidents' Day Breakfast reservations. Reservation form is included in this issue.

May 25, Sun., Joint Picnic, C&OCA and Friends of the Historic Great Falls Tavern, 5:30 p.m., aboard the Charles F. Mercer at Great Falls. Contact Don Harrison (donh811@verizon.net).

May 31, Sat., Presidents' Day Breakfast at 9 a.m. at Bill's Place in Little Orleans, MD, celebrating Association presidents and general fellowship. Contact: Barbara Sheridan (programs@candocanal.org or 301-752-5436).  
— Some members enjoy camping the night before at Little Orleans Campground (301-478-2325).

May 31, Sat., Continuing Hike Series in conjunction with the Presidents Breakfast: 10:30 a.m., Pearre downstream to Dam 6. Meet at the Western Maryland Rail Trail Parking area (mile 136.2). Contact Pat White (hikemaster@candocanal.org or 301-977-5628)

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

Jun. 14, Sat., Nature Walk focusing on tree identification at Carderock recreation area, 10 a.m. Second in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

June 14-15, Sat.-Sun., Two one-day paddle trips on the Monocacy River. Frederick to Lily Pons (Sat.), Lily Pons to Potomac (Sun). Reservations required. Contact Barbara Sheridan (canoemaster@candocanal.org or 301-752-5436).

Jun. 21, Sat., Nature Walk along the towpath to view dragonflies, 4 miles total between Oldtown and Lock 68, meeting at 10 a.m. Contact Steve Dean for directions and details at levelwalker@candocanal.org or 301-904-9068.

Jun. 28-29, Sat.-Sun., Montgomery County Heritage Days, Seneca Aqueduct and Lock 24. Contact: Ron Howard (ronhoward3@comcast.net).

Jul. 19, Sat., Paddle trip, Old Patowmack Canal, Va. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

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

Aug. 9, Sat., Nature Walk along the towpath to view dragonflies, upstream from Pennyfield, meeting at 10 a.m. Contact Steve Dean for directions and details at levelwalker@candocanal.org or 301-904-9068.

Aug. 15-17, Fri.-Sun., Paddle trip in Paw Paw Bends area. Reservations required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

Aug. 23-24, Sat.-Sun., Williamsport C&O Canal Days. Events will be taking place in various areas of the town. Contact: Tom Perry, 301-223-7010.

Sep. 1-4, Mon.-Thu., World Canals Conference, Milan, Italy. For more information see [www.worldcanalsconference.org](http://www.worldcanalsconference.org)

Sep. 20, Sat., Paddle trip, Brunswick to Monocacy. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

Sep. 27, Sat., Nature Walk focusing on birds, 8 a.m., location TBD. Kurt Schwarz, Maryland Ornithological Society, will lead. For more information, contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Sep. 28, Sun., Continuing Hike Series: 10:30 a.m., Dam 5 (mile 106.8) upstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Oct. 4, Sat., Nature Walk focusing on fall wildflowers with Carol Purcell, 10 a.m. Location TBD. For more information, contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

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

Oct. 8-13, Wed.-Mon., Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or phopson727@verizon.net.

Oct. 25, Sat., Annual Heritage Hike. Hikes of varying lengths will be offered, starting from Pearre, followed by an evening dinner and program. Details will be published in September newsletter. Contact Marjorie Richman at programs@candocanal.org.

Nov. 1, Sat., Nature Walk focusing on tree identification Carderock recreation area, 10 a.m. Last in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Nov. 23, Sun., Continuing Hike Series: 10:30 a.m., North Branch (mile 175.5) upstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Dec. 7, Sun., Board Meeting, 1 p.m., Glen Echo Hall, 6106 Harvard Ave.

Dec. 13, Sat., Frostbite Hike: 10:30 a.m., Location TBD

Liability waivers are required for many of these Association activities. The event leader will provide the forms. Hikes require proper footwear. For updates on any of the above events visit [www.candocanal.org](http://www.candocanal.org), or visit [www.meetup.com](http://www.meetup.com) and search for "C&O Canal Association."

# C&O CANAL

## NATIONAL HISTORICAL PARK

### Telephone Numbers and Personnel

#### C&O Canal National Historical Park Headquarters

1850 Dual Highway, Suite 100, Hagerstown, MD 21740

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Brad Clawson, Acting
Superintendent's Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Ed Wenschhoff, Acting
Administrative Officer	301-714-2204	Connie Hufford
Chief of Resource Mgmt.	301-714-2210	Chris Stubbs
Community Planner	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	John Adams, Acting
Chief of Interpretation,		
Education and Partnerships	301-714-2238	John Noel
Partnerships Coordinator	301-491-2465	Daniel Filer
Volunteer Coordinator	301-491-7309	Emily Hewitt
Chief of Preservation &		
Project Management	301-714-2239	Daniel Copenhagen
Historian	301-714-2236	Ahna Wilson
Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams

**Palisades District** Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)  
 11710 MacArthur Blvd, Potomac MD 20854  
 District Manager 301-491-6265 Catherine Bragaw  
 Park Ranger Law Enforcement 301-491-6279 Joshua Cunningham  
 Supervisory Visitor Use Assistant 301-767-3703 Betsy Buchanan

**Georgetown Visitor Center** 202-653-5190  
 1057 Thomas Jefferson St, NW, Washington DC 20007

**Great Falls Tavern Visitor Ctr** 301-767-3714  
 11710 MacArthur Blvd, Potomac MD 20854

**Western Maryland District, mile 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, MD)**  
 District Ranger 301-722-0543 Todd Stanton  
 Cumberland Subdistrict 301-722-0543  
 Hancock Subdistrict 301-678-5463  
 Ferry Hill Subdistrict 301-714-2206

**Williamsport Visitor Center** 301-582-0813  
 205 West Potomac St., Williamsport MD 21795  
 Supervisory Park Ranger Ben Helwig

**Hancock Visitor Center** 301-745-5877  
 439 East Main St., Hancock MD 21750  
 Supervisory Park Ranger Rita Knox

**Cumberland Visitor Center** 301-722-8226  
 Western Maryland Station, Cumberland MD 21502  
 Supervisory Park Ranger Rita Knox

#### OTHER USEFUL TELEPHONE NUMBERS:

Great Falls Boat Operation	301-767-3714
Boathouse at Fletcher's Cove (concessionaire)	202-244-0461
Carderock and Marsden Reservations	301-767-3731
Canal Quarters Program	301-714-2233

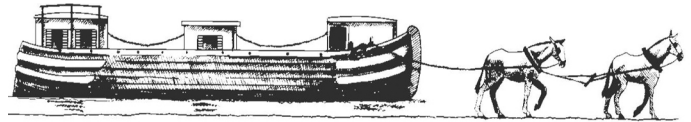
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**Editor:** Steve Dean

**Associate Editors:** Dave Johnson, Don Juran, Nancy Long, Ned Preston, and Marjorie Richman



## 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: \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed in to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code, and all contributions are tax deductible to the fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 301-983-0825. Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

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

#### 2014 Association Officers

**President:** Dward Moore, 403 Walnut St., Brunswick MD 21716, 301-834-6007, president@candocanal.org.

**First Vice President:** Barbara Sheridan, 11550 Farm Dr., La Plata, MD 20646-4402, 301-752-5436, firstvp@candocanal.org.

**Second Vice President & Level Walker Chairman:** Steve Dean, P.O. Box 132, Saint Leonard, MD 20685-0132, 301-904-9068, levelwalker@candocanal.org.

**Secretary:** Susan VanHaften, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, secretary@candocanal.org.

**Treasurer:** Richard Radhe, 8902 Skyrock Court, Columbia, MD 21046, 410-302-2721, treasurer@candocanal.org.

**Information Officer:** Pat White, 66 Oak Shade Road, Gaithersburg MD 20878, 301-977-5628, inquiries@candocanal.org.

**Board of Directors:** (terms expire in 2017): Chris Cerniglia, Jill Craig, Harry deMoll, George Kennett, Doug Zveare. (terms expire in 2016): David M. Johnson, Tom Lightfoot, Rod Mackler, Craig Roberts, Marion Robertson, (terms expire in 2015): William Bauman, Pat Hopson, Bill Holdsworth, Nancy Long, Alan Shane.

**Committees** (contact at C&OCA address/tel. no. above): Archives, Susan VanHaften; Auditing, John Wheeler; By-laws, Dave Johnson; Editorial Review, Steve Dean; Environmental, Rod Mackler; Festivals, Rita Bauman; Finance, Richard Radhe; Legal Advisory, John Wheeler (acting); Level Walkers, Steve Dean; Membership, Barbara Sheridan; Nature, Marion Robertson; Nominating, pending first 2014 committee meeting; Programs, Marjorie Richman; Sales, Bill Hibbard; Special Projects, vacant; Volunteers in the Park (VIP), Jim Heins; Youth, vacant.



# CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

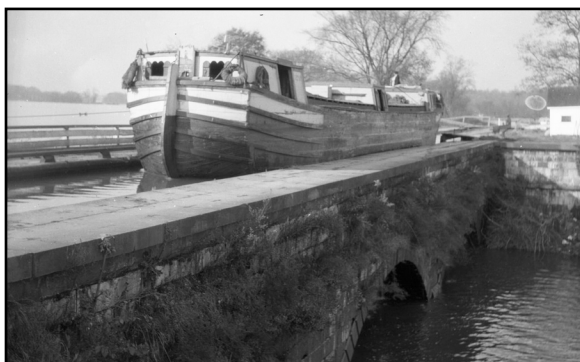
P.O. Box 366

Glen Echo, MD 20812-0366

## Along The Towpath

Chesapeake & Ohio Canal Association

[www.candocanal.org](http://www.candocanal.org)



The Special Collections Research Center of George Washington University is now posting the Thomas Hahn Collection of C&O canal photographs on line. View them at <http://bit.ly/candocanal>. Photos will continue to be added, and comments and questions are welcome.

*Photo courtesy the Special Collections Research Center*

### Stay Connected!

Our website, [www.candocanal.org](http://www.candocanal.org) – Visit it regularly and add it to your favorites or bookmarks. Also check out our access guide with your computer or smart phone at [www.candocanal.org/access.html](http://www.candocanal.org/access.html).

Facebook – If you have a Facebook account, look for “C&O Canal Association” and “Like” us. If you are not on Facebook, go to [www.facebook.com](http://www.facebook.com) and register (there is no cost), and then look for us.

Meetup – Visit [www.meetup.com](http://www.meetup.com), search for “C&O Canal Association” and select “Join Us.” Meetup will keep you informed of upcoming hikes and other events.

Email – C&OCA members may receive our periodic updates by mail. If you haven't been getting those and would like to, please send your request to [communicator@candocanal.org](mailto:communicator@candocanal.org).



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