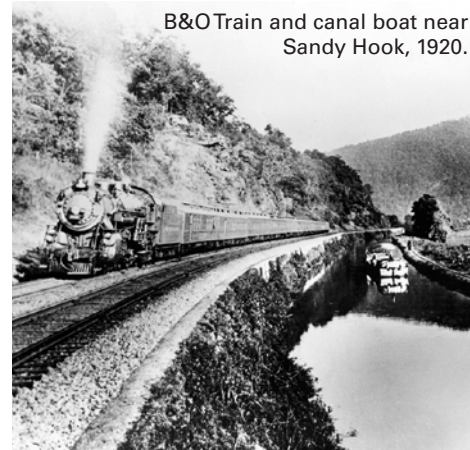
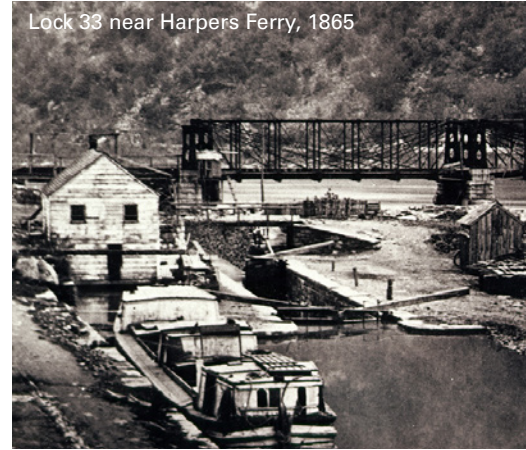


**There are only two hills - how hard can it be?**

fold!



B&O Train and canal boat near Sandy Hook, 1920.



Lock 33 near Harpers Ferry, 1865

Historic images from Dave Gilbert Graphic Design's very informative website. Visit Dave there, you won't be disappointed!

fold!

### Brunswick Aid Station Detail

Where the crews cruise! Potomac River just south of detail boundary. Smoketown Brewing Station just off map left at 233 W. Potomac Street!



### A 100 Mile Footrace along The Chesapeake and Ohio Canal

The C&O Canal's first construction spadeful of dirt turned over on to July 4th, 1828 by some guy named Adams. That's the first day of construction for the nation's first railway, too. The canal improved navigation of the Potomac River, part of a canal system intended to connect the Ohio River and the Chesapeake Bay. Navigation on completed sections began as early as 1831. Economic depressions and three major floods sent the canal operation into receivership in 1889, when the Baltimore & Ohio Railway bought and operated the canal from the C&O Canal Company. In the aftermath of a 1924 flood, canal trade ceased.

The feds purchased the canal in 1938 and the National Park Service operates the 185 mile National Historical Park.

The C&O Canal 100 runs two loops between Lock 34 and Nolands Ferry, starting and Finishing at Camp Manidokan on the Maryland side of the Potomac. The route beautiful, the volunteers gracious, the race directors top notch. There are only two hills - *how hard can it be?*

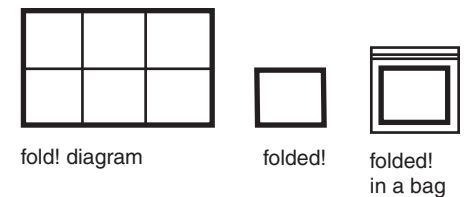
most of this cribbed from NPS C&O Canal site. Go there for tons more info...

Historic image from brunswickmainstreet.org



Canal Boat approaching lock near Brunswick





**Map Notes:**  
 Map based on 2018 C&O Canal 100 held April 28-29th with high temps in the high 60's, bit of rain. Information derived from the race website, google maps, and google earth. mileage on the map is not as accurate as your GPS. Map was created in Adobe illustrator and should print on two 11x17 sheets in color, landscape format. If printing double sided please select short side binding. The map is laid out to fold in thirds horizontally and half vertically (see fold! line prompts and fold! diagram) and fit in a sandwich bag. Please email changes to timsbike@yahoo.com with subject heading "C&O 100 Trail Map Changes!". Thanks. Long live RD's and volunteers and your god-forsaken feet. Egads. Next year, next

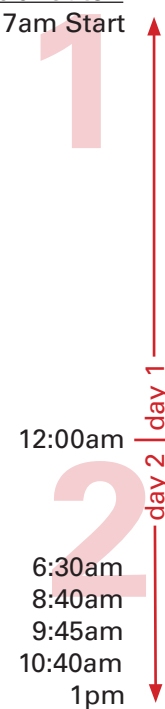


Historic image from brunswickmainstreet.org

**Aid Station Distances**

Note that crews allowed only at Brunswick Aid Station.  
 Drop bags located at Brunswick and Nolands Ferry Aid Stations.

	Location	Mile	Section	Opens	Official Cutoff
	Start/Manidokan	0			7am Start
upstream	Dargan Bend	1.4	1.4	7:10am	
	Antietam Campgr.	6.3	4.9	7:40am	
	North Turnaround	10.1	3.8	No Aid	
downstream	Antietam Campgr.	13.9	3.8		
	Dargan Bend	18.8	4.9		
	Keep Tryst Rd.	25.7	6.9	9:30am	
upstream	Brunswick	28.8	3.1	10:00am	Crew friendly! Drop bags!
	Lander Rd.	33	4.2	10:45am	
	Nolands Ferry	39.4	6.4	11:15am	Drop bags!
downstream	Lander Rd.	45.8	6.4		
	Brunswick	50	4.2		Crew friendly! Drop bags!
	Keep Tryst Rd.	53.1	3.1		
upstream	Manidokan	59.6	6.5		Crew friendly! Drop bags!
	Keep Tryst Rd.	66.1	6.5		
	Brunswick	69.2	3.1		Crew friendly! Drop bags!
downstream	Lander Rd.	73.4	4.2		
	Nolands Ferry	79.8	6.4		Drop bags!
	Lander Rd.	86.2	6.4		
upstream	Brunswick	90.4	4.2		Crew friendly! Drop bags!
	Keep Tryst Rd.	93.5	3.1		
	Manidokan	100!	6.5		



**Camp Manidokan Detail**

