

ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

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

Volume LIII

September 2021

Number 3

2021 World Canals Conference

By Jane Hanna

The C&O Canal Association and Visit Hagerstown hosted the World Canals Conference (WCC) from August 30 to September 2, 2021. Hagerstown was the ideal venue because of its proximity to the midpoint of the C&O Canal National Historical Park (NHP), which celebrated 50 years as a national historical park in 2021. This was the second WCC hosted by the Association. In 1992, the conference was held in Harpers Ferry, West Virginia.

Not surprisingly, COVID travel restrictions did affect attendance. With no international delegates, participants numbered about 100, which was roughly one-third to one-half the total expected when planning began a few years ago. Participants were masked up for conference-related events.

Speaker sessions took place in the recently restored Maryland Theatre on Potomac Street. The early 20th century 1,200-seat theater, which includes an upper ballroom

and “View” room, provided ample space for social distancing. This year’s theme was “Historic Canals Today: Education, Recreation, and Tourism.”

Tim Snyder headed the presentation committee, whose members rounded up 32 experts on everything from the mysteries surrounding an 1850s business ledger of a Williamsport merchant to the effects of climate change on waterways throughout the world. All presentations were in-person with the exception of Elke Witt from the tourism division of the UNESCO World Heritage Sites in eastern Germany. Her presentation was transmitted live from Germany and provided a brief overview of 400 years of reform movements in that country that led to today’s scenic waterways.

The real star of the show was the canal. About half of the breakout sessions featured the C&O Canal, focusing on its history, recreation, natural habitat, engineering, and tourism.



Tuesday's study tour to Monocacy Aqueduct. The canal was the star of the conference and the tours were very popular. Photo – Jane Hanna



The Western Maryland Sportsmen's Club, near Dam 4, was host to a dinner for WCC participants on Monday night. Photo – Visit Hagerstown.

Afternoons were spent on or near the canal itself. Monday's study tour took attendees over twisting roads to the Paw Paw Tunnel. Armed with tiny flashlights, the group made their way almost two-thirds of a mile through the welcome cool. On the downstream side of the tunnel, NPS engineer Joe Reed discussed the ongoing work to manage rockfalls.

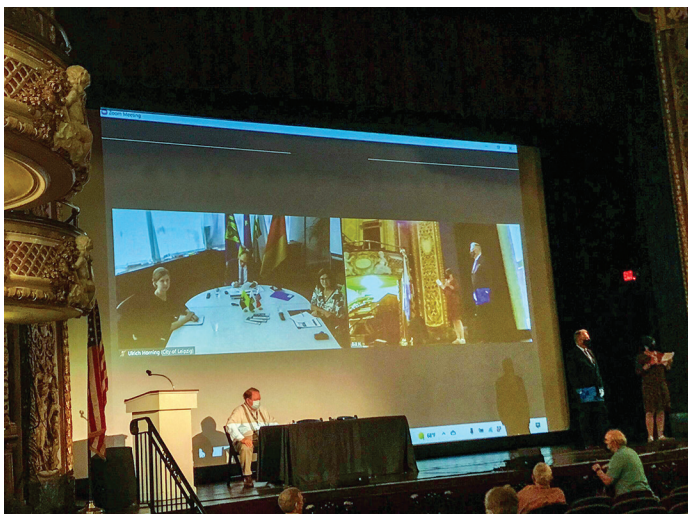
Tuesday featured a visit to the Monocacy Aqueduct for a picnic lunch and look at restoration projects in which the Association has been involved. Then it was on to Great Falls (Maryland side), where the attendees wandered on Olmsted Island, met the mules, and watched a canal boat put into dry dock ahead of a rainstorm. The rainstorm washed out Wednesday's planned trip to Cushwa Basin, but a bus tour of Antietam National Battlefield went ahead as scheduled. Staff from the National Museum of Civil War Medicine in Frederick, Maryland, narrated the tour, adding fascinating detail about the medical history of the times.



John Ward explains how GIS is useful to non-techies, including canal managers and interpreters. Photo – Jane Hanna

Local vendors supplied a daily continental breakfast, boxed or catered lunches, a Sunday night welcome reception at the Ramada Inn, and two dinners. Monday night featured cookout fare at the Western Maryland Sportsmen's Club, right on the canal. The Springfield Barn in Williamsport held the Wednesday night banquet, where about 150 attendees and guests listened to live bluegrass music, ate barbecue fare, and sampled the local wine and beer. Special guest John Frye was honored for his efforts in the creation of the C&O Canal National Historical Park. The conference ended late Thursday morning with the ceremonial hand-off of a model canal boat to the German representatives in preparation for the Leipzig event next year.

Association President Bill Holdsworth chaired the event's steering committee, whose members included Tiffany Ahalt (Visit Hagerstown), Kerry Gruber, Tony Laing, and Barbara Sheridan. An army of volunteers really made



Ulrich Hörning, Deputy Mayor, City of Leipzig presents via Zoom, with an introduction by Hagerstown Mayor Emily Keller. Claudia Guarneri, Germany Information Center at the German Embassy, represented her country on stage.



The visit to Great Falls provided an opportunity to observe dry docking of the Charles F. Mercer boat. Photo – Visit Hagerstown.



(l-r) Tiffany Ahalt from Visit Hagerstown, Bill Holdsworth, Emily Keller, and Claudia Guarneri. Photo – Visit Hagerstown.



NPS engineer Joe Reed explains the process of protecting canal structures and visitors by managing rockfalls. Photo – Jane Hanna

the WCC happen. Easy to spot in cheery aqua “Volunteer” shirts, they stepped up to prepare name tags, register attendees, validate parking passes, hand out box lunches, moderate presentations, trouble-shoot AV equipment, help to guide folks on field trips, and clean up after dinners.

A post-conference tour, Thursday through Saturday, took a small group to points west—Hancock, Cumberland, Sidling Hill Museum, and the Western Maryland Scenic Railroad round-trip to Frostburg.

Conference Resources:

Presentations: wcc2021.org/presentations/

Photos on Facebook: @2021WorldCanalsConference



Association President Bill Holdsworth (left in photo) recognized three Association veterans at Wednesday night's banquet at Springfield Barn for their long service and dedication to the park and the Association. (l-r) Dave Johnson, Linda Perry and Tom Perry. Photo – Chris Holdsworth



Conference participants prepare to depart for one of the conference events. Photo – Visit Hagerstown.



The WCC closing ceremony and canal boat presentation. (l-r) Claudia Guarneri; Sharon Leighton, Vice President, IWI; Emily Keller; Dan Spedden, Visit Hagerstown; and Bill Holdsworth. Photo – Visit Hagerstown.

Association Travels Long Path to 2021 World Canals Conference

By Bill Holdsworth

If you want to make God laugh, tell him about your plans. – Woody Allen

About five years ago, the C&O Canal Association began planning to host the 2021 World Canals Conference. Our plans leading to the conference took some unexpected turns.

We expected to be part of the normal succession of well-attended World Canals Conferences:

- » 2018 – Athlone, Ireland
- » 2019 – Yangzhou, China
- » 2020 – Leipzig, Germany
- » 2021 – Hagerstown, U.S.A.

Instead, a late schedule change dampened participation in the 2019 conference. The pandemic forced Leipzig to postpone until 2022, depriving us of the chance to promote our conference in Hagerstown.

We wanted to show the world the wonders of the C&O Canal. Instead, travel restrictions prevented Europeans, Asians, and Canadians from attending.

We planned to show off Williamsport's recent makeover, with a restored, watered aqueduct, a new headquarters building, and a railroad lift bridge. Instead, the remnants of Hurricane Ida forced cancellation of our scheduled Wednesday study tour visit to Williamsport.

Yet we were able to host a successful conference in Hagerstown. We celebrated the 50th anniversary of the C&O Canal National Historical Park. About 100 American canal enthusiasts enjoyed fellowship with others who shared their interest. They could choose among 24 informative presentations in the lovely historic Maryland Theatre.

Beginnings

I remember a serious conversation with Dave Ballenger of Inland Waterways International aboard a boat in Loch Ness in Scotland in 2016. (Perhaps the location was a portent of hidden hazards.) Dave encouraged a group of Association members to take an independent path in planning a conference and to not worry about duplicating what other locations had done. I felt empowered.

The Association formed a committee to start planning. The group was conscious of the challenge facing us. As an all-volunteer group we didn't have the reservoir of financial and human capital that recent WCC hosts had at their

disposal. The park was supportive of the conference but couldn't supply those specific resources we lacked.

Early explorations were discouraging. Finding the right location was difficult. Georgetown/Rosslyn seemed expensive. Harpers Ferry, Shepherdstown, and Williamsport didn't offer the right facilities. Cumberland seemed too remote. No strong partner stepped forward to help. The group was ready to recommend abandoning the idea.

One committee member, Kerry Gruber, didn't want to give up. She felt we hadn't explored all the options. In particular, we hadn't talked to Visit Hagerstown–Washington County Convention and Visitors Bureau.

Our meeting with Visit Hagerstown in early 2018 was a turning point. Dan Spedden, their president, was enthusiastic. They had the resources and experience we needed in a partner. Hagerstown had multiple options for hosting our gathering. It had more than enough hotel rooms at reasonable prices. Hagerstown isn't on the canal, but it offered a central location for study tours.

By April 2018 the Association board of directors had endorsed the idea. We submitted a joint bid with Visit Hagerstown to host the conference. At the 2018 WCC in Athlone, Ireland – about 400 miles southwest of Loch Ness – IWI awarded us the 2021 WCC.

During 2019 the committee's work continued apace. We built the website. We booked the Maryland Theatre. In early 2020 Tiffany Ahalt joined Visit Hagerstown and became the event planner for our conference. We planned our travel to Leipzig to promote our conference.

Pandemic Turns

Then the world changed as COVID-19 emerged. Leipzig was forced to postpone its 2020 conference. They asked us to shift back a year to 2022. Regrettably we couldn't. The committee's travels to Hagerstown were replaced with Zoom calls.

In the last newsletter, I related how events seemed to turn in our favor by May 2021. We felt confident giving our event a thumbs up.

By the end of June, we had 90 full conference registrations. Prior organizers had told us to expect a surge in registration as the deadline approached. We began to project attendance of 125, maybe even 150.

Then the Delta variant made its presence felt. That late surge in registrations never happened. When travel restrictions remained in place, European registrants started to cancel. In the final weeks a handful of American registrants decided to opt out.

Legacy

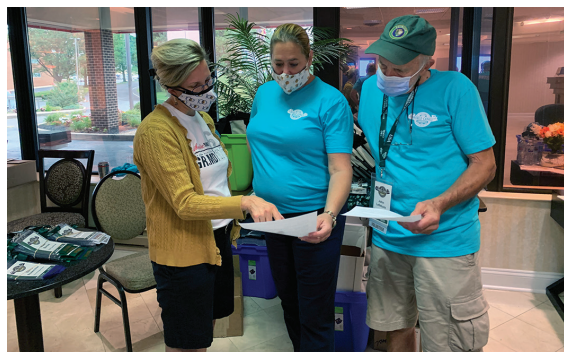
We had an eventful four days, looking at the historic canals that have inspired us, how they enhance our life today, and thinking about their future.

It's a rare treat to share your love of canals, especially your own canal, with 100 people. Maybe 150 people would be better, but I value the experience.

Working on the conference opened my eyes to how the entire region treasures the C&O Canal.



The Visit Hagerstown team. (l-r) Terri Mulligan, Jolene Thomas, Dan Spedden, Betsy DeVore and Tiffany Ahalt. Photo – Visit Hagerstown.



Tiffany Ahalt, Kristina Higgins, and Jonnie Lefebure prepare for conference registration. Photo – Jane Hanna

The local tourism organizations see the canal as a resource. Montgomery County, Frederick County, and Allegany County organizations provided financial sponsorships. Similarly, the canal towns were eager participants in conference planning. The conference attracted media attention.

In 1954 Justice William O. Douglas focused attention on the C&O Canal with his famous hike.

In 1992 the Association hosted the International Conference on Historic Canals, as it was then known. Dave Johnson, one of the 1992 organizers, remarked that events caused our WCC to resemble his event.

Our 2021 World Canals Conference continued in the tradition of those events.

The Association Thanks the Following WCC Supporters

C&O Canal Association WCC Committee

Bill Holdsworth, Chair
Steve Dean
Kerry Gruber
Jane Hanna
Dave Johnson
Tony Laing
Jonnie Lefebure
Charlotte Loveless
Joan Paull
Barbara Sheridan
Dick Stoner
Tim Snyder
Pat White

Visit Hagerstown WCC Committee

Dan Spedden, President
Tiffany Ahalt
Betsy DeVore
Terri Mulligan
Jolene Thomas

Steering Committee

Tiffany Ahalt
Kerry Gruber
Bill Holdsworth
Tony Laing
Barbara Sheridan

Touring Committee

Tiffany Ahalt
Tony Laing
Barbara Sheridan
Pat White

Volunteer Coordinators

Tiffany Ahalt
Jonnie Lefebure

Program Committee

Kerry Gruber
Jane Hanna
Tim Snyder

Sponsorship Committee

Tiffany Ahalt
Bill Holdsworth
Joyce Laing
Jonnie Lefebure
Pat White

Tech Support Committee

Jill Craig
Larry Hiemenz
Bill Holdsworth
Chris Holdsworth
Dick Stoner

Local Organizing Committee

Allegany County Tourism
Ashli Workman

C&O Canal Association

Kerry Gruber
Jane Hanna
Tony Laing
Jonnie Lefebure
Barbara Sheridan
Tim Snyder
Pat White

C&O Canal Trust

Heidi Glatfelter Schlag

Canal Towns Partnership

Walt Stull
Lois Turco

Heart of the Civil War Heritage Area

Rachel Nichols

National Park Service

Anthony Bates
Christiana Hanson,
Ben Helwig

Other Volunteers

Steve Bailes
Catherine Bragaw
Mike Bucci
Joel Cohen
Ed Conner
Charles Connolly
Jay Creswell
Dick Ebersole
Jack Ebersole
Carol Galaty
William Gilfillan
Neil Gilliam
Kim Greist
Leslie Hart
Kristina Higgins
Rita Knox
David Long
Travis Medcalf
Thomas Perry
Steve Russo
Nasra Sakran
Will Stewart
Diane Stull
Hilary Walsh
Paulie Ward

C&OCA Welcomes New Members

Nancy Anthracite

James Bachtell

Carol & Joe Hayes

Robert & Houston Johnson

Brandt Kindness

Randy Mardres & Holly Harness

June Moore

Sue & Rinze Roosma

Jeffrey & Lorrie Short

Membership Dues Increase

By Will Stewart

At the March 2021 annual meeting of the C&O Canal Association, the membership amended the Association's bylaws to allow the board to set membership dues, which it did at its June 2021 board meeting.

Effective September 1, 2021, membership dues for 2022 will be \$25 for an individual member (one person), \$35 for a family membership (family members living in the same household), and \$50 for a patron (which also includes family members living in the same household).

Having held dues to very low rates since 1995, we have made this decision because of inflation, rising costs, and the requirement that our dues cover expenses. We hope to be able to maintain these new dues rates for several years to come. Please note that anyone who has paid dues for one or more years into the future at the old rates will be considered paid in full through the year in which your current dues expire. Your expiration date is printed above your name on the mailing label of your copy of *Along the Towpath*.

If you have any membership questions, please send them to me at membership@candocanal.org. Please note that responses will come from wrstewart1009@yahoo.com, so you may have to look in your junk folder for a reply, depending on your e-mail security settings.

Renewals for 2022 are due by December 31, 2021. Thank you for your continued generous support of our organization!

Hancock Cooperative Management Agreement

By Rita Bauman

The C&O Canal National Historical Park and the Town of Hancock entered into a Cooperative Management Agreement on February 5, 2021, in which both will cooperate to maintain areas owned and maintained by the National Park Service (NPS) in the vicinity of Hancock on a long-term basis (originally for a term of ten years). All federal land will remain under NPS administrative jurisdiction and the primary administration will be the responsibility of the NPS. It provides the Town a greater role in the management of two major sites:

Site 1 – Boat ramp into the Potomac River, a parking area, and a picnic area.

Site 2 – Hancock Visitor Center (Bowles House) and its environs, which is the mowed area around the home and the linear strip area linking the two sites along the towpath, bounded by the riverside edge of the canal and the area where mowing stops and unmaintained vegetation begins.

The NPS and the Town “will explore potential external funding sources and support each other’s requests to fund capital improvements and cooperating expenses,” but it “does not commit the Town or NPS to fund such major capital projects or repairs.” Further it mentions “that funds to operate, maintain, and manage” the sites “will come from a variety of sources, including donations.” The agreement acknowledges that relationships with non-profit organizations or civic groups that advocate for and otherwise support the objectives of this agreement may enhance their “mutual goal of providing safe and enjoyable recreational, educational, and tourism activities and programs.” It also notes that with approval of both, “information and materials from non-profit organizations or civic groups supporting these above-mentioned activities are permitted in appropriate visitor information areas.”

On June 6, 2021, the Association’s board authorized a donation of “up to \$1,500.00” to repair the handicap ramp to the Bowles House. The Town was notified of this donation and is waiting NPS approval to proceed with the repairs.

Donors to Association Funds

May 1 to July 31, 2021

Nancy C. Long Aqueduct Fund – A

– Supports restoration and preservation of the 11 aqueducts on the C&O Canal. The fund was established with a generous donation made by C&O Canal advocate Nancy Long.

The Cumberland Repair & Maintenance – C

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

Davies Legal Fund – D

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

Ken Rollins C&O Canal Fund – R

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

Rachel Stewart Swains Lock Area Fund – S

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

2021 World Canals Conference Fund – W

– Supports the 2021 World Canals Conference at the C&O Canal. Includes donations from private individuals as well as sponsorship by corporations and organizations.

Amazon Smile – R

William & Rita Bauman – C

William Jacob – R

Anthony Laing – W

Linda & Michael Marmer – A

C.S. & W.J. Petzold – A, D, R

Pat & Roger Plaskett – W

Charles & Donna Printz, Jr. – A

M.G. & C.F. Ryschkewitsch – R

Raphael & Katherine Semmes – A, D, R, S, W

Steven & Brenda Sparenborg – D

Wallace H. Spaulding – R

David & Debra Trask – W

Virginia Canals & Navigations Society – W



The World Canals Conference was made possible by private donors and these corporations and organizations whose logos are shown below.



Friends of Historic Great Falls Tavern



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

1890 to 1906 and Beyond: Extending the Trusteeship

As we saw in my last column, Judge Richard H. Alvey, presiding over the circuit court of Washington County, issued an important ruling on October 2, 1890, on the combined C&O Canal cases 4191 and 4198. That decision allowed the trustees of the 1844 bondholders to redeem the 1878 bonds and to be subrogated to the rights and priorities of the 1878 bonds which included the right to foreclose on the canal, requiring its sale.

In that ruling Alvey also permitted the subrogation, set aside his earlier decision to have the receivers sell the canal, and put the 1844 bondholders' trustees in possession of the canal, with right and power to repair and operate it. However, he placed several requirements on the trustees to be met by November 1, including, most importantly, proof of their acquisition of the majority of the 1878 bonds and the deposit in a bank of the \$249,311.70 to pay the minority bondholders what was due to them.

On November 28, 1890, all conditions being met and the court in the District under Judge Cox having provided the necessary ancillary decree, Judge Alvey ordered the receivers he had appointed earlier to deliver to the 1844 bondholders' trustees "all the property of the Canal Company of which they are now in charge, as provided in said decree of this Court entered on the 2d day of October 1890."

It is important to emphasize that with the transfer of management to the 1844 trustees, there was no transfer of title, and that it remained with the C&O Canal Company and its stockholders. Significantly, most of the stock was held by the state of Maryland and represented by the state's Board of Public Works. Alvey had previously recognized the state as a party in the canal cases, represented by the state attorney general.

In that lengthy November 28 decree, Judge Alvey also indicated the order in which the revenue earned, once the canal was operating again, was to be used: (1) To pay current and ordinary expenses and maintenance to keep the canal operating; (2) to reimburse the trustees the amount they paid in the court expenses; (3) to reimburse them the cost of repairing the canal; (4) "to make such payments and disbursements as said trustees may be allowed, directed or ordered to make by any subsequent order or decree of the Court in these proceedings, in accordance with the rights and priorities of all



Consolidation Coal Co. boat – Photo courtesy of the National Park Service, C&O Canal National Historical Park

parties in interest as then determined.” Importantly, this put the court in charge of the payment to lien holders from any profits.

Judge Alvey further provided directions on the records to be kept, ordering that the trustees “make full and accurate reports to the Court, under oath, of all receipts and expenditures, and of the real condition of the canal, and the amount of tonnage thereon during the preceding year.”

And finally, he ordered [emphasis mine]:

that this cause be retained for further orders and decree, as the nature of the cause may require, and for the determination of the rights and priorities of the parties hereto. And **this decree shall be without prejudice to the rights of parties claiming liens upon the resources of said canal** under contracts with said company to be determined either in this cause or in some collateral proceeding.

These aspects of the November 28 decree were critical, for they would continue to be in effect and upheld in appellate court rulings until new receivers were appointed to sell the canal as finally ordered by the court in 1938. Notably, they gave the court, not the B&O Railroad or even the trustees, final authority in major decisions about the canal that would affect “the rights of parties claiming liens” etc. Thus, while the B&O and other powerful investors such as the state of Maryland, as majority stockholder, had significant power, the rights of the others were always there as well.

In the October 2 decree, Judge Alvey had included the following critical ruling [emphasis mine]:

That if at the end of four years from the first day of May, next, there shall not have been tolls and revenues derived from the said canal, and the property and rights appurtenant thereto, (over and above the amount necessary to pay current operative expenses, and to keep the canal in repair,) to **liquidate and discharge the amount of the cost of repairing and restoring** the canal to a working condition from its present broken condition, and the amount of money required to **pay expenses and compensation to the receivers**, and to **pay any amount that may be determined to be a preferred lien** on such tolls and revenues for labor and supplies furnished to the canal company, such failure in the tolls and revenues shall be regarded as evidence conclusive, (**unless the time be extended by the Court for good and sufficient cause shown**) that the said canal cannot be operated so as to produce revenue with which to pay the bonded indebtedness of the said canal company; and further, **whenever it shall clearly appear that the**

said canal cannot be operated by the said trustees so as to produce revenue with which to pay the bonded indebtedness of said company, the right and power is hereby reserved to this Court to order and direct the execution of the foregoing decree of sale.

In other words, if by May 1, 1895, the canal couldn’t produce enough revenue to pay its expenses, pay the previous 1890 court expenses, pay for the 1891 repair of the canal, and make payments on its debts related to its bonds, the decree of sale that had been set aside would be executed.

Significantly, parts of the canal were repaired and reopened in the summer of 1891 and the entire canal was reopened in September with the first coal boats to come down the entire canal from Cumberland arriving at 8:30 p.m. on September 22, 1891, at the Agnew & Co.’s coal docks, near the aqueduct bridge. The final cost of the repair of the canal was \$430,764.45. While clearly many parts of the canal had been critically damaged, no work on repairs had begun until late March or early April of 1891, yet a June 3 report in the *Washington Evening Star* indicated that only the 14-mile level between Four Locks and Hancock remained to be repaired. The rapidity with which the canal was again made operational (although arguably minimally so), speaks to the exaggeration in the 1889 descriptions of the canal as “a total wreck.”

In any case, on November 29, 1893, the Chesapeake and Ohio Transportation Company of Washington County (C&OTC) was incorporated by five Baltimore investors, with Judge Stake (who succeeded Judge Alvey) approving its incorporation in December. Interestingly the company would continue to exist until March 20, 1942, and at some point, the B&O RR became a significant stockholder. The purposes of the corporation were to buy and lease lands; buy and transport timber, grain, fruits, seeds, etc.; build boats and ships; mine coal, iron and other metals; open marble and slate quarries; operate canal boats by means of electricity; navigate the ocean by vessels; acquire bridges, wharves, etc., by lease or otherwise; and for other purposes.¹

The idea of a “transportation company” that would own all the boats on the canal and hire captains to operate them was being put forward in 1879 and cropped up again in the deliberation of a special Maryland legislative committee formed to look at all aspects of the increasingly troubled C&O Canal. In fact, however, the idea as written about both times was closer to what the Canal Towage Company would be when formed years later in 1903 than it was to the 1893 C&OTC.²

In the spring of 1894, Judge Stake, who had succeeded Judge Alvey on the bench of the Washington County circuit

court, was asked by the trustees to extend the time of the experiment beyond May 1, 1895. They did so, citing an agreement with the new transportation company:

to operate the canal, guaranteeing the net revenues not to be less than \$100,000 a year to the canal trustees. The transportation company desired the privileges, if it so desired, of furnishing the necessary wires and appliances, either experimentally or permanently, for the propulsion of boats by electricity.

The case was heard by Judge Stake on February 18, 1894, and on June 20, Judge Stake rendered his decision extending the deadline to May 1, 1901, or ten years from May 1, 1891. He did so, citing Judge Alvey's clause allowing such an extension, "for good and sufficient cause." Maryland's Attorney General appealed the decision on behalf of the state, but on June 16, 1896, the appeals court upheld Judge Stake's decision.

On April 29, 1901, Judge Stake again extended the deadline four years and eight months from May 1, 1901—i.e., to January 1, 1906. Maryland again appealed the decision and Judge Page, delivering the opinion of the Court of Appeals, quoted with approval the language used by Judge Fowler in delivering the principal opinion on the second appeal (June 16, 1896) as follows (*italics in the original*):³

"When it appears *and not till then*, that the property cannot be operated so as to produce revenue applicable to the payment of the bonded indebtedness of the company, then under the provisions of the decree, affirmed by this court, the court may be asked to decree a sale under the State's Mortgage [i.e. the 1878 mortgage]: Until that time, in other words, *until it clearly appears that the liens of the appellees are valueless*, and can therefore neither be lessened nor impaired, a sale *can be supported upon* no ground legal or equitable."

Maryland's Attorney General at the time, Williams S. Bryan, Jr. commented in a report to the Maryland Senate on the future of the case. I am providing his opinion in full as it illustrates the legal reasoning behind the survival of the 1844 bondholders' Trusteeship into the 1930s (emphasis is mine):

Whether or not, the trustees of the bondholders of 1844, will be able to again convince the courts that it is proper and just to again postpone the sale of the canal after January 1st, 1906, and to permit the trustees of the bondholders of 1844 to retain still longer possession of the canal for the purpose of satisfying the debt due by the canal company to these bondholders of 1844, it is impossible for anyone to foretell.

Speaking with that reserve which is always proper to observe in endeavoring to forecast the decisions of the courts, I can, however, say that the probabilities are very strong that, **if the trustees of the bondholders of 1844 can convince the court that there is any reasonable prospect of their being, by any further operation of the canal, to obtain any net revenue (over and above the expense of operating and maintaining the canal,) which can be applied in satisfaction of these bonds of 1844, the court will still further extend the time** during which these trustees may hold and operate the canal.

It would seem to follow from the rulings of the Court of Appeals that the chance of a sale of the canal, to satisfy the State's liens within any reasonably near period, is a very remote possibility, and one of very slight commercial value.

Ultimately the situation would be continued, although with the court often failing to see that the Trustees provided the requisite annual report and records to show that the



Above and below – 1891 repairs at Big Pool – Photos courtesy of the National Park Service, C&O Canal National Historical Park



required financial minimum was met. In the reports that exist, it was met with the payment from the C&OTC.

What became clear in the appeals for extensions is that Judge Alvey's original legal reasoning continued to be accepted and affirmed both by subsequent judges and appellate court rulings. It was the opinion of the 1844 investors, and of others as well, that they would only see payment on their liens if the canal earned more than necessary to recover its costs, and that so long as that remained a possibility, the canal couldn't be sold, or, under its charter, be used for other purposes.

Understandably, the argument was made in the appeals that there were motives behind the trustees' arguments for the continuing possibility of the canal's financial success, that had little to do with the canal. To that challenge, the appellate court on February 20, 1891, in its "opinion and mandate" on Judge Alvey's original rulings in 1890, concluded decisively (emphasis mine):

A good deal was said about **the veil which conceals the real motives** that have prompted this litigation. Whatever they may be, we must deal with the case as it is presented by the record, and so dealing with it, we are of opinion that **the decree below must be affirmed.**

And the final line was simply: "Decree affirmed," referring to the October 2, 1890, Alvey decree ruling for the sale of the canal, but then setting that ruling aside and giving management of the canal to the 1844 bondholders' trustees. The trusteeship was always extended for a defined term that—it was always argued—would allow them to demonstrate that the canal still could be financially successful, maintaining itself and making payments on the bonded indebtedness and other valid liens.

While this was not achieved, the appellate ruling required those opposed to the extensions to show that there were legal and equitable grounds to proceed with the sale and that "*it clearly appears that the liens of the appellees are valueless.*"

In this and the previous two columns, I have provided an overview of the situation of the canal after the 1889 flood and the 1890 court cases that ultimately created the trusteeship that would continue until the canal was finally sold in 1938, 15 years after navigation ended on the canal. Here I've reviewed the legal actions extending the trusteeship and the appeals courts responses. These, in my opinion, disprove the original 20th Century view that the courts were responding to the desires of the B&O Railroad and that it gained ownership of the canal.

After the third extension to 1906, the records become increasingly unsatisfying in terms of the justification for not selling the canal. The increasingly lax oversight of the

Maryland court and the complex legal questions concerning the canal—in particular after navigation ceased—would lead to the B&O to attempt to sell the canal from Point of Rocks to the District line in 1936 and that, in turn, led to the extensive November 14, 1936, memorandum by the U.S. Attorney General on how the canal might be sold. The second paragraph states (emphasis mine):

It is of course **well known that the Baltimore and Ohio Railroad Company is not the owner of the Chesapeake and Ohio Canal.** By reason of certain transactions which will be dealt with in their proper place, the Baltimore and Ohio Railroad Company has come to exercise a dominant influence over the canal and may be in a position to bring about a sale of the canal property. As any such sale must be made under the direction of the court, the railroad company cannot make a binding contract for the sale of the canal property or any part of it.

Notes:

1. Cumberland *Evening Times*, Tue. 6/5/1894, p. 6.
2. Washington *Daily Times*, Mon. 3/31/1879, p. 2; and Washington *Evening Star*, Thu. 2/18/1886, p. 5.
3. Cumberland *Evening Times*, Thu. 6/21/1894, p. 6. See also p. 163, *Journal of Proceedings of the Senate of Maryland*, January Session 1906, pp. 163–65.

Note to Readers

Internet websites have become an unparalleled source of information for those interested in the C&O Canal and related subjects. But social media platforms such as Facebook now host groups with invaluable information as well. For example, the major ones for the C&O Canal include:

News and information about the canal:

Chesapeake & Ohio Canal
National Historical Park
C&O Canal Trust
C&O Canal Association

Groups especially rich in history:

C&O Canal History and Technology
Chesapeake & Ohio Canal 1828-1924
Families of the C&O Canal

I'm surprised there isn't a C&O Canal history group (though I've searched for one) and hope that before long someone with the appropriate expertise will form one.

Pedal, Paddle and Hike

By Trent Carbaugh

Not all who wander are lost – J.R.R. Tolkien

Adventures With the Wild Mary

One of the more interesting things you learn if you study history or archeology is that people throughout time pick particular places to live or work. There are a variety of reasons for this but the most important are availability of water, food, security, and transportation. A more modern house, say a 19th century farmhouse, in all probability has an older colonial house, Native American occupation, etc. way back into prehistory underneath it or close by.

Until modern times, when intensive land modification has become common, people always made an effort pick the best spots in which to live according to nature's dictates. This also transferred into industrial applications. Rivers were good ways to move goods, especially downstream; constructing canals worked better as they were level and allowed travel upstream as well as down.

With the advent of steam power, railroads became possible but it was still much easier to follow a river in most cases as the terrain around rivers was usually flatter than surrounding areas, lessening the number of complex engineering feats needed to build a rail line. This effect is particularly evident along the Potomac River where you can see remnants of early river travel, the mostly well preserved C&O Canal, and remains of old rail lines as well as modern, still working, railroads.

The area described in this article has a long history of occupation and use. Pre-contact Native Americans, early colonists and fur traders, soldiers of three different wars, the C&O Canal, and the Western Maryland Railway all occupied the area. Surrounding all of these grand historical events were workers, farmers, and all of the craftsmen who made the local economy work. If you look hard enough and in the right places you can see the remains of all of these activities.

History is written by historians, but plain, ordinary, everyday people make it. The Chesapeake and Ohio Canal and the Western Maryland Railway were built and operated by ordinary everyday men, women, and children; all of those folks were interconnected in various ways. The Canal Company and the railroad, though competitors for a relatively brief time, were intertwined in ways that are hard for us to imagine in these modern times. Some of those men that worked on the Western Maryland Railway, impressed by the scenic wild mountainous terrain, affectionately called the railroad "The Wild Mary."

A Very Brief History of the Wild Mary

The Western Maryland Railway (WMRY) operated from 1852 to 1983. In 1973 it was purchased by the Chessie System Holding Company but continued independent operations until 1975. After 1975 many of the WMRY lines were abandoned in favor of the more modern Baltimore and Ohio



Locomotive crossing the bridge at McCoys Ferry – All photos by Trent Carbaugh

Railroad (B&O) line that ran parallel to the WMRY mostly just across the Potomac River in West Virginia. In 1983 it was merged fully with the B&O Railroad and the Chesapeake and Ohio Railroad and then into the Chessie System in 1987 which has now been renamed CSX Transportation.

The WMRY main line ran through Maryland generally along the Potomac River connected to side routes in Maryland, West Virginia, and Pennsylvania. Most of the side routes connected to coal mining areas. One of these side lines into the West Virginia coal mining areas, the Blackwater Canyon line, was one of the steepest rail grades in the nation. The spur line went in a large loop from the Brunswick, Maryland area up through Pennsylvania to Shippensburg and then back down through Maryland to reconnect to the main line at Grantsville in western Maryland.

The WMRY mostly carried coal to the Port of Baltimore and local freight but did also have a small scale passenger service operation.

The section of the WMRY from Fifteen Mile Creek to just past Cumberland crossed the Potomac River eight times and included five tunnels and for its time was considered an engineering marvel.

The Area in Question

The areas described below are between the Four Locks area heading west towards Big Pool, though they were not explored in order from east to west. Winter, early spring and late fall are the best times to see the remnants of the line described below, as the area is overgrown with some impassable spots along the way (even in winter). This section of the WMRY was in operation starting in 1906 and what is left is of normal construction for a railroad using steam locomotives. Surface artifacts, unless they are obviously modern, indicate a date of around 1900/1910. These are mostly the trash left by workers and travelers but in one case there are remains of a cook stove with a manufacturer's date of 1908.

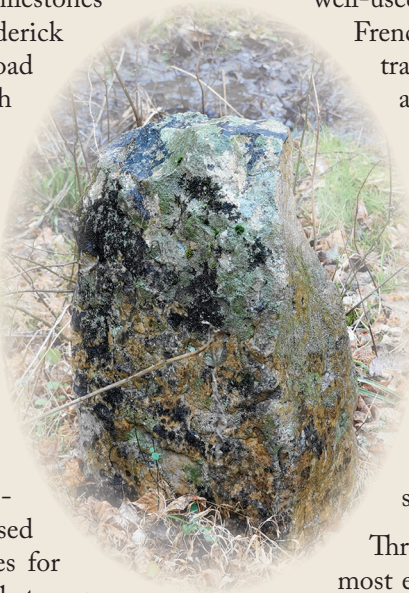
For the most part these are neither easy nor safe areas, combining steep slippery hills, wetlands/swamps, open wells around old farmsteads, and the ever present acres of multi-flora rose. Should you choose to see these areas for yourself, use extreme caution. Most of these places are on NPS land or on Maryland Department of Natural Resource property though there are some places that are on private land. Please do not trespass and always follow Leave No Trace principles. Keep in mind I am by no means an expert on railroads, though I have learned a bit. I just enjoy exploring places.

A Possible Remnant Road Between McCoy's Ferry and Big Pool –

Just west of Green Spring Run (about Mile 110.5) there is what appears to be a somewhat crude milestone and what looks like remnants of an old road. This continues for two miles with two other milestones heading towards the Big Pool/Fort Frederick area where it looks like the remnant road route merges with the Canal towpath (most likely the Canal was built over it?). This road averages about eight to ten feet below the towpath on the river side.

This road looks to be more substantial than just a farm road; there are some old locust fence posts along the road in spots marking the fields that were in the area.

According to some Civilian Conservation Corps workers that I talked to in the early 1990s about the 1932/34 restoration of Fort Frederick, the fields, used mostly for grazing, were planted in pines for flood control in 1932 or so. I was never able to verify this from another source, though the trees are about the correct age for this.



Letters from a Lieutenant Reilly (the officer in charge of building Fort Frederick) of Maryland Forces to Maryland Governor Sharpe reference travel on a well-used path in this area in the 1750s during the French and Indian War. This path was used for travel between Fort Frederick and the ferry at Williamsport where the colonial armies of Maryland and Virginia's patrols linked up to keep tabs on the upper Potomac River. River travel was the preferred way to get around but in the winter walking was the only way to travel this route. This path could have been along the river, and later evolved into a more substantial road for civilian use. But what is more likely was this path was on the ridge tops to the north as was common practice in frontier warfare to get longer sight lines and avoid ambush.

Three similar stones standing upright at almost exactly a mile apart seems a bit too much to be chance. This, along with what looks very much like a roadbed, would indicate that there was some kind of road here prior to the building of the C&O Canal.

Traveling East to West from Four Locks to Big Pool With Some Backtracking and Random Wandering

A note: the areas described are mostly on a straight line from Hassett Road near Four Locks to where the remnants disappear at the upper Big Pool parking area. For the navigational inclined, the rail line runs relatively straight on an azimuth of 68° ENE (248° back azimuth) with the azimuth corrected by 12° west declination. The normal declination here is 11° west but there is a large magnetic anomaly centered near Fort Frederick, (deep iron ore deposits). The anomaly can throw off compass readings by up to 5° west or east depending on geomagnetic conditions. Twelve degrees west seems to be a good average declination for the area.

Starting at Hassett Road and Moving East to West

From the side of Hassett Road just before it goes under the current CSX line it is possible to see a stone bridge abutment to the east and a more extensive wood and stone crib built abutment to the west. On the current CSX line just off the east abutment it is possible to make out where the old line meets the new right of way in a very gentle curve. All of the land around this area is private or CSX property, this makes following the line west somewhat problematic.

The easiest way to try to figure out where the line ended up was to get good azimuth readings with my trusty Brunton compass and move west to McCoy's Ferry. Due to

the verticality of the terrain and the preponderance of small streams and creeks in the area, there are choke points where there is only one good place, from an engineering standpoint, to put a rail bridge. Green Spring Run is one of these places (Canal Culvert 143, Mile 110.43).

The current modern rail line crosses this valley on a steel trestle bridge supported by cut, well laid limestone foundations. These foundations could be old enough to have supported the original wood trestle bridge that crossed here when the original line was under construction in 1902 or '03. The land to the north and east, towards Four Locks, is owned by the NPS on either side of the CSX tracks to within about a quarter mile of the previously mentioned Hassett Road. About 200 yards to the east of the bridge if you look carefully, you can see what looks like an old road going off at a slight angle to the north. This is in reality the end of the original WMRY right of way. This travels on public land almost to Hassett Road. The amount of work that went into this is quite amazing; two long causeways, with box type stone culverts, were built to go over small stream valleys and limestone. Outcroppings were neatly cut through to keep the line as level as possible. The old rail line forms the boundary between NPS land and private property to the north.

Back to Greenspan Run traveling west, towards Big Pool, the remnant of the old line picks up again. In the winter, the line of the old right of way is visible in some places



Western bridge stone and timber bridge abutment near Hassett Road



Steel trestle bridge across Greenspan Run at McCoy's Ferry



Right of way cut through a limestone outcropping



Old line meeting new CSX line just east of Hassett Road.



Limestone box culvert under the railroad grade



Buried box culvert

from the towpath downhill about thirty-five or so feet from the current CSX line. The old path can be followed to the valley of the unnamed creek that passes through Canal Culvert 144 (Mile 110.83). Just to the east of the creek there is an old farm that appears to have been built directly to the north side of the rail line.

There are indications of a house foundation, with a decorative iron wire fence still standing in places, barn remains on the south side of the tracks, and what look like foundations of some outbuildings. There is also an open stone lined well on the north side of the house foundation. After a quick look into local records, I could not locate any information about this property; more research needs to be done.

To the west, towards the stream that uses C&O Canal Culvert 144, there are remains of what once was an impressive timber bridge crossing the stream valley. The rail bed continues on a slight causeway three to four feet high to the west until the area becomes impassable due to thorn growth.

By some dint of serious effort, circular wandering (and wading, with a bit of crawling under the really thick bits of bushes), and some blood loss from thorns, I was able to get into some areas of the rail line in between Culvert 144 and Fort Frederick. It is a surprisingly beautiful spot with small swampy pools with gray and blue herons hanging about and a supporting cast of other birds. The rail line itself continues on

as before on a three to four foot high causeway with the occasional pile of removed and abandoned sleepers to one side or the other. The line continues straight on the same compass azimuth first measured at Hassett Road by Four Locks.

Next, I thought to go to Shanktown Road which follows the eastern boundary of Fort Frederick State Park and dead ends at the current CSX rail line. If you follow the road through the brush where it once crossed the CSX line it will take you to directly to the WMRY line. I made a valiant effort to travel east towards the area mentioned above. The rail bed is level with the ground surface here and I made it about 300 yards till the multi-flora rose bushes decided to gang up on me again and forced me to retreat to safer ground. I cleaned my wounds and returned to my starting point and hit one of those rare history jackpots.

Fort Frederick State Park has a managed, one-day, lottery deer hunt in December every year and I happened to get there when access to hunting stations was being expanded to the south end of the park. This, fortunately, meant that they were driving a tracked earth moving machine on the old right of way exposing the original surface of the rail line. This process also exposed surface artifacts, coal and ash, and large gravel, about #2 size, commonly used as bedding for wooden sleepers. All of the surface artifacts pointed to an early 20th century date.



Elevated causeway across a small stream valley



Eastern end of the timber bridge abutment



Remains of a Furst McNess Co. bottle, early 20th century



Exposed rail bed just off of Shanktown Road, note the ever present wild tire



The valley of the long timber bridge



Wood/coal cook stove lids

At the end of Shanktown Road, to the west, are the remains of what appear to be a farm directly to the north of the rail line with a barn foundation and possibly a house a little further north. The barn remains could also have been a temporary warehouse for storing produce for loading on freight cars. There are some other unspecified building remains, one of which may be an above ground cistern, (possibly for steam engine use?) close to the barn remains.

The right-of-way continues on a built-up causeway until this line intersects the upper parking lot at Big Pool. At the far end of the parking lot the line continues briefly and merges with the current active line which at some point crosses the CSX line to become the Western Maryland Rail Trail about three quarters of a mile to the west. This may be an indication that the original line made a slight "S" curve to go around Big Pool but the terrain has been modified so much that this difficult to discern.

This section is visible from the canal towpath and C&O Culverts 145, 147, and 148 pass under the canal and through disconnected limestone box culverts under the rail line. This area is similar to the section of canal west of the Paw Paw tunnel where the rail right of way forms the berm side of the canal prism.

Conclusion, So Far ...

From the above, aside from my fun in exploring this area, it is obvious that much more research into the history of this short little area needs to be done. Most of the knowledgeable folks I talked to about this section of abandoned rail line had no idea that it even existed. Small scale maps, near as I can determine, either do not exist or are lost to the effects of time and shifting ownership. Right-of-way records are notoriously difficult to locate as most railroad companies considered them to be confidential information. Admittedly, this kind of academically

oriented research is not my particular strong point either. I'm good at finding physical remains and interpreting material culture, not pouring over old records and such.

The WMRY line continues from Fort Frederick State Park as the Western Maryland Rail Trail to just past Fifteen Mile Creek where it crossed the Potomac into West Virginia.

Should you want to see what remains of the Western Maryland Railroad without the steep hills, swamps, and acres of thorns, a visit to the Western Maryland Rail Trail may serve. The WMRT is 26 miles long, paved, and offers some magnificent views of the C&O Canal from a higher elevation.

If you are feeling a bit more adventurous, the Blackwater Canyon Trail, in Monongahela National Forest follows 10.5 miles of the branch line of the WMRY that hauled coal and timber out of West Virginia. This is a steep single track dirt and gravel trail for mountain bikes, hiking, and cross country skiing in the winter. There are some outstanding views of waterfalls and mountain terrain though the trail can be rough.

The Western Maryland Rail Trail c/o Fort Frederick State Park 11100 Fort Frederick Road Big Pool MD 21711 Contact: 301-842-2155

Blackwater Canyon Rail Trail Monongahela National Forest 200 Sycamore Street Elkins, West Virginia 304-636-1800 www.fs.usda.gov/mnf

Reference:

Western Maryland Railway, A Pictorial History of the Men, Women, and Machines That Made it Famous 1872-1999, Carroll F. Spitzer, privately published.

Resources:

The Western Maryland Railway Historical Society
www.westernmarylandrhs.com

Hagerstown Roundhouse Museum info@roundhouse.org



Decorative wire fence close to house foundation, this kind of fence was in use from the late 19th century until relatively recently.



Small stone building foundation



Open stone lined well, about four feet in diameter

Canal Boat Returns to Georgetown

By Rod Mackler

The canal boat has returned to Georgetown. The new boat was designed by Tridentis of Alexandria, Va., built by the Roudebush Yacht & Engine Works in Dundalk, Md. and funded by the District of Columbia government and Georgetown Heritage.

In July it was trucked from the boatyard in two pieces, assembled on Canal Road at Foundry Branch, and dropped into the canal by a huge crane. It moved under its own power to its present, temporary location between Thomas Jefferson and 31st Streets, NW.

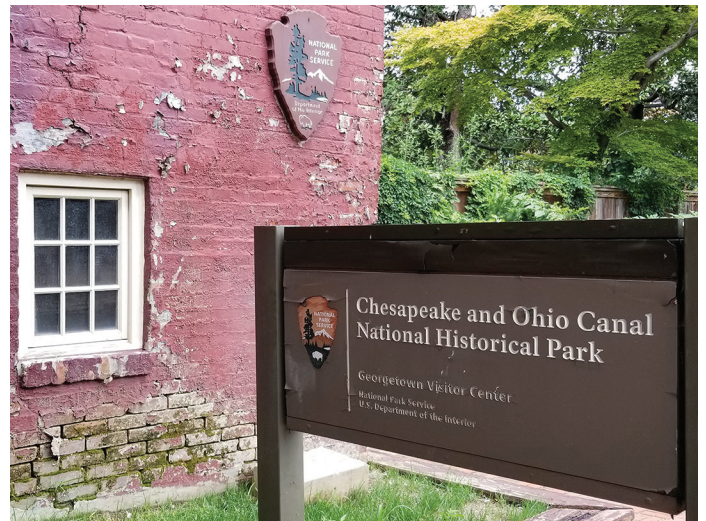
The new boat is constructed of fiberglass, is 80 feet long and 15 feet wide, and cost \$1.5 million. It has two electric motors, with a tiller at each end, but is intended to be pulled by mules. The boat is patterned after the traditional canal packet boat, but has modern amenities such as an on-board restroom and is fully accessible. It is designed to accommodate 65 passengers and is scheduled to start service in spring 2022. The dock will be at the Georgetown Visitor Center at 1057 Thomas Jefferson Street, NW, which is being refurbished and will be reopened by then. The boat has not yet been named.



Georgetown boat, stern view – Photos by Rod Mackler



Georgetown boat, bow view



Georgetown Visitor Center

Nature Notes

By Marjorie Richman

Marvelous Migrators

They are different. To the untrained eye they might look the same, orange wings with black markings, but appearance turns out to be the only criterion they share with other members of their species. They even come into the world at different times from their closest cousins, late in the year with winter just around the corner. They aren't interested in normal butterfly behavior, mating and flitting randomly from flower to flower. These monarchs are on a mission, they must save their energy for a long trip, from North America to Mexico where they will overwinter. Their trip is dangerous. They must navigate to a place they have never been, flying over large expanses of land and water through all types of weather. Many don't make it. It is one of the most daring migrations on the planet.

Sometime in the mid-1800s people in North America began noticing swarms of butterflies flying in a southerly direction in the fall. There were so many that it sometimes took several hours for the sky to clear. It was obviously a migration of some sort, but where were they going? By the mid-20th century, Fred Urquhart, a Canadian zoologist, and his wife, Norah, decided to take an organized approach to resolving the mystery. They founded an organization devoted to insect migrations (now the Monarch Watch) and recruited volunteers via citizen scientist programs to tag monarchs and report sightings. Thousands of insects were tagged, a very delicate operation on such fragile creatures. For years the volunteers reported sightings and the Urquharts used a map and pins to keep track of the locations. All paths led to Texas, but no gathering place could be found. Urquhart believed the monarchs must be traveling further, into Mexico, but it was hard

to believe that such a small creature, weighing less than a gram with a brain the size of the head of a pin, could possibly undertake such a journey.

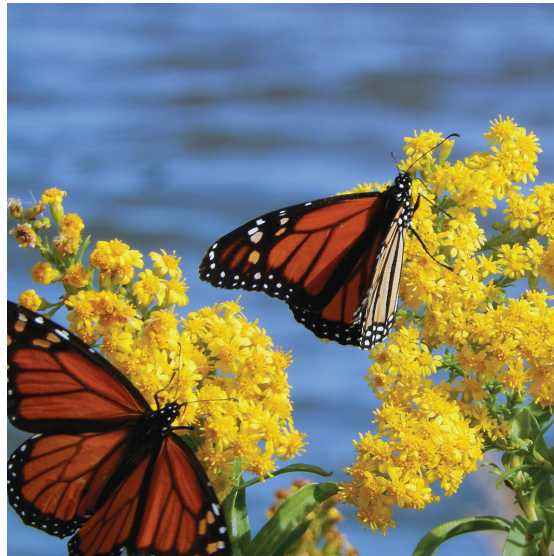
Urquhart recruited Mexican volunteers to look for an overwintering location. In January, 1975, the first site was found in the mountainous regions of Michoacan, Mexico. According to the volunteers, millions of butterflies were roosting in the trees. Yet people were still reluctant to accept the idea that butterflies could survive a trip of about 2500 miles. Perhaps these roosting monarchs were actually resident butterflies. Proof was needed to determine where the monarchs came from. A year later the Urquharts went to Michoacan to see the site, and the story sounds like the ending of a Hollywood movie: just by chance, among the millions of butterflies at the site,

they found a butterfly that had been tagged in North America. Fortunately, there were plenty of witnesses, a National Geographic crew was with them when the tagged monarch was found. It was finally a proven fact that tiny monarch butterflies in huge numbers fly to the mountains of Mexico to spend the winter.

Finding the overwintering site only led to more questions. How do they do it and why? We still don't have all the answers, but much knowledge has been gained since 1975. We have learned that

insects use the sun as a navigational tool. We also now understand the workings of circannual rhythms that all of us, including butterflies, respond to. We have circadian rhythms (24-hour cycles) and circannual rhythms that allow us to prepare for environmental changes during the year before they occur. Monarchs that emerge from their chrysalises in the fall seem to know that survival depends on migrating to a place with a different climate.

Only the 4th generation of a monarch's immediate ancestors makes the trip. They emerge from their chrysalises in late August or early September. They are larger



Monarch butterflies – Photo by Marjorie Richman

than their ancestors, stronger and more richly colored. Their wings have a fuller shape which allows them to take advantage of wind currents. Whereas most butterflies fly in short spurts, migrating monarchs are able to soar to save energy. There are also significant behavioral differences between migrating and non-migrating monarchs. Migrating monarchs do not waste their energy chasing members of the opposite sex and laying eggs. They are focused on getting ready for their long trip. They eat prodigious amounts of nectar and are very social. Unlike non-migrating butterflies, these monarchs will spend time roosting with other monarchs in trees along the way to Mexico. Roosting together in close groups is what they do in Mexico presumably to keep warm. This gregariousness seems to be an innate behavior which is not shared with non-migrators.

Most importantly these monarchs are focused and determined. They are born to travel. In fact, they only want to fly in a south westerly direction, at least from where we are in North America. Several researchers at the University of Massachusetts conducted a series of experiments to see if these monarchs could be fooled to flying north from Massachusetts instead of south. Not so, as it turned out. They were put into a dark barrel, oriented backwards and tethered to keep them from flying either up or down. As soon as they were released, the determined little insects turned southwest and kept going. Nothing interfered with their mission.

And what a journey it is from eastern North America. The monarchs rest along the way, especially before significant water crossings which are thought to be the most dangerous part of the trip. This gives researchers the opportunity to monitor the route and tag the monarchs at key rest stops, such as Cape May, N.J., the Chincoteague National Wildlife Refuge in Chincoteague, Va. and Cape Charles, Va. Monarchs are given tiny tags attached to their wings and then released. The tag has a number that identifies the location and date so that volunteers can report sightings as the journey continues. This method has allowed researchers to estimate how many monarchs start the journey and how many arrive. As you can imagine, the mortality rate is quite high.

In Mexico, the monarchs cluster together and are mainly dormant, leaving the roost only to drink moisture from the dew on the ground. When flowers begin to bloom, they fill up on nectar after the long fast. When it's time to go, once again the sky is darkened with millions

of insects as far as one can see. The monarchs fly to Texas, mate, and die. The 2nd generation continues the trip and the cycle continues.

In an effort to get relief from days hibernating due to the pandemic, I drove to the Chincoteague Wildlife refuge in October 2020. While bicycling in the refuge, I saw a number of very colorful monarch butterflies drinking nectar from goldenrod plants that were growing along a section of wetlands. They must have been several weeks old, but they looked as if they had just popped out of their chrysalises. I watched them for several minutes and was amazed at their energy. I knew I was seeing migrating monarchs fueling up for the next leg of the journey. They were moving so fast it was hard to get a picture, especially of two butterflies on the same plant.

Add looking for monarchs to your list of things to do in the fall. Monarchs can be found anywhere milkweed grows, as it is only on milkweed that monarchs lay their eggs. The caterpillar remains on the milkweed plant, eating an enormous amount of leaves for about 2 weeks. When it is ready to shed its final layer of skin, it crawls away from the plant to find a substantial branch that will support its chrysalis, an almost jewel like structure consisting of a green casing decorated with gold specs. After about two weeks the butterfly will emerge and hang upside down for about two hours while the wings dry before taking flight. This is a time of vulnerability. Monarchs are poisonous to birds, but insects tolerate them quite well and are on the lookout for defenseless butterflies.

Unfortunately, monarch numbers have diminished considerably in recent years through habitat destruction along the migration route in the United States and at the overwintering sites in Mexico. Climate change is a future threat. The colonies in Mexico already roost near the tops of mountains; they have nowhere to go as the planet warms. Monarch population estimates for the winter of 2021 are approximately 45 million butterflies, down from about 250 million 25 years ago.

Monarchs have been planetary residents for about 1.5 million years. During that time they have successfully adapted to varying environmental conditions. Today the environment is changing rapidly, and it is a question whether any species can adapt fast enough. We can help the monarchs by planting milkweed in our gardens and volunteering for citizen science projects.

Across the Berm

Joan Paull

Joan Paull, long-time C&O Canal Association member and recognized park volunteer, died on May 23, 2021. Joan was preceded in death by her husband Norman and is survived by her daughter Diane Friis and granddaughter Heather Friis.

Joan was known and admired by many people in the C&O Canal community. She started as a level walker on Level 8, Swains Lock to Pennyfield Lock, in early 1975. On some of her earliest level walks she noted that “This entire section, and a bit further on, is in such poor shape that the park service has put up a sign at Swains Lock warning of hazardous conditions on the next five miles. The section is passable for walking but not for cycling.” Joan level walked for many years.

In April 1983, Joan took on a new challenge – as the first chair for the Association’s new volunteer program, which became known as the Volunteers in Parks (VIP) program. In the April 1983 *Along the Towpath*, former Association president John Chandler noted that “The Association has a new challenge, namely, to set up a meaningful volunteer program and make it work. There could be exciting times ahead for members and friends of the Canal.” Joan ably took on this challenge, and by July reported on 11 volunteer activities that the VIP had taken on. Joan led the VIPs for nearly 10 years, and the legacy of her efforts continues to this day in the present VIP team led by Jim Heins that continues to serve the park. Joan also served for many terms on the Association board of directors and always had many good suggestions to present to the annual meetings.

Another initiative, and perhaps the one that Joan may be best known for, is the Rileys Lock House docent program with the Girls Scout Council of the National Capital. In Joan’s own words from a 2007 *Along the Towpath* article:

“In the fall of 1975, a Bethesda Cadet Girl Scout troop, under the leadership of Anne Pomykala, decided to do a bicentennial project. They elected to work with the C&O Canal National Historical Park. The project was to be a costumed program showing life in a lockhouse during the 1870s. After locating a canal building, which the National Park Service

had originally planned to make an up-canal office, borrowing some furniture, and making costumes, the troop launched the Riley’s Lockhouse program. For many years, Catherine Finch ran the program until poor health prevented her continuing. In 1978, Penny Greer, Bejay Myers and Joan Paull took over. They spent a solid week living in a Prince William

Forest campsite while taking National Park Service training. Finally, Bejay and Joan took over the program. They gave the bi-yearly training to adults who work with their 2nd to 12th grade girls to be junior docents. The main jobs of the girls are to give tours of the lockhouse/grounds and clean the house.”

“Dressed in period clothes, the girls give demonstrations and encourage visitor participation in a variety of homemaking activities such as: churning butter; making lemonade or ice cream; creating paper bead necklaces; sewing sachets or nine square patches for quilts; and preparing Christmas tree decorations. The 30-year partnership between

the Girl Scout Council of the Nation’s Capital and the C&O Canal National Historical Park provides the public and the Scouts a glimpse of Victorian life on the canal.”

Joan and the program were recognized in 2007 with the prestigious George B. Hartzog, Jr., Award for an outstanding youth group and with national recognition for youth groups by the Department of Interior for Take Pride in America.

The National Park Service honored Joan Paull’s 40 years of volunteer service to the C&O Canal in May 2015 with an outdoor celebration at the Pennyfield Lockhouse. Many of Joan’s fellow volunteers and park staff showed up to recognize her for her support.

Several people who spent time with Joan on the C&O Canal offered their memories:

Emily Hewitt: The thing I always remember about Joan is her energy and enthusiasm. There was one particular volunteer appreciation dinner that we had at the VFW on the Great Falls entrance road at which I remember Joan playing the piano with a volunteer’s young son. It was obvious that she truly loved to teach and entertain.



Joan with Emily Hewitt – Photo courtesy of the National Park Service, C&O Canal National Historical Park

Across the Berm

Jeanine Gale Johnson Moore

Jeanine Moore died on July 6, 2021, at Brandon Woods at Alvamar in Lawrence, Kan. She was born on December 12, 1942, in St. Joseph, Mo.

Jeanine graduated from Central High School in St. Joseph in 1961. She met her soon to be husband, Dward Moore, Jr. at the summer music camp at the University of Missouri in the summer of 1960. They were married September 5, 1965.

Jeanine and Dward joined the Peace Corps in 1966 and served in Uganda teaching at a boys' boarding secondary school for two years.

Upon returning to the U.S., Jeanine and Dward started their graduate studies in Syracuse University. Jeanine received her Masters Degree in Information Studies at Syracuse and



over the years worked at libraries in Syracuse N.Y., Jamestown N.Y. and Brandon Fla.

From 1985 to 2015, they lived in Brunswick Md. Jeanine taught violin and viola privately, played in the Frederick Maryland Symphony Orchestra and in several string quartets. She also taught music in several middle schools in Frederick County, Md. before retiring in 2004.

Jeanine and Dward were ardent supporters of the Chesapeake and Ohio Canal National Historical Park, volunteering for many years in support of their beloved park as members of the C&O Canal Association.

In 2015, Jeanine and Dward moved to Lawrence, Kan. to be closer to their sisters and their families who live in the greater Kansas City area. Jeanine is survived by her husband Dward, her sister, Quinta Schwarzenberger of Olathe Kan., and numerous nieces and nephews.

Joan Paull (Continued from previous page)

Bill Holdsworth: I had several interactions with Joan Paull over the years. She always wanted to raise public awareness of the C&O Canal. When we first started working on the World Canals Conference, she volunteered for the committee and offered several suggestions. When the pandemic struck and we started meeting via Zoom, she had to drop out. Still, as recently as a few months ago, she contacted me to ask how preparations were going and offer her financial support. I will miss her.

Becca Jameson: Joan ensured that once you became part of the C&O Canal family, the ties remained strong regardless of where life took you. I have so many fond memories of Joan during the time I worked with her at the canal, but what thrilled me is that she continued to check in even after I moved on to my next park. I would get phone calls from her occasionally and hearing in her voice her smile, spunk, and compassion always reminded me how lucky I am to have been able to know her, work with her, learn from her, and be part of the special community she was integral to at the canal. She is greatly missed.

Mark Myers: There are many words I could use to describe Joan. Encouraging, helpful, thoughtful, giving, creative, and

outgoing certainly come to mind. She was always ready to help me with any project I was working on, especially if it involved historical interpretation at the canal. She would take her time to offer advice, ideas, and even write suggestions for the programs, which I usually included in the final presentation. I still have some of her written ideas/suggestions for programs, and I find myself referencing them whenever I am considering a new interpretive event or presentation.

Joan was always ready to help, volunteering her time and talent at Riley's Lock House, at the Great Falls Tavern, or on the *Charles F. Mercer* canal boat. She was especially good with relating canal history and experiences to children. My first recollection of Joan was her playing a game with some children at Riley's Lock and how the kids all seemed to really enjoy themselves.

Joan would send C&O Palisades staff cards during holidays or special events to remind us of the day and that someone was thinking about us. She was always ready to share happiness with others.

There is another word that comes to mind when I think of Joan. That word is friend. She was a trusted, valued friend. I will certainly miss her.

Volunteers in Parks

By Jim Heins

The Efforts Of Your VIPs Can Be Found Throughout the Park

The VIP committee has continued to prosper during these summer months. Any adverse weather conditions have not put a crimp in our ability to get things done.

The small but hardy group representing the Swains Lock Stewards has continued to maintain that area to the benefit of the many visitors to that area. The grounds look good and the tables have a fresh coat of paint

A project on the Paw Paw Tunnel Hill Trail resulted in the swap-out of 12 new wayside panels for older ones in need of replacement. This project was a bit challenging, but with some great views and very satisfactory results, most of the work being done by Dave Long using me as a pack animal.

Due to the pandemic and lack of attention to many parts of the park, both by volunteers and staff, areas such as Riley's Lock and the Goose Creek River Lock have become overgrown and shabby looking. The VIPs held vegetation cleanups at both Riley's and the River Lock resulting in a huge change in appearance of the locks and the Seneca aqueduct. It was hard work again done by a small dedicated group. There are many areas of the park in similar condition and we are trying to assist the park in getting some of them shaped up.

We continue to deal with picnic tables that have been moved by individuals who insist on dragging them all over the park, usually putting them where they will likely be "swept out to sea" or otherwise damaged, often beyond repair.

We move these errant tables to what would be considered better locations and anchor them down, which doesn't seem to deter some folks. This seems to be an ongoing project.

A group of six, including me, has refurbished nearly 60 bulletin boards throughout the park. Except for a few boards, all have been completely cleaned up, touched up, had some Plexiglas and backing boards replaced, and were put into active use with new inserts. A lot of effort and legwork was necessary for this project, with hats off to Dave Long, Rod Mackler, Craig Roberts, Jim Tomlin and Doug Zveare for working with me on it.

We are now gearing up for the installation of an additional 16 new benches spread out from Milepost 5 to Spring Gap. This is another huge undertaking that should be completed by the end of October.



Dave Shumaker and Bill Holdsworth working at Swains Lock



Work in progress at the Goose Creek River Lock – Photos by Jim Heins



Goose Creek River Lock after clearing by the VIPs

On the Level

By Steve Dean

May – July 2021 Level Walks

Level walkers have been very busy this quarter – they conducted nearly 70 level walks and visited 43 of the 69 levels, which is a lot of activity! A big thanks goes to them for their valuable support.

Level Walkers are Association members who agree to cover a section of towpath. They volunteer on their own schedule. For more information and a list of the levels, visit candocanal.org/level/. Information for level walkers is also available at levelwalker.blog/. Contact Steve Dean at levelwalker@candocanal.org for further information.

Level 3 Lock 5 to Cabin John Creek: Alyson Miller reports May 4 and 12: The usual trash associated with day use was found, especially around Lock 7. Several multi-day cyclists were noted.

Level 4 Cabin John Creek to Lock 14: Alyson Miller reports May 27: After a rain, extensive puddling was noted throughout the level. A severe rut on the incline up to Lock 11 is present. **Larry Heflin reports May through July:** The towpath was monitored over numerous walks, through all conditions. No significant issues were reported during this period.

Level 6 Bridge at Cropley to Great Falls Tavern: Alice Mayo reports July 28: Nine areas of erosion along towpath at Wide-water and another three areas on the river side near the Great Falls Tavern are fenced off with temporary orange fencing. These appear to be long-standing issues. A trash item of concern was an empty fireworks box found at Bridge at Cropley. *Alice is a new level walker – thanks for joining us!*

Level 9 Lock 22 to Seneca Aqueduct: Sylvia Diss reports June 3: The level was very clean. Concerns about missing picnic tables were expressed, and the concerns were discussed with the VIP chair. **Paul and Rita Marth report June 15 and 23:** During the first walk there were a number of tubers (pre-teen) going down the rapid at Violette's lock. On the second walk there were a number of young kids canoeing on the canal starting at Violette's Lock and heading down stream. **Jon Wolz and Steve Hovarth report June 25:** A picnic table was found near the river at Violette's Lock, apparently by fisherpersons, and will be moved back to the lock area. We reported a car that had been vandalized and the park police came and opened an investigation.

Level 10 Seneca Aqueduct to Milepost 25: Monica Hanna reports June 19: I saw three groups of adults with 10 to 15 people per group. Two groups were bikers carrying panniers, and hikers made up the third group. There was no visible wildlife except for a few dying Brood X cicadas belly up on the towpath.

Level 12 Sycamore Landing to Edwards Ferry: Pat Hopson, with Ray Abercrombie, Carol Ivory, Ron Wise, and Frank Wodarczyk, reports July 31: There was a large field of blooming

sunflowers just upstream from the Sycamore Landing parking lot, which was full of people coming and going to see the sunflowers. Two large trees on the berm side of Lock 25 at Edwards Ferry are evidently dead and are a hazard. There was a yellow tag on one of the trees, so they may be scheduled for removal. The towpath was in good shape and many branches were removed.

Level 13 Edwards Ferry to Harrison Island: Liz Wagner reports June 18: The level of activity on the towpath and around the car park was higher than previously seen. This was most likely due to it being the newly declared federal Juneteenth holiday. Parts of the resurfaced towpath are showing wear, especially between Mileposts 32 and 33. There were no areas with erosion, rutting or puddling. The side of the towpath had not been mowed for some time and the grass encroached at points on the towpath.

Level 14 Harrison Island to Whites Ferry: Jone and Joseph Parr report May 6: The towpath was in good condition throughout the level. The canal had a little bit of water with lots of natural debris below Whites Ferry. We identified 12 plants, including wild phlox and May apples. **Dave Shumaker reports July 6:** A few swampy sections remained in the prism but most of the watered ones noted three months ago were dry. I was surprised to find no trash and no evidence of recent use at Turtle Run, since it was after the holiday weekend. I spoke with a local person who said he rarely encounters anyone camping at Turtle Run. He said he recently came across someone who had set up his tent right in the middle of the towpath!

Level 15 Whites Ferry to Lock 26: Jon Wolz reports May 15, June 16 (with Steve Hovarth), and July 26: The towpath was in good condition on all three walks. In May, it was noted that the grill at the Marble Quarry hiker-biker camp was replaced; it had been in poor condition for a long time. In June, we heard branches cracking near Milepost 39, and we watched them fall about 15-feet in front of us on the towpath. There was no wind at the time. In July, I noted that the new owners of White's Ferry were not maintaining the area as the Brown family once did. The pavilion field and granary ruins were overgrown.

Level 16 Lock 26 to Monocacy Aqueduct: Jon Wolz reports May 18, June 14, and July 19 (with Patricia Ann Wolz): In May I encountered a hiker on his way to Cumberland pulling a trailer with 70 pounds of gear and provisions. He is a cancer survivor and hiking the entire length of the canal. The area of the towpath that had been damaged by two trees falling into the prism, taking some of the towpath with them, has been repaired. The NPS did a good job on the repair. The Lock 27 house has small woodpecker holes on the boards next to the roof on both sides of the house as well as the front door. The house may have an insect problem. The front door was damaged from an attempted break in. The gutters need cleaning, and one side is pulling off of the house.

Level 17 Monocacy Aqueduct to Nolands Ferry: **Earl Porter reports May 16, June 16 and July 22:** In May the fog over the river was serene and the smell of roses intoxicating. I found that the rotted picnic table at Nolands Ferry was replaced. In both June and July I observed bicycles riding over the aqueduct towpath, which is quite dangerous. In July I found that someone had made a fire pit with a large truck wheel near the Monocacy River. Aqueduct arches 2, 3 and 4 were clear in May and June, but only 2 and 3 in July.

Level 19 Point of Rocks to Catoctin Aqueduct: **Don Peterson reports May 30:** The towpath was in good condition on an active Sunday on the park. **June Miller and Carol Winckler report June 29:** We removed quite a lot of trash. The access road to Landers has several deep holes. Carol is a birding expert and identified 25 species of birds during the walk, including a yellow-billed cuckoo. **James Spangenberg reports July 21 and 22:** A thunderstorm interrupted the walk on July 21. The towpath was in great shape. The bordering green plants were particularly lush. I noticed that the park service did a great job in cleaning up a very large pine tree that fell and blocked the towpath at Mile 49.

Level 20 Catoctin Aqueduct to Lock 30: **Doug Zveare reports June 5:** I have lived in the Brunswick area for 17 years and have never seen as many park visitors as I did on this level walk. I suspect there are numerous reasons for the increase in visitors. The Little Catoctin Creek temporary bridge around the breach at Mile 52.51 in good condition. Many cyclists dismounted and walked their bikes across but a few still ignore the signs. The top section of the Culvert 84 barrel is complete exposed and there is a large sink hole on the downstream side of the culvert.

Levels 19 through 24 Point of Rocks to Dargan Bend: **Tom Crouch reports May 4 (19-21), May 13 (21-24), May 20 (21-24), June 24 (21-24), July 9 (21-22) and July 23 (21):** During the first May walk there were several towpath tree obstructions above Brunswick, so the walk was resumed downstream to Level 19. Trash was surprisingly light on the towpath during the second and third May walks. Heavy trash conditions resumed in June and July, especially around Weverton. Trash was removed in all cases, either by bike trailer or by NPS personnel working in the area. Towpath use was moderate to high on all occasions.

Level 22 Lock 31 to Lock 33: **Karlen Keto reports May 6:** I walked with 7-year old granddaughter and 11-year old dog Chessie. We saw quite a few very large turtles sunning on logs, and my granddaughter spotted them very quickly and had to point them out to me! There were many fallen trees that have been recently put out of harm's way. Perhaps these were the result of recent severe storms in the area.

Level 23 Lock 33 to Dam 3: **Arthur Tsien reports May 23 and July 16:** During both walks large amounts of trash were found around the vicinity of the stairs to the footbridge. The towpath otherwise was fairly clean. The parking areas for the Maryland Heights trail were closed on both dates. The towpath was in good condition.

Level 25 Dargan Bend to Lock 37: **Barb and Dave Collins report June 20:** There was very little trash. A small, but deep, sinkhole is forming close to the lock structure at Mountain Lock. A group of Boy Scouts was camping in the field near Mountain Lock. One handrail is falling off the temporary bridge below Dargan Bend at the Culvert 97 breach. The other side is loose.

Level 27 Antietam Aqueduct to Lock 38: **Jonnie and Joycie LeFebure report July 10:** It was a most pleasant day on the canal. We observed the most usage we have recorded in recent memory. Almost all bikers were riding leisurely and were courteous, except for two speedsters. The towpath was in good condition and remarkably clean despite heavy visitation.

Levels 28 and 29 Lock 38 to Snyders Landing: **Brigitta Shroyer and Joel Anderson report June 19:** There was a light amount of trash on the two levels. Towpath conditions were good, with a little puddling near Snyders Landing.

Level 30 Snyders Landing to Lock 40: **Charles Connolly reports May 15, July 21, and July 29:** The towpath was in excellent condition during all walks. There was no trash on the May and first July walk, but on the second July walk a large amount of trash was found at Snyders Landing. By May, growth had already obscured view of the prism. Park use was moderate during the walks

Level 31 Lock 40 to Marsh Run Culvert: **Jennifer Bean reports July 25:** The towpath was in good condition. Two fallen trees had been cut by the NPS and removed from the towpath. Most trash was around the Marsh Run Culvert parking area, and a Trash Free Park bag dispenser might be helpful there.

Level 32 Marsh Run Culvert to Dam 4: **David Plume reports July 30:** I walked with my dog Scout. There was not much trash on the towpath, but the highest concentration of trash was at the Marsh Run parking area. There were a few puddles and muddy spots on the towpath, but otherwise it was in good condition. A lot of tree bark was on the towpath.

Level 33 Dam 4 to McMabons Mill: **Dick Stoner reports July 21:** I am happy to report excellent conditions for biking and hiking along the Big Slackwater. It's clear that this section of the river remains popular during the summer for boating, and it is nice to see lower levels of trash, and higher levels of maintenance than in the past. Activity has proven to be "back to normal" in this area of the towpath.

Level 34 McMabons Mill to Opequon Junction HBO: **Trent Carbaugh reports May 12 and July 16:** In May, tree and towpath issues that were noted in March had been repaired, removed, or otherwise dealt with. The wildflowers were exploding in a good way so it was nice to see them for a while. I saw plenty of gray squirrels, one cantankerous woodchuck, and a hen turkey that wanted to race (she won). In July, I found an absurd amount of discarded clothing at the swimming hole area but, fortunately, no naked people. The level needed a good mowing. I trimmed back some small overhanging branches and lots of intruding multi-flora rose. Climbers seemed to be active and some gear was left behind.

Levels 35 and 36 Opequon Junction HBO to Lock 43: Paul Leath-erman reports July 24: There were no significant issues reported. The towpath was in good shape. A number of fallen trees had recently been cleared.

Level 38 Lock 44 to High Rock Quarry: Tom Mears reports May 6: The towpath was in generally good condition. I saw almost no evidence of storm damage, which was a pleasant surprise. After all the recent storm, wind and tornado warnings in the region I expected the worst. The graffiti I observed earlier has been cleaned from all the historical plaques and they were in great shape. **Jone and Joseph Parr report June 28:** Near Milepost 102 we noted a few trees that looked like they'd been damaged in a tornado and were had been cleared off the towpath. Trash was light on the level. There was some puddling and erosion on the towpath below the aqueduct.

Level 40 Nettle Railroad Bridge Piers to Dam 5: James Spangenberg reports July 22: I saw a family of five crossing the river; it was apparently shallow where they were walking. There was a large amount of trash in the Dam 5 area. The towpath was in good condition.

Level 44 Fort Frederick to Ernstville: Jim Biasco reports July 2: The towpath was clean and dry. The shoulders were mowed but branches were starting to intrude on the towpath. There were several boats with fisherpersons in Big Pool.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports May 11 and July 22: It was quite remarkable in May – it was only the second time in all my years of doing a level walk that I didn't find a single item of trash anywhere. In July it was green - beautifully so. The towpath was in good condition from Fort Frederick through to the Licking Creek Aqueduct. As noted in previous reports, there are a few locations where tree roots create irregularities in the surface. There were two locations between Mileposts 114 and 115 where large sections of dead trees have fallen to one side with brown leaves in abundance. Multi-flora rose seems to be pervasive throughout the level.

Level 46 Licking Creek Aqueduct to Little Pool: Andy Harbert reports July 22: The surface of the towpath was dusty, but normal. Recent storms caused some branches and sticks to fall. I moved around a hundred off the towpath. Most trash was found around the Milepost 117 area. Above the level a tree blow-down was reported near Milepost 122.

Level 47 Little Pool to Hancock: Mike and Judi Bucci report June 8: We observed the new bridge to the boat ramp at Hancock. The towpath was in good condition. We were pleasantly surprised that there was very little trash under the Hancock crossover bridge. The wayside at the Hancock boat ramp is very worn from weather and exposure to the elements. We saw a wood turtle on the towpath.

Levels 47 and 48 Little Pool to Round Top Cement Mill: Phillip M. Clemans reports July 26: The towpath and structures were in good condition. Water in the prism was high in Hancock, and the prism was soggy on the rest of the level. There were a few

walkers, but otherwise it was quiet. Deer and a few songbirds were evident around Mile 126. This was my first time on the summer towpath since the pandemic started, it looked like Eden!

Level 49 Round Top Cement Mill to Lock 53: Paul Petkus reports June 5: The towpath was in good condition; with only a few sticks needed to be moved away. No changes were noted in the lock, waste weir or cement mill. Brood X of the 17-year periodic cicadas was out in force. There were three species in this brood. A cicada fun fact is that they have five eyes. The two large red eyes are obvious. They also have three small eyes, called ocelli, that form a triangle between the two large eyes.

Level 53 15 Mile Creek Aqueduct to Lock 59: John Wiggins and Kathleen Moriarty report June 17 and 20: Both days were good days for walking, with few people out, little trash and lots of wildlife. Japanese knotweed was growing into the towpath between Mileposts 151 and 152. We trimmed it back, but it looks like it could be a real problem to the towpath path soon. A large group of canoeists was camping at the Devils Alley hiker-biker camp on the June 20 walk.

Level 54 Lock 59 to Lock 60: Dennis Kubicki reports May 14 and July 27: From Little Orleans to about the Devils Alley area the towpath was in generally good condition. Above that point I observed a significant level of degradation. The towpath was rutted and irregular and would benefit from spot repairs with crushed stone. I observed no changes to structures on the level, but Culvert 207 still has fallen earth from the canal embankment on the river side, causing a partial blockage.

Level 55 Lock 60 to Culvert 208: Paul Petkus reports May 2, May 17, and July 24 (with Sue Muller): Lock 60 and Culvert 208 were reported as stable in all three visits. The towpath was in good condition during all walks. During the July walk, Sue Muller did surveys for the Maryland & D.C. Breeding Bird Atlas and the Maryland Biodiversity Project. Eight flowering plants were noted, nine butterfly species were identified, and over a dozen bird species. It was also a good day for observing reptiles and amphibians. The sighting of the day was a coyote. It's the first time that I've ever seen a coyote on the towpath. It was in the towpath a short distance upstream from the road to Bonds Landing. After detecting my presence, it headed upstream on the towpath away from me. After walking a short distance, it went into the brush toward the prism.

Level 64 Kellys Road Culvert to Spring Gap Recreation Area: Nasra Sakran reports July 19: Very little trash was seen, but it may have been obscured by tall grass. There was an extensive amount of branch tips and shredded bark, perhaps cicada damage. The wayside at Kelly's Crossing was dirty, but not quite obscured.

Levels 65, 66 and 67 Spring Gap Recreation Area to Evitts Creek Aqueduct: Trent Carbaugh reports June 1: The weather was pleasant. Aside from needing some attention from a powerful mower, all three levels looked good. I had to trim back lots of multi-flora rose stems and a few small tree limbs that were interfering with the travel path. The Lock 72 house continues to deteriorate, with a new hole in the porch.

Calendar of Events - 2021

Non-C&OCA event
C&OCA business
C&OCA hike and dinner or other key event
C&OCA Bike Ride
C&OCA hike
Oct. 3, Sun. Board Meeting , 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.
Nov. 21, Sat. Continuing Hike : 10:30 a.m. Meet at Lock 70 in Oldtown, MD, at mile 166.7 along the towpath. For more information, contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Dec. 4, Sat. Frostbite Hike : 10:30 a.m. Great Falls Tavern The group will hike up the hill behind Lock 19 to the Overlook Trail, then head to Widewater and out to Olmsted Island. Total distance is about five miles. A walking stick might be handy. For more information, contact Jon Wolz (240-888-5367 or hikemaster@candocanal.org).
Dec. 5, Sun. Board Meeting , 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Important Information –

- » *Liability waivers are required for many Association activities. You will be asked to sign a waiver before participating in certain events.*
- » *Hikes require proper footwear.*
- » *Paddling, hiking and biking participants are responsible for their own equipment and food.*
- » *Reservations are required for many events.*
- » *All events are subject to cancellation. Before attending, visit www.candocanal.org, Facebook @candocanal.org or contact the event coordinator.*
- » *Participants are expected to comply with whatever local requirements for COVID-19 are in effect at the time of the event.*

Uncle Jim Wants YOU

*The **Bench Bunch** is a dedicated small group, a subset of the VIPs, whose purpose is to provide the installation of the new benches that are coming into the park. To date, they have installed 57 new benches from Georgetown to Cumberland. There are 16 more being scheduled for installation in September and October.*

In its heyday, there were 12 in this group but, now down a few from attrition, we are looking for some additional help to spread out the load and demand on each.

The activities include assisting others in lifting a bench in and out of a truck (180 lbs.), digging footings for the bench legs, mixing and working with 60 lb. bags of concrete and general cleanup afterward. All jobs are easy and can be learned on the job.

Members of this group, in addition to me, are: Jim Biasco, Mike Bucci, Dave Long, Rod Mackler, Skip Magee, Craig Roberts, Jim Tomlin, and Doug Zveare.

If you are interested in getting involved, please contact Jim Heins at vip@candocanal.org.

**C&O CANAL
NATIONAL HISTORICAL PARK
Telephone Numbers and Personnel**



C&O Canal National Historical Park Headquarters

142 W. Potomac St., Williamsport, MD 21795

Superintendent	301-714-2202	Tina Cappetta
Deputy Superintendent	301-714-2200	John Noel
Superintendent's Assistant	301-714-2201	Mackensie Henn
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Mgmt.	301-714-2204	Ben Helwig
Chief of Resource Mgmt.	301-714-2225	Jeri DeYoung
Chief of Maintenance	301-714-2211	Jim Yelton
Chief of Interpretation, Education and Volunteers	301-714-2238	Christiana Hanson
Partnerships Coordinator	301-714-2218	Anthony Bates
Volunteer Coordinator	301-491-7309	Emily Durán Hewitt
Cultural Resources Manager/Historian	301-491-2236	Justin Ebersole
Volunteer Historian		Karen Gray
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

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

Interpretive Supervisor	301-767-3702	Pete Peterson
District Ranger Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor Use Assistant	301-767-3703	Stephanie Lyons
Georgetown Partnerships Coordinator	240-291-8466	Millie Jimenez

Great Falls Tavern Visitor Center 301-767-3714
11710 MacArthur Blvd, Potomac, Md.

Western Maryland District – Mile 42.19 (Monocacy River) to Mile 184.5
(Canal Terminus, Cumberland, Md.)

District Ranger Law Enforcement	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.

Supervisory Park Ranger	240-625-2931	Joshua Nolen
-------------------------	--------------	--------------

Hancock Visitor Center 301-745-5877
439 East Main St., Hancock Md.

Supervisory Park Ranger		Stephanie Siemek
-------------------------	--	------------------

Cumberland Visitor Center 301-722-8226
Western Maryland Station, Cumberland, Md.

Supervisory Park Ranger		Stephanie Siemek
-------------------------	--	------------------

OTHER USEFUL TELEPHONE NUMBERS:

Great Falls Boat Operation	301-767-3714
Boathouse at Fletcher's Cove (concessionaire)	202-244-0461
Carderock and Marsden Reservations	301-767-3731
Canal Quarters Program	301-714-2233
Williamsport Boat Operations	301-582-0813

24-HOUR EMERGENCY:
911 or 866-677-6677

REPORT SAFETY HAZARDS OR TOWPATH ISSUES:
866-677-6677 or HAZARDS CHOH_Hazards@nps.gov

Copyright © 2021 by the C&O Canal Association

ISSN 2575-9876

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

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

Refer to www.candocanal.org/articles/atp-guidance.html for
content submission requirements.

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

Associate Editors: Tom Aitken, Dave Johnson,
Nancy Long and Ned Preston.

Printed by HBP, Hagerstown, Md. www.hbp.com

C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are: \$25 individual, \$35 family, and \$50 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed in to the C&O Canal Association. C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code, and all contributions are tax deductible to the fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 301-983-0825. Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

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

Association Officers

President: Bill Holdsworth, president@candocanal.org

First Vice President: Barbara Sheridan

Second Vice President: Anthony Laing

Secretary: Kerry Gruber, secretary@candocanal.org

Treasurer: Richard Radhe, treasurer@candocanal.org

Information Officer: Doug Zveare, inquiries@candocanal.org

Board of Directors: (terms expire in 2024): Trent Carbaugh, Philip de-Vos, Dick Ebersole, Christine Holdsworth, Paul Petkus. (terms expire in 2023): Jill Craig, Karen Gray, Jane Hanna, Jim Hutzler, Jonnie Lefebure. (terms expire in 2022): Tom Aitken, Tom Crouch, Tim Snyder, William R. Stewart, Pat White.

Committees (contact at C&OCA address/tel. no. above): Archives, Christine Holdsworth; Auditing, Jon Wolz; By-laws, Dave Johnson; Editorial Review, Steve Dean; Environmental, Rod Mackler; Festivals, Rita Bauman; Finance, Richard Radhe; Legal Advisory, Vacant; Level Walkers, Steve Dean; Membership, William R. Stewart; Nature, Paul Petkus; Nominating, Steve Dean; Programs, Vacant; Sales, Jill Craig; Special Projects, Susan VanHaften; Volunteers-in-Parks (VIP), Jim Heins; World Canals Conference 2021, Bill Holdsworth.

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

Along The Towpath

Chesapeake & Ohio Canal Association

www.candocanal.org

PRESORTED
First Class Mail
U.S. Postage
PAID
Hagerstown MD
Permit No. 93

FIRST CLASS MAIL



Culvert 170, at Mile 119.5, is one of several Western Maryland culverts with a waste weir located directly over the upstream arch. The canal prism drains directly over the arch into the inflow stream. The upstream arch also faces a culvert under the Western Maryland Railway. Photos by Steve Dean



Check us out on social media!

C&O Canal Association



Founded in 1954



@candocanal.org



@CandOCanalAssoc



candocanalassoc

In This Issue

2021 World Canals Conference	1
Long Path to 2021 WCC	4
New Members	6
Dues Increase	6
Hancock Management Agreement	6
Donors to Association Funds	7
WCC Sponsors	7
Accompanied by the Past	8
Pedal, Paddle and Hike – WMRY	12
Georgetown Canal Boat	17
Nature Notes	18
Across the Berm – Joan Paull	20
Across the Berm – Jeanine Moore	21
Volunteers In Parks	22
On the Level	23
Calendar and Events	26
Contacts	27