

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 LIV

September 2022

Number 3

Heritage Hike Will Highlight Fall Foliage

By Jonnie Lefebure

Join fellow canal lovers for a colorful autumn walk in the Hancock area on October 22nd. After a two-year hiatus due to the pandemic, the Association is resuming its organized fall hike, a perfect chance to introduce your friends to the canal park and to our organization. This year will feature two one-way hikes of different lengths along with a shorter out-and-back hike. A catered dinner and presentation will take place at St. Mary's Catholic Church in Hancock after the hike.

Shuttle service for the long and medium hikers will be provided by Rose Harris. Members will know Rose from the Desert Rose Café in Williamsport; she is now in a partnership shuttling people and luggage along the canal and the Great Allegheny Passage.

Long hikers will meet at the Hancock Park and Ride lot. The shuttle will depart promptly at 11 a.m. and drop hikers at Lock 56 in Pearre for a 12.9-mile hike back to Hancock.

Medium hikers will meet at the same Park and Ride lot, where the shuttle will depart promptly at 12 noon for Cohill Station. They will trek 7.5 miles back to Hancock. Short hikers will not need a shuttle for their out-and-back hike. They will meet at 1 p.m. at the Little Tonoloway Recreation Area.

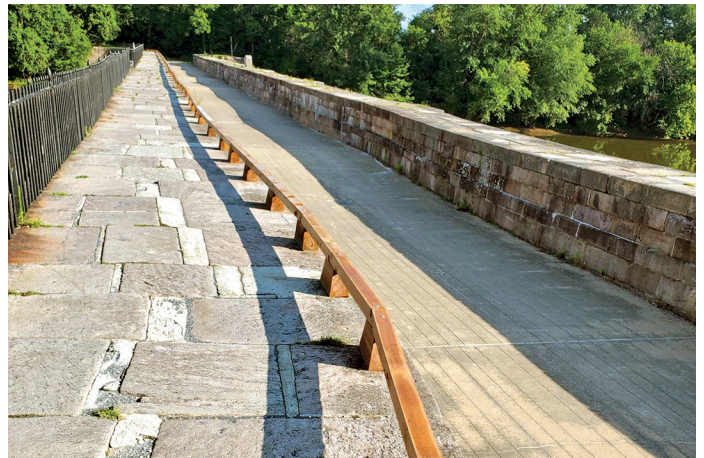
Long hikers will cross several culverts as they proceed from Lock 56. The first two are Culvert 202, which has wooden plank flooring, visible by stepping a few feet off the towpath, and Culvert 201, with prominent timber beams supporting the wing walls. Hikers will pass the remnants of Dam 6 with its guard lock and Lock 55. Massive cut stone abutments on the Maryland and West Virginia sides anchored the dam. At Lock 54, with its berm-side lockhouse remains, water flowing in a separate channel from Dam 6 entered the canal, watering the canal for 27 miles down to Dam 5.

Continued on page 4

Association Supports Two Park Projects



The Association's VIP team replaced a damaged picket fence at Riley's Lock. The Association funded all materials. See the story on Page 6. Photo by Jim Heins.



An Association initiative provided advocacy and funding for replacement of the mule kick boards on the Monocacy Aqueduct. See the story on Page 7. Photo by Jon Wolz.

President's Report

By Tiffany Ahalt

And all at once, summer collapsed into fall. Oscar Wilde

By the time this newsletter reaches your mailbox, the summer of 2022 will be a memory. It will be one filled with enjoyable times in the park for me and my family. From searching for varieties of dragonflies in Western Maryland to visiting the aqueducts, my appreciation for the experiences on the canal went to a whole new level. For years I had always admired the canal boat in Georgetown and this past August my family and I finally made our reservations. Led by Rex Carnegie, director of education and partnerships for Georgetown Heritage, we felt as if we were transported back in time to the heyday of the C&O Canal. I was delighted by the number of tour participants and their many questions. Thanks to our partners at Georgetown Heritage for connecting visitors and residents with the history of the canal and its surroundings.

Fences, benches, and mule kick boards are just a few of the projects that were made possible this summer, thanks to Association volunteers and monetary donations from members like you. Look for more details about these projects in the newsletter.

The summer season was also filled with opportunities to get to know fellow members and our volunteers. As president of the Association, it is inspirational to hear that people give their time and money so that future generations can continue to experience the magic of the C&O Canal from its history to its landscapes. It is also obvious that knowledge is

abundant among our membership and always reflected in our programs, and of course, in this newsletter.

Please join me in thanking William Stewart for serving as Membership Chair for the last seven years and Pat White for assuming the role. One of the greatest ways to show your appreciation for volunteers is to serve alongside them. Consider serving on one of the many committees or as a director.



Georgetown visit, (l-r) Braden Ahalt, Rex Carnegie, Tiffany Ahalt. Photo courtesy of Tiffany Ahalt.

You can find a list of committees and descriptions on the Association website. We are actively seeking volunteers to assist with public relations and outreach. This is a fantastic opportunity for young professionals or college students who want to share their knowledge, build leadership skills, and serve their community.

At the board level, we are discussing ways to improve our internal and external communication. We are currently developing a public relations campaign to advocate for courtesy and safety on the towpath. This fall we plan to issue a survey to our membership and use the findings to guide our discussions at the board level. Your feedback is invaluable as we focus on the future of the Association.

Finally, the holiday season will soon be upon us and it's never too early to think about giving the gift of membership to the Association or donating in someone's honor. Your tax-deductible contributions help us to meet our mission and are the perfect way to say thank you.

Yours in serving the Association, *Tiffany*

C&OCA Welcomes New Members

Jeffrey & Carol Biggs

Tammy Giberson

Judith & Jeff Graham

Doris Keil-Shamieh

Philip Nussear

Joan Olmstead & Tim Whitehouse

Patrick & Missy Pope

Joe Richardson

David Richie

Paul Stickley

Will Stewart served as the Association's membership chair for seven years. This is a job that is both critical to the operation of the Association and very labor intensive. Will stepped down from the position effective with the August board meeting. He served very capably in this position, always had a positive attitude and was friendly and respectful to all. During Will's tenure the Association moved to online payments and web-based membership management software. We heartily thank Will for his service in this position.

Pat White has assumed the job of membership chair. Pat has big shoes to fill, but we have every confidence she will serve the Association well, as she has in many other capacities in the past. Please contact the membership chair for questions at membership@candocanal.org.

Karen Gray Wins Hartzog Award

By Steve Dean

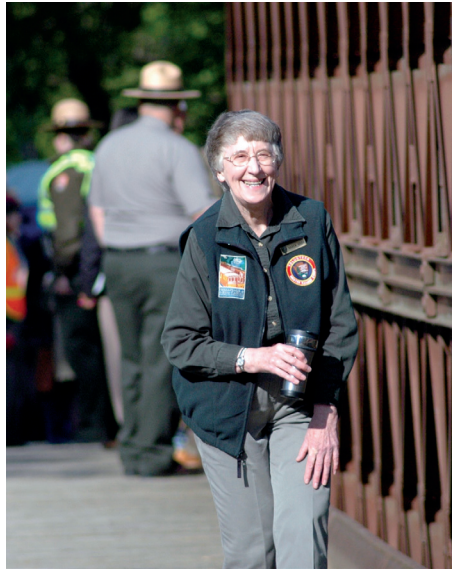
Karen Gray won the 2022 regional Hartzog Award for Enduring Service. The George and Helen Hartzog Awards for Outstanding Volunteer Service recognize the exemplary contributions National Park Service volunteers make to their park and to their community. The Enduring Service Award recognizes a volunteer's sustained service that has made a lasting impact on the park. Karen was recognized for her significant work in the areas of historical study and documentation of the C&O Canal and for her volunteer program support.

Karen served as a level walker consistently for 40 years. She served as the level walker program chair for the Association during two terms totaling eight years. This required extensive effort to manage of 80 or more volunteers who support the entire length of the canal. During her tenure she transformed the program to a more modern and efficient effort, greatly improving the service provided.

Karen provides extensive contributions to the park as a historian. She is the go-to person for historical knowledge of

the canal. She significantly improved understanding of C&O Canal development and operation, the influence of the B&O Railroad during trusteeship, and the acquisition of the canal by the U.S. Government leading to the establishment as a National Historical Park. One of her notable accomplishments is ongoing publication of historical content related to the canal in *Along the Towpath*. Karen was also instrumental in conducting research and revision of the *Chesapeake and Ohio Canal Official National Park Handbook*, which is an essential reference for park visitors. She has assisted with production and editing of many books and publications, including the revision of the *Towpath Guide to the C&O Canal*, which was originated by Thomas Hahn and revised by the Harpers Ferry Association.

Karen's support both as a volunteer and volunteer manager has consistently met a high standard for performance. Park staff and visitors all benefit from Karen's documentation and improvements to historical knowledge. We congratulate Karen on her well-deserved recognition.



Karen at Catoctin Creek. Photo courtesy of C&O Canal NHP, National Park Service.

Donors to Association Funds

May 1 to July 31, 2022

General Donations

Dr. Joel Ivan Cohen – R
Lynn DeForge – A, R, S
K. S. Fisher – A
Gerard & Jane Gold – R
Christopher Herrle – A, D, R, S
Ta-Mao Hwang – R
John & Carol Kimbrough Jr. – S
John & Judith Lilja – A

Laila Linden – A, R
Linda & Michael Marmer – A
Douglas & Marilyn Mitchell – R
Louis A. Odom – A, D, R, S
Mark W. Podvia – A
Charles & Donna Printz Jr. – A
David L. Scally – A
Carolyn Hoover Sung – A
Ingrid Sunzenauer – A

James & Elizabeth Williamson – D
Kristine M. Wilson – A, D, R, S
Keith & Esta Yoder – R

In Memory of Randy Astarb

Jane & Norman Liebow – R

In Memory of Edwin D. Rhodes

Carol Winckler – R

In Memory of Alfred Sorkowitz

L. Duffield Sorkowitz – R

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.

Ken Rollins C&O Canal Fund – R

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

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.

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.

Donating Funds

Visit www.candocanal.org/contributions/ or scan the QR code at right with a mobile device for further information about Association funds or to make a contribution now.



Heritage Hike (Continued from Page 1)

Medium hikers will start their 7.5-mile hike at Cohill Station. In the heyday of the Hancock apple orchard industry, this was a hub of apple distribution. After passing Lock 53 and Leopard's Mill campsite, all hikers will view the impressive Round Top Cement Mill ruins. Originally using water from the canal to grind limestone into hydraulic cement, the mill eventually switched to steam power, as evidenced by the tall smokestack. From 1838 to 1909, the mill averaged over 2100 barrels a week, supplying cement to many well-known buildings in Washington, D.C. The ruins today echo the past of a prosperous industry.



The Round Top Cement Mill features the ruins of an industrial site from the canal era and will be viewed by long and medium hikers.

Just below the mill, the geological Devil's Eyebrow anticline will intrigue hikers. The hikers will proceed to historic Hancock, part of the Canal Towns network and popular with hikers and bikers. As they enter the Hancock area they can observe the outflow arch of the Little Tonoloway Culvert (Number 182), with its 36-foot span, just upstream from the Little Tonoloway Recreation Area parking area. It is the largest culvert on the canal and worth a look for all hikers.

At the old highway bridge crossing, near Buddy Lou's Restaurant, both long and medium hikers can cross over the canal to the Western Maryland Rail Trail to return to the Park and Ride. Alternatively, they may want to continue on the towpath for another 1.2 miles to visit closely spaced Tonoloway Aqueduct, Lock 52, and the Bowles House, which is the park's Hancock Visitor Center. Just downstream from the Bowles House, hikers can view an inscription dated 1845 in stone of the Lock 51 house ruins. From there, long and medium hikers can return to their cars by taking the Bowles House access road, turning left on the Western Maryland Rail Trail, and hiking 2/5 mile to the Hancock Park and Ride.

Short hikers will start their hike at 1 p.m. They will park at the Little Tonoloway Recreation Area just across the canal from the C&O Canal Bicycle Shop at 9 Pennsylvania Ave. A bridge carries cars across the canal here.

The short hikers can start their hike by viewing the Little Tonoloway Culvert and then walking 1.5 miles down to the Tonoloway Aqueduct, Lock 52, historic Bowles House and Lock 51. Hikers can return to the recreation area by retracing their route on the towpath or by accessing the Western Maryland Rail Trail at the Bowles House entrance road.

A happy hour will start at 4:30 p.m. at St. Peter's Catholic Church at 6 East High St. in Hancock, followed by dinner at 5:30. The buffet dinner will feature grilled chicken parmigiana, a non-meat option of eggplant parmigiana, mixed vegetables, salad, and fresh baked bread.



The lock house ruins at Lock 51 include visible engraving from 1845. Photos by Steve Dean.

After dinner, Don Peterson will present a slide show on Native American fish traps on the Potomac River. He will have his book on fish traps available for sale at \$15 each. If you have an older edition of his book, you can trade it in for the latest edition.

Overview – Dinner costs \$20 each. The shuttle is \$10 if paid in advance or \$12 on the event day. **Please register using the methods described on page 26.** Registrations are required by October 12 and refunds are not available after that date. Contact Jonnie Lefebure (programs@candocanal.org) for further information or if directions are required. **Links for accessing directions on your mobile device are provided on page 26.**

Long Hike – Bus departs promptly at 11:00 a.m. Meet at **Hancock Park and Ride, 261 East Main Street, Hancock.**

Medium Hike – Bus departs promptly at 12:00 noon. Meet at the **Hancock Park and Ride.**

Short Hike – Self-guided hike starts at 1:00 p.m. Meet at the C&O Canal **Little Tonoloway Recreation Area, 9 Pennsylvania Avenue, Hancock.**

Dinner and Happy Hour – Happy hour is included in the cost of dinner and starts at 4:30 p.m. Dinner is at 5:30 p.m. and is followed by the program. Dinner and happy hour are at **St. Peter's Catholic Church, 6 East High St., Hancock.**

Volunteers in Parks

By Jim Heins

Summer VIP Activity

How are the VIPs like the Post Office? Rain or shine, we come through and deliver ...

In early June, we delivered another Swains Lock cleanup supported by a small cadre of dependable volunteers. We also came through with another Canal Towns Partnership sign, which was installed along the canal almost under the bridge leading from Maryland into Shepherdstown, W.Va. A couple of very appreciative folks from Shepherdstown observed your VIPs at work.

In July, our largest delivery was during the hottest part of the summer – a new fence was installed in front of Rileys Lockhouse (see separate article on page 6). Our final project in July was another cleanup at Swains.

As we moved into August, we were actively gearing up for the installation of 14 new benches in the park between Mileposts 8 and 138. Other projects being planned are picnic table repairs and a vegetation removal effort at Rileys.

We can always use more help. If anyone is interested in helping please contact me at vip@candocanal.org.

Bazil Newman Honored

By Rod Mackler

In the December 2021 issue of *Along the Towpath*, I wrote about Bazil Newman, a free Black ferryman who operated a boat from Goose Creek in Loudoun County, Virginia, to Edwards Ferry in Montgomery County, Maryland. This was during the 1830s and 1840s. I noted that the Loudoun County supervisors were planning to rename county parks and roads that had been named for prominent slaveholders. Despite their resistance to the idea of naming sites for people, the officials decided to honor the ferryman with the Bazil Newman Riverside Park. It is in the Lansdowne community, across the river from the mouth of Chisel Branch in the C&O Canal National Historical Park.

The park was previously called Elizabeth Mills Riverfront Park, a reference to the gristmills on Goose Creek named for Elizabeth Chapman. She was the wife of Samuel Chapman, a prominent local landowner and slaveholder.

After his death, Elizabeth inherited the mills and the enslaved people who worked their land.

The county supervisors also renamed the trailhead and kayak launch point that had been called Kephart Bridge Landing. It is now simply Riverpoint Drive Trailhead, reflecting its address. As I pointed out in my earlier article, George Kephart was not only a slaveholder, but he was an infamous slave dealer, who owned the largest slave auction house in the country, Armfield & Franklin, on Duke Street in Alexandria. The economy of Loudoun and Upper Montgomery County was diversifying during this time, based on grain, especially wheat, which was less labor-intensive than the tobacco economy of the tidal regions of Virginia and Maryland. As a result, the “surplus slaves” were sold down south, where the cotton economy was hungry for slave labor. The impact of this nefarious activity on Black families is obvious.



The park was busy during a Juneteenth visit.



View of C&O Canal NHP from Bazil Newman Riverfront Park. Photos by Rod Mackler.

The Picket Fence at Rileys Lock

By Jim Heins

There was no fence along the lock at Rileys while the canal was in operation. Sometime after the canal ceased operations a chain link fence was installed, apparently as a safety precaution. Most of the posts for that fence remain embedded in the lock wall. Following that, likely in the mid-1950s, a 75-foot long picket fence was erected. Over the years it fell into disrepair and was patched up numerous times. A large maple tree in front of the lockhouse came down in 2015, destroying at least one third of the fence. The C&O Canal Association's Volunteers in Parks (VIPs) replaced the damaged sections of the fence, but due to age and vandalism after that time, the fence rapidly deteriorated. In the late summer of 2021, a significant number of pickets and supporting framework were removed, apparently as fuel for a campfire.

The Association board approved funding in June for all materials to replace the entire fence. Once again the VIPs agreed to provide the free labor for this project. The National Park Service was fully supportive of this venture.

A few days after final approval, the picket fence team (PFT) met at a local lumber yard to purchase anticipated lumber including: 17 four-by-four fence posts, 30 two-by-fours for framework and 75 one-by-four boards to be used as pickets. All lumber was pressure-treated for long term durability.

After the lumber was obtained, the old fence was taken down. The NPS maintenance division, with much appreciation from the VIPs, removed the old fence posts at a time when the heat index was hovering around 100 degrees. Following that, the PFT returned and installed all of the new posts for the fence. This was a very labor intensive 6-hour work day

without a break, again during extremely hot conditions. The next step was constructing the framework for the pickets. During this time, 140 pickets 4-feet long were hand-made to satisfy a park request for the heads of the pickets to be shaped close to those of the original fence. This procedure alone took over 10 hours of labor.

Once the framework of the fence was in place the addition of the pickets began. This segment of the construction took two days to complete. The ends of the fence were designed to be fastened to metal posts, which were part of the original chain link fence. Although initially fastened using bailing wire, with some thoughtful modifications, they are now secured with sturdy bolts.

The fence will remain in its unpainted state until next spring to allow the chemicals in the pressure-treated lumber to dry up. At that time, another VIP project will be launched to paint the new fence white.

The entire project was spread out over three weeks, with six members of the PFT spending an estimated total of 130 volunteer hours on the project – most all of which was done during extremely hot days.

The members of the PFT included:

Jim Biasco	Rod Mackler	Jon Wolz
Jim Heins	Craig Roberts	Doug Zveare

Many thanks to this hard working (and happy) crew.

Thanks also go to the NPS maintenance division at Great Falls for their cooperation and support and to the park volunteer program for providing some of the supplies needed.



A view of the old picket fence at Riley's Lock. Photo by Jim Heins.



The new picket fence after completion. Photo by Jim Heins.



Jim Biasco and Doug Zveare install pickets. Photo by Jon Wolz.

Needed Maintenance Completed at the Monocacy Aqueduct

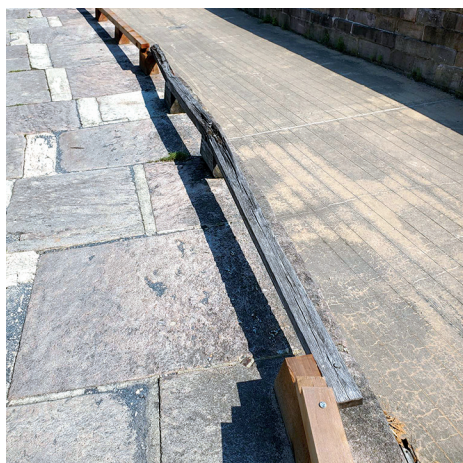
By Jon Wolz

The C&O Canal National Historical Park maintenance staff completed installation of 516 feet of new mule kick boards anchored to 80 wood mounts with bolts and nails at the Monocacy Aqueduct. Staff workers Aaron Wieland and Matt Reen labored in the heat, humidity and bright sun, and even worked through rain. Park staff cut the boards and drilled the necessary holes using power tools on-site. The new boards and mounts are made of black cedar, which is more durable than the pressure treated pine that had been in place since 2005 when the aqueduct was restored.

The old boards deteriorated to the point where they had rotted away completely or were rapidly degrading. Boards like these were in place on all of the C&O Canal's 11 aqueducts during the canal operating era. They were installed to keep mules and people on the towpath from falling into the water. Today, these boards provide a measure of safety to visitors

who traverse the aqueduct. Mule kick boards are now in place on the three restored aqueducts; the Monocacy, Catoctin Creek, and Conococheague Aqueducts.

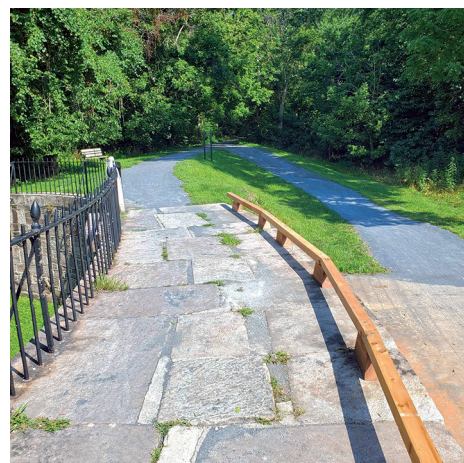
Association members Jon Wolz and William Bauman were the champions for this project, requesting and obtaining the park's commitment to this project from Superintendent Tina Cappetta. Throughout the duration of the project the Association's team worked with the park's Anthony Bates. The Association's team requested and obtained funding for materials and labor for the project from the C&O Canal Association Board of Directors. The total funding required for the project was \$10,700 and was paid from the Nancy C. Long Aqueduct Fund. Possible future projects at the Monocacy Aqueduct include repairing or replacing cement between towpath stones, and removing rust and spot painting the historical and modern fence sections along the aqueduct towpath.



The old mule kick boards between replacement boards. All photos by Jon Wolz.



The halfway spot for the project.



The new mule kick boards at the upstream end of the aqueduct.

Upcoming Association Hikes

Continuing Hike Series – On November 20, at 10:30 a.m. we'll hike upstream from Fort Frederick State Park to investigate Big Pool and Ernstville, and possibly points beyond if the weather cooperates. Fort Frederick is on Maryland Route 68 between Williamsport and Hancock. Follow directions to the fort or campground and go past the visitor center to the parking area near the canal crossing.

Frostbite Hike – Ranger Erik Ledbetter, Seneca Creek State Park, will lead a hike on December 3, 2022 at 10:30 a.m., to the Seneca Quarries. Meet at Rileys Lock (Lock 24, Mile 22.82) for a guided walk to the Seneca Quarries. Be prepared to traverse an overgrown natural surface trail.

Contact Pat White 301-977-5628 or hikemaster@candocanal.org for further information. Dress for the weather. We hike rain or shine but will cancel if weather makes driving conditions hazardous. Bring water and lunch or a snack.

2022 World Canal Conference

By Bill Holdsworth

Leipzig shared the remarkable story of its new waterways with an international crowd of about 200 people from May 30 to June 3 at the 2022 World Canals Conference.

Leipzig is city with a population of 600,000 located about 100 miles southwest of Berlin. Leipzig offers many charms for today's visitors with a pedestrian-friendly city center and a cultural heritage that includes the bulk of Johann Sebastian Bach's musical career.

The city's history as a major trade center dates back to the Middle Ages. Leipzig thrived during the Industrial Revolution. The city was repeatedly bombed during World War II. After the war it became the industrial center of communist East Germany.

Weekly peaceful demonstrations at Leipzig's St. Nicholas Church, where Bach was music director, started in 1989 and helped trigger the downfall of the communist regime. The reunification of Germany in 1990 had a devastating effect on the economy of Leipzig, forcing the shutdown of its polluting heavy industry. Waterways became a key part of the revival that has turned it into one of Germany's most livable cities.

Lignite mines surrounding Leipzig fed brown coal to its heavy industry and power plants. These massive open pit mines were an ecological disaster area. The Saxony region has started converting these former mines into man-made lakes that provide recreation and attract tourism. The ambitious scheme started 25 years ago. When complete in 2060, this New Lakelands district will offer 23 lakes with an expanse of 270 square miles.



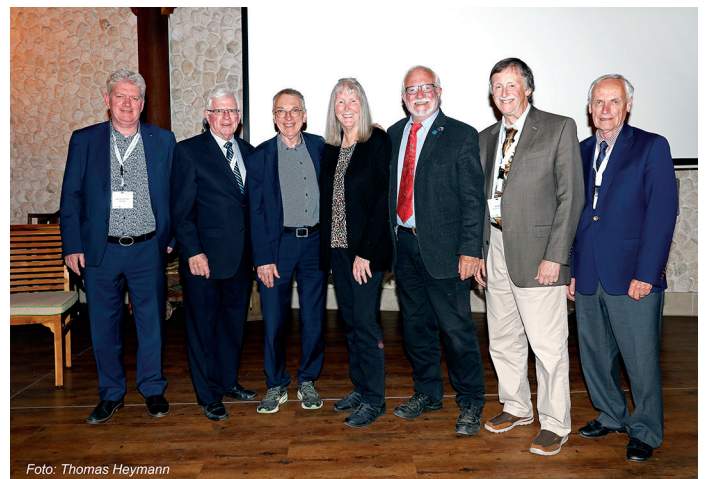
Ferropolis is an open-air museum, featuring some massive machines used in coal mining. This excavator sits beside Gremmin Lake, a former open-pit mine now filled with water. Notice the comparative size of cars at the foot of the machinery. Photo by Bill Holdsworth.

World Canal Conferences occur under the patronage of Inland Waterways International (IWI). Hosting a WCC is an opportunity for the sponsoring canal or organization to showcase their achievements as hundreds of canal and waterways enthusiasts, professionals, and scholars from around the world gather to exchange ideas and information.

Leipzig had a bumpy road to the 2022 World Canals Conference. IWI selected them to host the 2019 conference. Local politics forced Leipzig to postpone one year to 2020. Then the worldwide pandemic forced them to cancel. Our Association had claimed 2021 for our Hagerstown event. The next available slot was 2022.



Bill Holdsworth presents a C&O Canal boat to Angela Zabojnik, who led the effort to bring the WCC to Leipzig. At the closing ceremony of the 2021 WCC, we presented the boat to a representative of the German embassy as a token of our best wishes for the Leipzig conference. Photo courtesy of Bill Holdsworth.



Inland Waterways International Council members at the WCC banquet in Leipzig. (l-r) Rudy Van der Ween (Belgium), Dave MacDougall (Canada), David Edwards-May (France), Barbara Sheridan (U.S.), Paul Ayres (U.K.), Bill Miles (U.S.) and Dave Ballinger (Canada). Photo by Thomas Heymann.

It was worth the wait. Conference organizers developed a rich program that featured presentations running until around 3 p.m. each afternoon. Morning sessions were plenary and offered simultaneous translation in German and English. In the afternoon attendees could choose between four tracks of presentations.

Evening study tours reflected that same level of ambitious planning. On Wednesday a chartered train took everyone to Ferropolis, an open-air museum featuring mining equipment alongside one of those man-made lakes. The five large mining machines had jaw-dropping proportions, measuring up to 130 feet tall and 400 feet long. Thursday evening's banquet was held in the rain forest section, Gondwanaland, of the Leipzig Zoo. Attendees could take a pre-dinner boat ride through the tropical environment. On other evenings we had a choice of study tours. Of particular interest was the boat tour of the Elster-Saale Canal. It was built in the 19th century to connect Leipzig with the German waterway network. The canal was never finished. In the 20th century it became an industrial backwater. Now in the 21st century, an old, neglected waterway has become a centerpiece for redevelopment – a story we have seen repeated around the world.

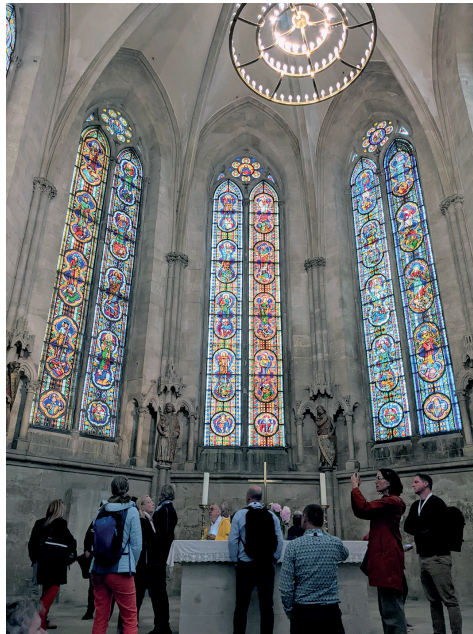
Presentation topics were wide-ranging. One presentation dealt with efforts to revive the economies of West Virginia towns suffering from the shutdown of their coal mines. Another described the Kerala Backwaters in

southern India. Many presentations dealt with the complexities of managing Saxony's man-made lakes.

Leipzig's conference regained the international flavor that pandemic travel restrictions denied our 2021 WCC in Hagerstown. Lingering effects of the pandemic undoubtedly reduced attendance. The Association contingent was about half its usual number. Still, it was exciting to see some familiar faces again. It had been four years since the widely attended conference in Ireland in 2018.

The war in Ukraine casts a shadow over any trip to Europe these days. I saw almost no tangible impact while traveling in the sheltered environment of a tourist. There was a proliferation of Ukrainian flags. In the central Vienna train station, I saw a donation point for supplies to help refugees. In our conversations with conference delegates, we heard stories of their efforts to help refugees.

There is no WCC planned for 2023. Bydgoszcz, Poland will host the 2024 WCC on June 24-26. Bydgoszcz is located 180 miles west of Warsaw and 250 miles east of Berlin. The 15-mile Bydgoszcz Canal runs east-west, connecting tributaries of the Oder and Vistula Rivers. The history of the canal dates back to 1772 and Frederick the Great, when the area was part of the kingdom of Prussia and Bydgoszcz was called Bromberg. Organizers of the Bydgoszcz conference were present in Leipzig and promised a warm welcome for canal enthusiasts.



An evening study tour brought people to Naumburg Cathedral, which was consecrated in 1044. Photo by Bill Holdsworth.



Our boat tour of the Elster-Saale Canal took us past the Palmengarten Weir. Photo by Bill Holdsworth.



A charter train took us on our evening visit to Ferropolis. Here the train has returned to Leipzig's main train station. Photo by Bill Holdsworth.

Accompanied by the Past

By Karen Gray

1938–1945 – Selling the Canal and Closing the Canal Cases

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***

There are four important things to recognize at this point in the C&O Canal story.

1. The November 1936 study by the U.S. Attorney General's office on the complex legalities of the canal's status laid out a legal path by which its sale might come about.
2. Strictly speaking, the canal was owned by those who held its stock until possession of the canal was transferred to receivers who would sell it. Those receivers appointed in 1890 (not to be confused with the bond trustees), were set aside along with the order to sell the canal on October 2, 1890, when the trustees for the bonds of 1844 were given the authority to take over (but not own) the canal and operate it under court oversight. The canal debts were prioritized in 1890 with the 1878 bonds to be first paid from the sale of canal land.
3. In 1896 and 1900 acts passed by the Maryland legislature mandated that unpaid C&O Canal Company invoices for work and supplies provided between 1877 and 1890 must also be paid when the canal was sold. That put those individual claims held by people and small companies in the same category as the 1878 bondholders' claims. Those acts and later court rulings prescribed the ways that such invoices could be validated and registered. Over the years the B&O Railroad (B&O) had bought the majority of those invoices from the original owners, likely paying less than their face value but knowing they might be paid in full when the canal was sold.
4. The B&O, over the years, acquired or purchased (in terms of millions of dollars of investment funds) the majority of canal stock in addition to all the liens on the canal. However, in 1938 the B&O's own debts were such that it was avoiding bankruptcy only by obtaining Reconstruction Finance Corporation loans. All those canal company liens owned by the

B&O were being held in trust, as they would become monetary assets when the canal was sold and the sale money was available to pay off as many as possible.

Because of its C&O Canal holdings of canal stock, bonds, and other forms of indebtedness, the B&O was in a position to file a "Petition for the Appointment of Receivers" to sell the canal, which it did April 29, 1938 with the Circuit Court of Washington County, under which the primary canal company cases (consolidated cases 4191 and 4198) were adjudicated. The court was prepared for this action and on the same date appointed Edgar W. Young, R. S. B. Hartz and G. L. Nicholson as the new receivers who would sell the canal under court oversight. Nicholson was also the general manager of the canal under the trustees and now under the receivers.

Specifically the order declared them: "*Receivers of all and singular the rights, title and interest of the Chesapeake and Ohio Canal Company in and to its **entire line of canal** extending from the City of Cumberland, in Allegany County, Maryland, to and into the City of Washington, in the District of Columbia, and all and singular the lands, tenements, and estates owned or acquired by the said Chesapeake and Ohio Canal Company for its construction or repair, its works and appurtenances; and the site thereof, embracing the entire undertaking and every part thereof, and **the water rights and franchises** of the said Chesapeake and Ohio Canal Company, and all and singular the **books, papers and records thereof and all other property** of every kind and description of said Company wheresoever the same or any part thereof may be situated or held.*"

The receivers were required to put up \$30,000 in bond—an amount that increased as the assets they held increased (e.g., when they received the money from the buyers) or decreased as they paid expenses associated with the sale and began to distribute the sale money as the law and court orders required.

The powers and purposes of the receivers are specified in the appointment decree, including: (1) To **manage and operate** the canal company "*insofar as it is advisable in their judgment to operate the same*"; (2) To **prosecute and defend** actions by or against the canal company and pay associated expenses with doing so; (3) "*to do whatever may be needful and proper to **maintain and preserve the corporate organization and franchises** of the Company*"; and (4) "*to **continue the employment and services of the present General Manager and employees** of the said Canal Company and to **employ such other attorneys, agents and employees** as may be necessary to enable the said Receivers to discharge the duties hereby required of them.*"

Most importantly, the April 29, 1938 order and decree by Judge Frank G. Wagaman of the Circuit Court of Washington County, **“authorized and empowered” the receivers to contract for the sale of the canal** *“property, estate, rights and franchises...upon such terms as the said Receivers shall find expedient and proper for the best interests of the said Canal Company and its creditors.”* It also ordered the *“said sales to be reported to and to be subject to the ratification and approval of this court.”*

Between April 19 and August 13, 1938, the receivers were busy fulfilling their responsibilities, negotiating the sale, and documenting the specific assets involved and the condition of the canal. In terms of the latter, they identified all lease holders of canal property and active contracts, etc.

On August 13 the negotiations for the sale and the sale contracts were completed and the court ordered that the sale *“be ratified and confirmed, unless cause to the contrary be shown to the Court on or before the 9th day of September, next,”* The notice of this order was to be *“inserted in some newspaper published in the Counties of Washington, Allegany, Frederick and Montgomery, in the State of Maryland, and in the city of Washington, in the District of Columbia, at least once a week for three successive weeks before the said last mentioned day.”*

The notice stated the amount of the sales as \$2,100,000. The cost of having this notice published was one of the expenses that the receivers were authorized to incur and would pay out of the sale funds. The opportunity for opposition to the sale was almost certainly *pro forma* and one has to wonder if anyone associated with it had even a brief moment of concern about it. Unsurprisingly, no “cause to the contrary” (i.e., objection to the sale) was filed with the court.

On September 8th the receivers’ bond was increased to \$517,500 each in anticipation of their receiving the \$2,100,000 for the sale. On the same date the receivers were ordered to *“secure from all occupants of land covered by this contract a cancellation or surrender of any leases, licenses, or other instruments, or termination of their right to occupancy, which such occupants may have covering such property, provided, however, that this*

provision shall not extend to existing water leases.” The receivers were authorized to “remove” any of the “leases, licenses, or other instruments not surrendered voluntarily.

The order directed *“the Receivers in this cause to give to the tenants hereinbefore mentioned and referred to, such notice to quit the premises as is required by the terms of the aforesaid leases, licenses and permits, or as is required by the Laws of the State of Maryland applicable thereto.”* Lease numbers 163, 164 and 165 were excepted. They were the water leases with the D.C. Paper Mills Co. and the Wilson-Rogers Milling Company in Georgetown—the last of the Georgetown firms reliant on C&O Canal water to operate their equipment.

On September 10, 1938, the sale of the canal was **“finally ratified and confirmed.”** All leases, licenses and permits still in effect were passed to the new owners. The receivers were directed to evict anyone on the land sold to the U.S. Government who did not have a permit from the government to be there.

On September 22, 1938, the court “authorized and directed” the Receivers to transfer *“the property, estate, rights and franchises of the Chesapeake and Ohio Canal Company now vested in said Receivers, and as set forth and described in the agreement of sale”* upon the receipt of the \$2,000,000 from the U.S. Government and the \$100,000 from the B&O Railroad.

The “claims and liens” of the parties in the canal company cases—the vast majority of which were held by the B&O Railroad—were transferred in that September 22 order “to the proceeds of said sales.” A special situation with regard to the Potomac Light and Power Company was also disposed of in this order and the receivers were **“further ordered and directed to report to and bring into this Court the proceeds of said sales for the purpose of the distribution thereof to those entitled thereto in accordance with their respective claims and priorities.”**

At this point the court auditor validated the financial reports submitted by the receivers. They stated that the **receivers had spent \$8,485.03 on expenses** associated with their work thus far such as the cost for the printing of the sale notices. They also paid a refund due to the Potomac Light and



Above – Historic postcard of the Washington County court house.

Below – G. L. Nicholson in May 1924. Historic photo C&O Canal NHP, National Park Service.



Power Company and **retained \$200,000** “for further distribution to labor claims and judgments that may be properly filed and proven under the aforesaid Acts of 1896 and 1900 including interest thereon [see No. 3 at the beginning of this column] and further distribution to costs, commissions, counsel and auditors’ fees and for further distribution to claims properly proven in the order of their priorities.”

That left them with \$1,880,014.97 to begin to pay off the canal company debts. They started by paying the B&O \$308,726.75 on 1878 bond principal and interest. That actually **retired the 1878 bonds debt in totality**, because previous court-approved land sales by the trustees had been applied to it. The largest of those sales had brought in \$500,000 in 1905 from the Western Maryland Railroad (WMRR) for canal lands it required for its extension from Big Pool to Cumberland.

Next, they paid the B&O \$141,926.38 for those C&O Canal Company unpaid individual invoices from 1877–1890 that the B&O had bought from their original owners and that had been validated and registered by the court under the 1896 and 1900 Maryland acts that mandated their payment from the money received when the canal was sold (see No. 3 at the beginning of this column).

Under a court ruling, interest was due on those invoice debts and by September 30, 1938 date, it amounted to \$365,836.62, so the receivers next paid the B&O that amount. Finally, they reimbursed the B&O \$884.15 for court costs associated with these invoice debts. Consequently, **altogether, the B&O received \$508,647.15 for the 1877-1890 invoices** it had purchased from the original owners. As it is not known how much the B&O paid for each invoice, it can’t be determined what the B&O actually cleared on them—but it likely would have been around \$300,000.

On October 4, 1938, receiver R. S. B. Hartz sent a letter to National Park Service Director Arno B. Cammerer, concerning the “*minimum organization ... considered necessary for the proper administration, supervision and safeguarding of the Canal property.*” He enclosed a statement of the employees giving their name, position, rate of pay, and years with the canal. In the letter he writes:

“As the National Park Service will wish to safeguard the property which it has here purchased, at least to the extent maintained heretofore, the Receivers would like to urge upon you the propriety of continuing the employment of the present Canal organization, which we believe to be sufficient to safeguard the physical property on say a minimum basis.”

“The Receivers are hopeful that the National Park Service can arrange to continue the employment of all of the

Canal employees who were on the roll of the Receivers at September 30, 1938, which employees, their duties, and rates of pay are as is set out in the statement attached. These employees have all been paid by the Receivers to September 30th, 1938; and while the property has now been transferred to the United States, the Receivers have not discharged the employees, but have allowed them to continue at their present duties in the hope that the National Park Service would be able to arrange to continue their employment and assume the payroll beginning October 1, 1938.”

To determine the ultimate disposition of the canal employees’ situation from October 1, 1938, one would need to access the National Park Service archives for this time and I have not done so.

On October 18, 1938, the B&O Railroad filed a petition with the Circuit Court of Washington County concerning the land it purchased for \$100,000 (the only canal land not sold to the federal government). Those tracts of land were described in an “Exhibit A” attached to the sale agreement that was reported to and ratified by the court. This petition asks the court “*to pass an order directing said Receivers to convey [that land] to The Real Estate and Improvement Company of Baltimore City...as a substituted Purchaser for and as assignee of The Baltimore and Ohio Railroad Company.*”

There are subsequent court actions concerning this land that reveal some 15 of the parcels in the \$100K purchase were bought by the B&O on behalf of the WMRR for Western Maryland Right of Way. In 1941 the B&O notified the court that the WMRR did not ultimately accept some of those lands and the B&O relinquished them for distribution to the U.S. Government. Additionally, it was found that the survey for one of the B&O parcels in the District of Columbia (a Georgetown Branch parcel), had an error in it, and the resurvey and correction was processed in court actions.

Subsequent to the fall of 1938, through July of 1945, periodic interactions between the receivers and the court concerned various claims that petitioners believed should be paid from the sale monies not yet spent or distributed. Some of the claims were validated and paid, others were disallowed. Not until July 19, 1945, did the auditor submit his final report (No. 15) that stated:

“That all costs, commissions, expenses and fees in this cause have now been paid, and that all claims filed in these proceedings under the provisions of the Acts of 1896 and 1900 have now been either paid or disallowed, and the Auditor has therefore distributed the sum of \$7,399.11, being the balance of the funds in the hands of the Surviving Receivers to the claimant entitled thereto, The Baltimore and Ohio Railroad

Brunswick to Monocacy Paddling Trip

By Tony Laing

After a three-year hiatus due to the pandemic, the Association sponsored a 13-mile paddling trip on the Potomac River from the canal town of Brunswick to the Monocacy River. The trip was originally scheduled for the previous Saturday, July 9, but it rained and we rescheduled for the following Saturday.

Ten of us enjoyed a paddle – four canoes and two kayaks – on an overcast day with no beating sun. We encountered a small shower right after our lunch break but experienced no discomfort.

The temperature was mild and we enjoyed the sights and sounds of the river



Approaching the Monocacy Aqueduct. Photo by Tony Laing.

with its ripples and wildlife. We even spotted a groundhog watching us in a burrow almost at water level. No trip on the Potomac is a success without spotting a bald eagle. We saw two fledglings perched in trees high above the water. And some of us were treated to seeing an adult bald eagle fly near the Monocacy Aqueduct.

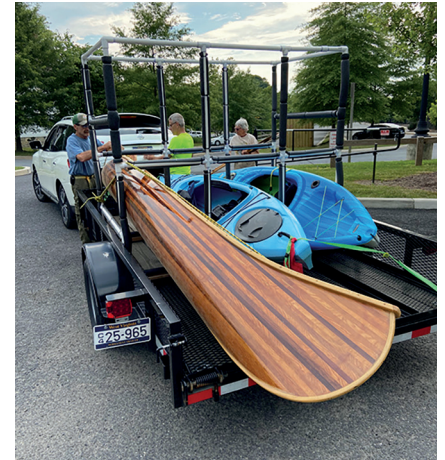
We headed downstream from Brunswick at 9:45 a.m., stopped at Point of Rocks for a leisurely lunch break at a picnic spot, and reached our destination of the Monocacy River boat ramp at 2:00 p.m. All of us were glad to have been out on the river and are looking forward to more paddling trips.



A river dweller observes the paddlers. Photo by Tony Laing.



The paddlers before the trek. Photo by Doug Zveare.



Grant Faller's beautiful hand-made canoe. Photo by Tony Laing.

Accompanied by the Past (Continued from previous page)

Company, Assignee, in part payment of balance due on principal, with legal interest thereon, of loan from the State of Maryland in the amount of \$2,000,000.00 secured by mortgage, dated April 23, 1835, by virtue of Chapter 241 of the Acts of 1834."

So, in the end, the receivers had worked their way down through the prioritized list of C&O Canal Company debts to payments on the 1835 loan by Maryland to the canal company. Thus that final \$7,399.11 left over from the canal sale went to the B&O due to the following actions: (1) The sale by the Maryland Board of Public Works of all Maryland's interests in the canal on January 4, 1905, to Fairfax S. Landstreet; (2) the sale by Landstreet on July 29, 1907 to the Continental Trust Company, trustee, and (3) the transfer to the Maryland

Trust Company, successor trustee; and now (4) the transfer to The Baltimore and Ohio Railroad Company.

On September 22, 1945, the Circuit Court of Washington County discharged the receivers from their duties and closed the consolidated equity cases Nos. 4191 and 4198 GEORGE S. BROWN et al. vs. CHESAPEAKE AND OHIO CANAL COMPANY et al., begun in 1890. At the same time the D.C. court similarly released the receivers and closed their case No. 12,240.

Note:

This history is built on the legal documents for the consolidated cases 4191-4198 from December 31, 1889 to September 22, 1945. They are available in the Maryland State Archives ce464-000001 to ce464-000021.

Pedal, Paddle and Hike

By Trent Carbaugh

Ssssssssnakes!

Spend any time out on the C&O Canal during the warmer months and you will, without a doubt, see a snake. Many folks have an unreasonable fear of our ophidian fellow travelers, most of which is baseless folklore. Snakes are not particularly dangerous, other than for the surprise you can get when you see one. All snakes are predators and fulfill an important function in nature, mostly keeping small mammal, reptile, amphibian, and insect populations in check.

There are 27 different kinds of snakes in Maryland. Unfortunately, due to their reclusive, often nocturnal natures, you will probably never see many of these species without some serious luck. Included below are twelve of the species that you can see along the C&O Canal or close to it. The remaining fifteen species are inhabitants of the eastern coastal plain, though as our local climate is warming some of these species may move west in the future.

Snakes are unique and beautiful creatures; they are patient hunters and supremely adapted to a lifestyle of concealment and surprising their prey. The fear so many people have of snakes is in part due to snakes accidentally surprising *them*. This leads to much animosity and hostility to our legless pals.

Snakes also suffer from a serious philosophical bias; many cultures have and often still do, regard snakes as a personification of evil. Linguists, though, have pointed out that in many early religious texts “serpent” is actually a description of a dragon. Note: we don’t have many dragons around anymore, a possible dire warning for the snakes.

As with all of nature’s creatures, snakes deserve our respect and our protection, even if you personally don’t like them. If you take the time to learn and observe you may come to realize just how amazing snakes are and how they fit so well into the environment.

Colubridae (Non-venomous Snakes)

I have chosen to list non-venomous snakes in the order that I see most. This order will probably be true for anyone out on the towpath or on the Potomac.

Please note that most humans have a slight allergy to reptile saliva, so even a non-venomous snakebite (or a lizard bite) can cause problems. Usually this manifests itself as slight swelling, itching, and redness that goes away quickly. If you get bitten by a non-venomous snake and the symptoms don’t go away quickly, seek medical attention.

Racers, Rat Snakes, and Red Corn Snakes. The two most common snakes you will see on the towpath are what are commonly called “black” snakes. These two similar looking snakes are different sub-species. Northern racer (*Coluber constrictor*) and the eastern rat snake (*Pantherophis alleghaniensis*). The closely related red corn snake, (*Pantherophis guttatus*), though much rarer to see, is related to both racers and rat snakes. Eastern rat snakes and red corn snakes have a “bread loaf” body cross section instead of a rounded cross section like most other snakes have. This facilitates climbing which both of these snakes do very well. All three of these snakes lay eggs in clutches of 5 to 20 eggs, often guarded by the mother.

Northern racers are long snakes, normally 36 to 48 inches long, but can grow to over 72 inches. Racers are distinguished by coloration. Adult specimens usually are black all over except for a white chin. Young racers can be dark gray with reddish brown blotches on the body. They get their name from their ability to “race” away with burst of high-speed slithering when encountered and will sometimes leap limb-to-limb in trees.



Left – Northern racer in the process of shedding its skin. As snakes grow their outer layer of skin dries and sloughs off to accommodate the new skin of the slightly bigger snake within.

Right – Northern racer hanging out in a tree.

All photos by Trent Carbaugh unless otherwise credited.



Eastern rat snakes look similar to racers with a black back but have a white chin and belly shading to gray towards the tail. Rat snakes average 54 to 60 inches long but can grow up to 84 inches with age. They are also gifted climbers and can climb large trees by clinging to the bark and are seen frequently on stone outcroppings. I often see them on vertical surfaces of locks and on culvert facings.

Red corn snakes are a more colorful subspecies of rat snake. Usually associated with Maryland coastal areas, there is a population of these fellows in Washington and Allegany



Above – An eastern rat snake relaxing before a long day of looking for rodents.



Left – A handsome red corn snake posing for a close-up.

Below – Full view of a red corn snake.



Counties. Though considered to be a rare and shy species, I see them fairly often in Allegany County. The average size of the red corn snake is 30 to 48 inches with older specimens sometimes reaching 72 inches.

Northern Water Snakes. Though there are two water snake species in Maryland, only one officially lives in the Potomac watershed, the northern water snake (*Nerodia sipedon*). This large bodied snake ranges from 24 to 54 inches long, can be frighteningly aggressive and is an impressive swimmer. One of the interesting things about this snake is the diversity in its coloration. Usually their coloration is a pleasing gray body color with brownish blotches down the back. Northern water snakes can also be plain gray with very light brown or rust colored blotches, solid gray, or gray green with brown blotches. The diversity in coloration is considered an adaption to local environments. Northern water snake young are born live in litters of 12 to 36 little aggressive snakes in the late summer to early fall. There are reports of the plain bellied water snake (which has a red belly), which is common in eastern Maryland, being seen on the towpath around the eastern terminus.



Left – A fine example of a northern water snake, this one was quite aggressive. He took exception to my presence, but leapt off his log and quickly fled.



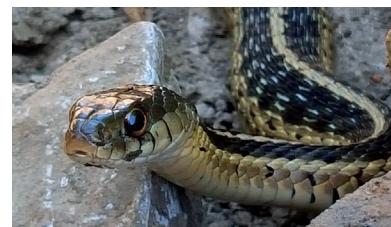
Right – Another northern water snake decorating a rock. If you look closely you can see the variation in color in the two pictured water snakes.



Above – Adult garter snake.

Right – Garter snake.

Below – Ribbon snake. Ribbon snakes and garter snakes can look very similar and some can only be identified by light markings on the head.



Garter and Eastern Ribbon Snakes. Garter snakes (*Thamnophis sirtalis*) and ribbon snakes (*Thamnophis sauritus*) are closely related. Garter snakes grow to about 24 inches in length and can vary in coloration. Most have a dark body with three lighter stripes down the back with lighter spots along the stripes with a light cream or white underbody. There are small populations that are completely black with a light underbelly. They are named for their resemblance to woven cloth knee garters worn in the 18th and 19th centuries. Garter snakes tend to flee when a human gets close and if cornered will bite and emit a foul smelling musk from a gland near the tail. Garter snakes feed on small frogs, toads, and salamanders. Habitat is just about any environment except water but they can and do swim at times. Garter snakes are live bearing with litters of six to 60 young; litter size is probably dependent on the size of the mother. Birth occurs in the late spring/early summer.

Eastern ribbon snakes grow to about 3 feet in length and have a thin graceful body shape. The dark upper body is set off with long yellow stripes that run to the tail with a cream colored underbody. Their preferred prey are small amphibians, earthworms, and insects. Ribbon snakes are semi-aquatic and are often found around ponds and marshes. Eastern ribbon snakes bear live young early in the spring, generally about 10 offspring are born. Ribbon snakes can have two litters a year under good conditions.

Garter snakes and ribbon snakes can be difficult to tell apart as they can look very similar in some locations. They can be distinguished by a white patch in front of the ribbon snake's eye which is lacking in garter snakes.

King Snakes and Eastern Milk Snakes. I personally don't see many king snakes or the closely related milk snakes along the C&O Canal. They do live in areas adjacent to the park though and you may run into them on side trails and areas off of the canal proper.

King snakes (*Lampropeltis getula*) are the more eastern dwelling of the two, in Frederick and Montgomery counties, but can rarely be seen further west into Washington County. It is a handsome snake with a black body color and cream or white thin bands the length of the body and spots of the same color on the head. The pattern continues to the snake's belly. This non-aggressive snake is usually 36 to 48 inches in length with rare specimens over 72 inches long. King snakes are egg-layers, depositing clutches of three to 29 eggs at a time. These guys will eat any small vertebrates but are known for eating other snakes, even pit vipers such as copperheads, and are highly resistant to toxins.

You will have a better chance to see eastern milk snakes (*Lampropeltis triangulum*) along the western parts of the canal. Milk snakes are named for their habit of living around barns for the supply of small mammals usually found in such places. Milk snakes have a brown or reddish brown body color with white stripes edged with black along the length of the body. The under belly is of a black and white checkerboard pattern. The average length is around 24 to 36 inches but longer specimens are known. These very adaptable snakes range in Maryland from Montgomery county west through the mountains. Milk snakes may appear more brown in overall color to blend into woodland terrain better in the western part of their Maryland range. Their diet is similar to king snakes but with an apparent preference for rodents. Milk snakes are egg-layers depositing six to 24 eggs in a clutch in rotting vegetation or tree stumps. The young, when hatched, are comparatively large, up to 10 inches, compared to the 4 to 6 inch young of other oviparous snakes.

Eastern Hognose Snakes (also known as puffadders, spreading adders, blow vipers and hissing sand snakes). Hognose snakes (*Heterodon platirhinos*) are one of the more comically unique snakes and one the most confusing that you may see (and my personal favorite reptile). Hognose snakes range from 20

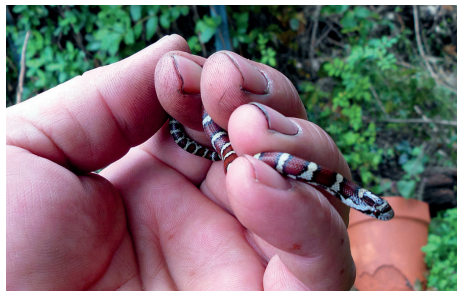
to 35 inches long though they can be a little longer with a heavy body shape, and can have a tan, brown, gray, orange, or red body color with a pattern of dark splotches down the back. Others can have a black or dark gray body with no splotches. Identification, despite the variance in coloration, is not difficult due to this odd snake's unique behavior. When surprised, a hognose snake will flatten out its head just like a cobra's hood and hiss in an effort to make you go away and may strike without opening its mouth. If this doesn't work it will roll over and play dead, *with its tongue hanging out!* If you turn it back over, it will immediately roll back over and stick its tongue back out and will continue to do this until you get tired and go away.

Eastern hognose snakes are specialist hunters of toads and to a lesser extent frogs and salamanders. They have a snow-plow shaped scale on their nose to assist in their efforts to find toads under leaf litter. Technically a mildly venomous snake, they have two short saw edged fangs in the back of their mouth that are only dangerous to toads and pose no threat to humans. Toads often inflate their outer skin with air to be hard to swallow. The snake's rear fangs are used to deflate the skin. With the toad deflated and relaxed from the toad specific venom, the victim is easily swallowed. Hognose snakes also have enlarged adrenal glands that offset the bufotoxin, a heart-suppressing toxin, secreted by toad skin as a defense. If you've ever seen a dog pick up a toad with its mouth and spit it out immediately this is why. Hognose snakes are egg-layers, the usual clutch is on average 22 eggs. The eggs hatch in mid- to late-summer.

Northern Ring-necked Snakes. These small snakes are quite beautiful and relatively docile when handled. They are rather secretive and tend to prefer mixed



Eastern king snake. Achim Raschka /en.wikipedia.org/wiki/User:Dawson



The lovely eastern milk snake.

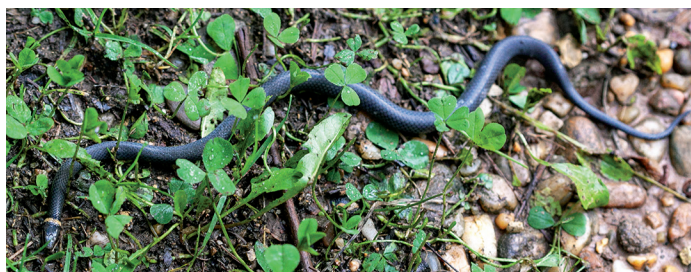


The feared Potomac forest cobra, no – what am I thinking! This is a hognose snake faking a fierce appearance.



A hognose snake – if the cobra imitation doesn't work, it will roll over and play dead; note the tongue sticking out.

forest terrain. Ring-necked snakes average around 10 to 15 inches with a slender body of dark gray, bluish black, or brown coloring. The belly is a cream or yellow color. The belly color matches the narrow ring just behind the head which gives the snake its name. Ring-necked snakes are gregarious and it is not uncommon to see a few of them together. Their prey is typically small salamanders but small lizards and worms are also eaten. Ring-necked snakes lay eggs in clutches of 1 to 12 with hatchlings being about 5 inches long. Young ring-necked snakes often enter buildings in the fall seeking warmth and insects for food.



Ring-necked snake. Photo by Steve Dean

Viperidae (Pit Vipers)

Of the four venomous species of snake present in North America only two live in the Potomac River watershed, the copperhead and the timber rattlesnake. Both are of the viperidae family, subfamily crotalinae, commonly known as pit vipers. Pit vipers are named for the small “pit” between their nostril and eye on each side of their head. This pit is a heat sensor that allows the snake to locate prey and accurately strike, kind of like a heat seeking venom missile.

Pit vipers “look” like they are going to hurt you. The distinctive triangular shape of the head and the way that they focus on you with their heat sensing “pits” is unmistakable. This is true of pit vipers anywhere in the world; their very appearance is a warning.

Timber Rattlesnakes. Timber Rattlers (*Crotalus horridus*), though a large, scary looking snake, are typically not aggressive and usually polite enough to rattle a warning if you get too close. You will probably never see a timber rattler along the canal, as riverside conditions are not to their liking. They have a preference for higher, dryer terrain. (They are seen quite frequently on the Great Allegheny Passage trail, though). Personally, in my adventures in and about the Potomac, I rarely see timber rattlers and then only at higher elevations in the mountains. They are annoyingly shy about being photographed and are rarely aggressive.

Adult timber rattlers range from 36 to 60 inches long and can grow to over 70 inches. There are two color phases, a yellow/gray body with black chevrons or black chevrons on a dark brown or black body. The distinctive rattle at the end of the tail is formed when the snake sheds its skin to

accommodate growth. Timber rattler habitat is in higher country from Frederick County west to Garrett County, though historically they are reported further east. Timber rattlers produce live young litters of, on average, 10 little pit vipers every second or fourth year in late summer. Low birth rates are one of the reasons this is a protected species.



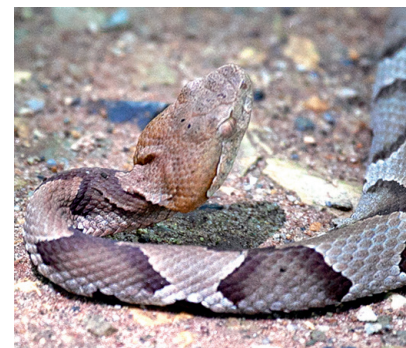
The mighty Timber Rattler. I stepped on this fellow while wandering in the mountains north of Big Pool. Despite my inadvertent rude behavior he was quite well behaved and didn't bite me; in fact was quite shy even after I apologized. After this incident I did invest in a good pair of snake boots, though.

Northern Copperheads. Copperheads (*Agkistrodon contortrix*) you may or may not see; they can be very difficult to spot, especially in the fall as their orange copper coloring camouflages them quite well on leaf litter. Copperheads can be very aggressive and will strike without warning. The first copperhead I ran into many years ago, close to Harpers Ferry while approaching a climbing area, repeatedly struck without warning, unsuccessfully thankfully, but it was an unpleasant surprise.



Above – Northern copperhead, found lounging on the towpath at Seneca in summer. Walkers and bikers were warned about it, until it finally left. You can see by the snake's coloration they could be very hard to see on the forest floor or on the leaf covered towpath in the fall.

Right – A detail of the copperhead.



Both photos by Steve Dean

Continued on next page.

Across the Berm

By Steve Dean

Tom Grasso

Tom Grasso died on June 6, 2022 in Pittsford, N.Y. Tom was active with the Canal Society of New York State (CS-NYS) and served as president of that organization from 1979 through 2016. He was dedicated to the preservation and revitalization New York State canals and his efforts supported establishment of the Port Byron Old Erie Canal Heritage Park. In recognition of his dedication to New York canals a park lodge in the Greece Canal Park in Monroe County, the Thomas X. Grasso Erie Canal Lodge, was named in his honor.

He chaired the Geology Department at Monroe Community College in Rochester from its formation in 1970 until he retired in 1999. In 1988, he received the State University of New York Chancellor's Award for Excellence in Teaching.

Tom was a member of Inland Waterways International (IWI) and served as president from 2002 to 2010. His work in that organization and involvement in World Canal Conferences made him well-known to supporters of the C&O Canal. He organized two WCCs in Rochester N.Y. and also led several canal tours in Europe.

Alfred Sorkowitz

Long-time Association member Alfred Sorkowitz died in October. Al was an avid cyclist and participated in many Association annual through-rides along with his wife Lesley. He was a computer scientist and a retired employee of the U.S. Navy. Al and Lesley were frequent supporters of Association projects. Although they stopped going on the through rides a few years ago, Al is missed by all and remembered as a kind and calm person with a great sense of humor.

Edwin Rhodes

Edwin Rhodes of Harpers Ferry died on May 17. Ed and his wife Linda were Association members and supporters. Ed retired from his career in construction in 2005 and became a volunteer in the Association's level walker program. He provided coverage on Levels 21 and 22 in the Brunswick to Harpers Ferry area for several years. This part of the canal can present numerous challenges for level walkers due to the high visitation in the area, and Ed's support was very effective.

Snakes (Continued from previous page)

Copperhead adults are around 36 inches but can grow to over 50 inches with a stocky body. Coloration is a coppery or pinkish tan body color with hour-glass shaped bands of brown across the back. Young copperheads have a yellow tail tip that is flicked to act as a lure to attract small lizards for a meal. Copperheads like to be around water and can be found just about anywhere in Maryland. Copperheads are live bearing, producing two to 10 young in late summer to early fall.

Neither one of these snakes should be handled, played with, tormented, or run over with a bicycle. The venom of both can be painful and, in rare cases, fatal and **immediate** medical attention is necessary should you or a companion be bitten. Both species are protected and should be *avoided*, not killed.



A young garter snake that was moved off of the towpath for his own safety. Generally you should not bother the wildlife in the park, in fact there are rules against it. Unfortunately young snakes and turtles are often accidentally killed by bicycle tires, so I try to move them off the travel path.

References:

Snakes of North America, Eastern and Central Regions, Alan Tennant and R. D. Bartlett. (If you have any interest in snakes at all; get a copy of this book, it's outstanding)

Peterson Field Guide Series, *A Field Guide to Reptiles and Amphibians of Eastern and Central North America*, Roger Conant

The Audubon Society Field Guide to North American Reptiles and Amphibians, John L. Behier and F. Wayne King

Online:

Maryland snake information and a field guide at dnr.maryland.gov (Scan QR code to go directly to the snake guide)



Oldtown and Dickerson Odonates

By Steve Dean



Common whitetail (m). All photos by Steve Dean



Blue dasher obelisking. Obelisking reduces dragonflies' exposure to the sun, allowing them to stay cool.



Halloween pennant wheel.



Slaty skimmer.

The Association resumed nature walks this year after a pandemic-enforced break. The 2022 schedule included two odonate walks. The first was in Oldtown June 25 and the second in Dickerson July 23.

Oldtown, with a lengthy section of watered canal, is known for a large and diverse dragonfly and damselfly population, and the warm but comfortable June weather provided plenty of activity. The hike was well attended by numerous Association members. Odonate walk first-timers usually start off a bit skeptical, but once they see the dragonflies in action, they become confirmed odonate viewers. The Oldtown population didn't disappoint – observed activities included obelisking, mating wheels and egg laying.

Attendance at the Dickerson walk was light due to the extreme heat forecast for the day. The dragonflies and damselflies were worth a short trip in the heat, however. While the variety in Dickerson isn't as wide as Oldtown, the heat brought out intense odonate activity.

Numerous odonate species were observed during the two outings. Dragonflies observed included eastern pondhawks, blue dashers, eastern amberwings, banded pennants, common whitetails, Halloween pennants, slaty skimmers, spangled skimmers, widow skimmers, and cobra clubtails. Damselflies included ebony jewelwings, various bluets and eastern forktails.

We'll be back to both locations for more dragonflies and damselflies in 2023!



Eastern pondhawk (f). The male pondhawk is pictured in the banner above.



Spangled skimmer.



Ebony jewelwing.



Eastern amberwing.



Nature Notes

By Marjorie Richman

Colors

What is autumn? A second spring, where the leaves imitate the flowers. **Albert Camus**

What a wonderful way to think about autumn, a second chance to enjoy nature's banquet of color. Spring and autumn landscapes seem to be constantly in a state of change. In spring, different flowers appear over the course of several weeks; in autumn color peaks come and go until finally the trees are bare.

We take our ability to see a variety of colors for granted. Yet for centuries, philosophers and scientists pondered the question of why we see different colors. There have been many theories. In the mid-17th century Isaac Newton astounded the world by showing that color is not inherent in objects, it is rather a perception based on the interaction of light with the object we are observing. He showed that the most important feature of color is light, a concept that is still hard to grasp.

Between Newton's work and the instrumentation developed in the 19th and 20th centuries, the nature of light has become better understood. It has taken advances in three scientific disciplines to gain a complete explanation of why we see color: physics (the nature of light), biology (a description of our eyes), and chemistry (the effects of pigmentation). The Greek philosophers who, as far as we know, first began to explore the subject would be amazed to learn how complicated color observation really is.

It wasn't until the mid-nineteenth century that the wave theory of light was accepted. A beam of light is received on earth as an energy wave, and the waves fall onto an electromagnetic spectrum. Each color we see has its own wavelength, as do parts of the spectrum we can't see, such as microwaves and ultraviolet light. The colors red and yellow have relatively long wave lengths, whereas blue and violet have the shortest wave lengths.

As light reflects off an object in the natural world, some colors are absorbed (we can't see them) and others are reflected (we can see them). Take sunflowers, for example. The object, the sunflower, absorbs all energy waves that could reflect red, blue or green. It then reflects back to us the wave length of the color it does not absorb, the color we call yellow.

Absorption and reflection of light waves does not occur at random; rather these actions are dictated by the chemical composition of the pigments within the object under observation. A pigment is basically a chemical that absorbs light. In nature, the most common pigments are chlorophyll, carotenoids, and anthocyanin.

In the spring as the weather warms and the days lengthen nature turns green. This is due to the pigment chlorophyll, the driver for plant photosynthesis, the process by which sunlight is turned into food. Although sunlight is composed of all wave lengths of the colors that we can see, chlorophyll only uses the wave lengths of red and blue light to manufacture sugar. Unused energy is reflected back to the viewer, which we see as the color green.



Above – Trailside autumn colors

Below – Dogwood leaves

All photos by Marjorie Richman



Chlorophyll is a very powerful substance. When present, the green color predominates and other residual pigmentation is muted.

As the weather cools and days shorten chlorophyll gradually diminishes and eventually photosynthesis ceases. Without chlorophyll, other pigments come forth and the landscape becomes infused with a variety of colors.

The yellow and orange displays are due to the presence of a class of pigments called carotenoids. Carotenoids are always present in tree leaves, but they cannot compete with chlorophyll. With chlorophyll absent, carotenoids reflect yellow and orange colors back to the viewer.

The beautiful red leaves we see on maple and oak trees along the towpath are due to another pigment, anthocyanin. Small amounts of anthocyanin are present in leaves during the spring and summer, but in fall some trees and plants actually manufacture a larger quantity of the pigment. Since nature is famous for conserving energy, it's not clear why a tree would expend energy at this time of year when leaves are at the end of their usefulness and are about to be discarded. Nevertheless, this is what happens, and botanists can only wonder why. Of course there are several theories.

One theory is that anthocyanins produce antioxidant properties which may prevent premature cell death and DNA damage, as antioxidants do in humans. Another is that anthocyanin protects plant cells from cold damage, which would be especially important to those with leaves that remain green in winter. Crane fly orchids, for example, take advantage of unobstructed winter sunlight to photosynthesize and store up



Creeper vines

energy for their next blooming cycle. The upper side of the winter leaf is green with purple spots while the underside is deep purple, a clue that anthocyanin is present.

It's also a mystery as to why some plants and trees produce anthocyanin whereas others do not. Despite all our advances in science, some mysteries persist.

If you want to learn more, read *Nature's Palette* by David Lee. The book is a bit of a challenge for non-scientists, but worthwhile for those interested in the complex story of what we take for granted: our ability to see color.

Dear Readers,

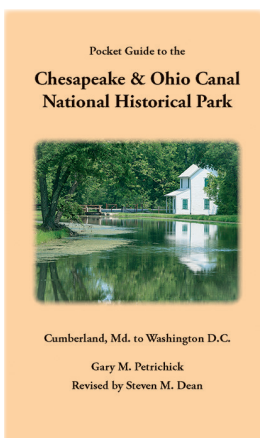
After 11 years of writing Nature Notes I've decided to retire. This current article will be my last.

Writing these articles has been a wonderful experience. It's given me the opportunity to learn a great deal about the natural world, especially the fact that there is so much to explore in nature and so much we may never really understand. Thank you for your comments and encouragement over the years, and special thanks to our excellent Along the Towpath editor, Steve Dean.

Marjorie Richman

The C&O Canal Association expresses appreciation for Marjorie's long-standing support as the Nature Notes contributor since 2011. Her writings encompassed a diverse range of topics and regularly opened our eyes to the world of nature around us. Marjorie's support of the Association has been commendable – she also served as a director, nature committee chair, program committee chair and level walker over the years. We hope her retirement allows her time to continue exploration of the natural world.

Pocket Guide to the Chesapeake & Ohio Canal National Historical Park



The popular *Pocket Guide to the Chesapeake & Ohio Canal National Historical Park* was reprinted and is available for sale at the Association's on-line book store. This handy 80 page, 3" x 5.125" book is a great way to track progress during a walk or ride on the towpath and determine the location of a canal feature or access point. The guide lists 580 sites and features, includes canal maps, and provides space for user notes. A laminated cover provides improved durability over earlier editions. This revised edition is updated with improvements to the towpath, including the restoration of Big Slackwater and the Catoctin Aqueduct. It also features Canal Quarters sites and Canal Towns and makes an excellent field reference companion to the *Towpath Guide to the C&O Canal* (Harpers Ferry Historical Association) or other guides.

The pocket guide is available to members for \$3.77 plus sales tax. Use the QR code to visit the store at candocanal.org/store/ for the guide, the *Chesapeake and Ohio Canal National Historical Park Handbook* and other canal related publications.



A nature walk focusing on butterflies was held on July 2nd in Oldtown. Walk participants went upstream from Lock 70 to the Alum Hill Deep Cut. This area typically has a variety of blooming plants that attract butterflies. Milkweed was still in bloom, so those plants were great places to find butterflies and other pollinators during the outing. Bee balm was also in bloom, but it wasn't attracting any of the butterflies on this date.



Oldtown Butterflies

By Paul Petkus

Rain was in the forecast for the day, but the morning ended up being ideal for butterfly activity. At the beginning of the walk it didn't take long for the first butterfly to be spotted at the lock by one of the participants. It was an American snout. It was a pleasant surprise because I didn't expect to see it since it was not one of the butterflies commonly seen in large numbers. It has an unusual elongated shape, which of course was an eye-opener for some of the participants. It was an indication that it was going to be a good outing.

As a result of a team effort, we ended up seeing and identifying fourteen species. The butterfly species identified were eastern-tailed blue, American snout, azure, cabbage white, pearl crescent, gray hairstreak, least skipper, dun skipper, red-spotted purple, great spangled fritillary, viceroy, tiger swallowtail, orange sulphur and clouded sulphur. Most of the butterflies were cooperative and landed on flowers or other plants so we could view and photograph them. We didn't get a photo of the clouded sulphur, but did get a good enough look at it as it flew by to identify it.

At one point we noticed that a dragonfly had captured a cabbage white and proceeded to dine on it. It was a demonstration of where butterflies are located on the food chain. It isn't something that I see often, so I stopped to take photos of it.

During that activity, one of the other participants called me over for a sighting of a butterfly we hadn't yet seen during the outing. It wasn't the first time during the outing that different members of the group spotted something interesting at the same time. Sometimes, everyone is able to view both sightings, but not always, since nature works on its own timetable. By the time I finished taking photos of the dining dragonfly, the butterfly the other participant was viewing flew off. Fortunately, he got a photo of it. From his photo I was able to identify it as a viceroy, which was our 14th species. It is often confused with monarchs. Viceroy butterflies look similar to monarchs, but are smaller. They also have a distinctive line on their wings that monarchs don't have, which makes identification fairly easy. It was the only one of that species that we saw during the outing, so it was fortunate that he spotted it and got photos of it.

In addition to the butterflies, we also saw a hummingbird moth. That sighting was a first for at least one member of our group. There always seems to be something to see in the park that one hasn't seen before. It always makes park visits fun no matter how many times one has been there before. That sighting contributed to a fun and interesting nature walk.



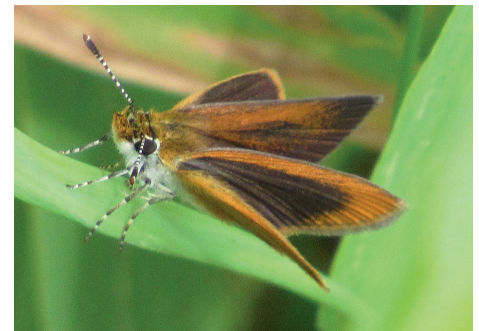
Above – Summer azure. All photos by Paul Petkus.
Below – Eastern tailed blue.



Above – Tiger swallowtail.
Below – Great spangled fritillary.



Above – Pearl crescent.
Below – Least skipper.



On the Level

By Steve Dean

May to July 2022 Level Walks

Level Walkers are Association members who agree to cover a section (level) of towpath. Their combined efforts are a significant contribution to the park and their support is appreciated both by the National Park Service and the Association.

This report includes level walker activity that was reported for May through July 2022. Level walkers covered 45 of 69 levels during this quarter and many conducted numerous walks on the levels they support. On some occasions, reports may be omitted for various reasons and will be included in later updates if applicable.

Please contact me at lw@candocanal.org for further information. As reported previously this is a new address; the old levelwalker@candocanal.org address is no longer valid.

Level 2 Incline Plane to Lock 5: Rod Mackler reports June 30 and July 18: In June the gates in the Inlet Lock 1 gate were open and the canal was watered. In July numerous ruts were noted, several with standing water, on both sides of the towpath. The prism was well-watered and looked good.

Level 3 Lock 5 to Cabin John Creek: Alyson Miller reports April 19; May 9, 13, 22 and 23; June 10 and July 8: Rutting and puddles were observed on the towpath throughout the level. Trash was heave around Lock 7 in April and May. The parking lot at Lock 7 looks good after resurfacing. Flashing on the Lock 7 house roof is loose and hanging down, white paint is wearing off and the basement steps collect water.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports May through July: The towpath was monitored over numerous walks, through all conditions. No significant issues were reported during this period. Frequent copperhead sightings were reported in May. **Alyson Miller reports May 9, May 22 and June 28:** In June, Lock 10 was full of bullfrogs after recent rains. A large tree has fallen across lock 14. Although this lock is not accessible to visitors, it would look aesthetically pleasing if it were removed. Railroad ties used at the Little Falls Creek construction site washed into the canal at Cabin John Creek. This is a D.C. Water site and the ties were reported.

Level 5 Lock 14 to Bridge at Cropley: Jude and Mary Fran Franklin report June 4 and 6: It was a busy day on the towpath. Only seven out of 76 bikers gave a warning or rang a bell. There was little water in the prism and it was overgrown near Milepost 11; there was more water around Milepost 12. **Mindy Ginsburg reports June 15:** The plastic fencing and some of the erosion control plastic on the towpath were replaced between Mileposts 11 and 12. The towpath was incredibly clean, perhaps because there were so many volunteers and NPS staff out and about. The canal was very quiet for this midweek outing.

Level 7 Lock 20 to Lock 21: Carol and Joe Hayes report May 13 and June 16: In May the canal was full and flowing steadily. There was some puddling on the towpath from recent rains. Trash was light on both dates. In June the Swains lockhouse was rented and in use. Overall, this stretch of the canal was in excellent condition and being used as intended.

Level 8 Lock 21 to Lock 22: Rinze and Sue Roosma report June 6 and July 26: In June it was noted that both sides of the towpath were overgrown. Multiple great blue herons were visible on the level and several deer were active. It was a pleasantly cool day for the July walk and quiet on the towpath. The whole level was watered, though the water level on the first mile was low.

Level 10 Lock 24 to Milepost 25: Monica Hanna reports May 8: My walk on the towpath was pleasantly free of litter and surprisingly puddle free. I am grateful for the wonderful resurfacing of the towpath. The level was quiet. I saw three family groups near Rileys Lock. **Katherine Andrie reports July 30:** The level appeared to be trash free on this date. Many cyclists ride at excessive speed and give no warning to people walking. This is an ongoing problem I have noticed recently. The towpath surface was in good condition and walkable. The lock house and aqueduct appeared to be in good condition.

Level 12 Sycamore Landing to Edwards Ferry: Pat Hopson, with Ray Abercrombie and Frank Wodarczyk, reports May 11: The primary purpose of this walk was to remove the abundant garlic mustard at Edwards Ferry. The heavy rains and consequent flooding the previous week had left a coating of mud a coating of mud in the area. We were delighted to see that the crooked wooden rails on the bridge over the bypass flume were replaced with sturdy metal guardrails.

Level 13 Edwards Ferry to Harrison Island: Liz Wagner reports May 5: There was light trash along the towpath, but none in the the Edwards Ferry area, which was flooded the previous weekend. The areas around Edwards Ferry lock and Broad Run Trunk and 100 yards on either side had recently been mowed, but the towpath sides were overgrown. The Edwards Ferry lock house appeared to be occupied.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports May 16, June 9 and July 22: The towpath below Milepost 38 is in rough condition and needs repair. This is an ongoing situation. The old ferry boat that was in dry dock at White's Ferry has been removed. It was scrapped. In early May it was noted that Potomac River flood waters came into the prism at the Mile 39.17 waste weir and flowed all the way to White's Ferry. The waters later receded.

Level 16 Lock 26 to Monocacy Aqueduct: Jon Wolz reports May 23, June 17 and July 7: Tree debris was starting to accumulate against the aqueduct in May. Grass in the area was very high, and one of the picnic tables had floated away. The towpath surface was fine, with the exception of the area on both ends of the aqueduct where the erosion continues. The Lock 27 house remains in poor

condition, with full gutters, rotting windowsills and damage to the door from break-in attempts.

Level 17 Monocacy Aqueduct to Nolands Ferry: **Earl Porter, with Ed Boddicker, reports May 16, June 15 and July 21:** Flood damage was evident at the Indian Flats hiker-biker camp in May, with mud covering the ground and a missing picnic table. The table was later replaced. The towpath was in good condition and light debris was removed during walks. The aqueduct was partially blocked during all walks. Trash is consistently high on this level. **George and Mary Kennett report July 13:** It was great to get back out on this level! The towpath was in very good condition and we removed several small branches along the level. Trash included many beer containers. Minks were sighted near Indian Flats. We met a backpacker who was practicing for a hike in the Sierra Nevada mountains. He would have liked more elevation.

Level 18 Nolands Ferry to Point of Rocks: **Jane Hanna reports July 30:** This level is always well maintained and pretty much trash-free. Users are mostly cyclists and dog-walkers. There were a couple of large pieces of trash in the prism that I couldn't get. Most of the trash picked up was in the Point of Rocks parking lot by the river. There's an abundance of Japanese stilt grass along the towpath on this level.

Level 19 Point of Rocks to Catoctin Aqueduct: **Don Peterson reports May 16:** The towpath was in good condition and moderately busy. No issues were reported.

Level 20 Catoctin Aqueduct to Lock 30: **Doug Zveare reports June 28:** The towpath was in good shape. The Brunswick restroom facility was heavily vandalized with graffiti. It was reported to the NPS. The low water bridge that carries towpath users around the breach at Little Catoctin Creek is an issue. The detour traverses the steep banks on each side of the creek and the bridge itself is very narrow with deep water and large boulders in the creek. Bikers ignore the caution signs and attempt to ride it, making a dangerous situation.

Levels 21 and 22 Lock 30 to Lock 33: **Tom Crouch reports May 3 (21-22), May 26 (21), June 6 (21-22), June 15 (21-22) and June 28 (21-22):** Long distance hikers were encountered in May. Trash was especially heavy at Weverton during the second May walk, more than can be removed by one person. The NPS is aware of this ongoing problem. Heavy trash continued at Weverton during the early and middle June walks. Trash was also very heavy at the Brunswick parking area through all of June.

Level 23 Lock 33 to Dam 3: **Arthur Tsien reports June 24:** This was my fourth walk of 2022. In a nutshell, all appeared good. There is some rutting and erosion at Lock 33 where the towpath grade changes; it did not seem to be worse than before. Otherwise, the resurfaced towpath generally looked good, with no significant ruts or erosion. The towpath was dry and there were no puddles despite recent rains. The river level seemed typical for this time of year.

Levels 23 and 24 Lock 33 to Dargan Bend: **Tom Baginski reports May 30 and June 3:** No significant issues were reported in May. The towpath was in good condition during both walks. The area around Maryland Heights was busy. A large amount of trash was

found around the Huckleberry Hill hiker biker camp. A large group was encountered in June using iNaturalist to identify flora and fauna, especially reptiles.

Level 25 Dargan Bend to Lock 37: **Dave and Barb Collins report July 4:** There was good weather for our Independence Day walk. We notice a trend of the cyclists riding faster. This area survived the recent storms well. There was quite a bit of trash at the Dargan Bend area and we cleaned it up. Someone actually thanked us for picking it up. We observed Paw Paw fruit on the towpath.

Level 26 Lock 37 to Antietam Aqueduct: **Larry Cohen reports May 28:** I noted that the level was clean after volunteers on the April 23 cleanup removed all trash and tires. Washington County moved the bags and tires a few days later! Washington County also posted seven "No Dumping" signs. The Antietam Aqueduct appeared to be in good condition.

Level 27 Antietam Aqueduct to Lock 38: **Ben, Jennifer, Holly, and Zoe Helwig report July 17:** There were large amounts of trash in the canal prism along Canal Road. The Antietam Creek campground was busy, with 11 sites occupied. The towpath was in good condition, but there was a bit of debris from the flood. There was also residual water in places, making it quite buggy. The area around Culvert 104 was scoured from high water, but the culvert was in good condition.

Level 28 Lock 38 to Lock 39: **Evan Hicks reports June 19:** The towpath had numerous downed branches between Locks 38 to 39. There were trees cut down to the right of the towpath towards Lock 39 and right after Milepost 73. It looked like damaged trees were removed to protect the towpath. There was evidence of illegal camping in the area behind the bench near Lock 38.

Levels 28 and 29 Lock 38 to Snyders Landing: **Brigitta Shroyer and Joel Anderson report June 16:** Overgrowth was heavy on the towpath edges. The levels were clean, but it is possible trash was hidden in the thick vegetation. Conditions were good at Lock 38 and Snyders Landing.

Level 30 Snyders Landing to Lock 40: **Charles Connolly reports May 11 and July 12:** Major washout conditions were noted in May in several places on the level. There was a loss of top layer or both layers for the entire width of the towpath. In July it was noted that towpath repairs were partially completed. There was significant trash at Snyders Landing in July. There was some water in the prism in places and tree work had been done to some downed trees.

Level 32 Marsh Run Culvert to Dam 4: **David Plume reports June 6:** There was damage to the towpath in many areas. It appeared that high water had covered the towpath from Dam 4 to near Milepost 84; in a few spots the towpath resurfacing was completely washed away. Between Mileposts 84 and 83 there were multiple places where water damage caused rutting and soft surface. From Milepost 83 to the Marsh Run Culvert there was no damage and the towpath was in excellent condition.

Level 37 Falling Waters to Lock 44: **Arthur Tsien reports July 27:** This was my first level walk since volunteering for this level. The level generally looks good. Most trash was in the Lock 44 area; the towpath was almost trash-free. The towpath is not resurfaced

but is in good shape. The areas around the numerous culverts on the level were overgrown, so I didn't get a chance to look at them. Lock 44 and the house were in good condition.

Level 38 Lock 44 to High Rock Quarry: George and Mary Kennett report July 14: The middle arch of the Conococheague Aqueduct was blocked from tree debris. All trash was in the Lock 44 and Cushwa Basin areas. We encountered some Student Conservation Association personnel who were heading north to do tree work. The towpath had some muddy and wet areas near the Bollman truss bridge and on Mile 100.

Level 39 High Rock Quarry to Nettle Railroad Bridge Piers: Stefanie Boss reports May 23: There was very little trash on the level. There was only one actual puddle but a lot of mud along the level. The smell from the wildflowers was wonderful! I heard various bird calls, including a barred owl and saw a group of cedar waxwings.

Level 41 Dam 5 to Four Locks: Mike Anderson reports May 24: Trash was light on the level and consisted of mostly plastic bottles. The towpath was in good shape and clear. Grass was tall in the Four Locks area. I encountered several through-bikers, including a group of 12 from the Indianapolis area.

Level 42 Four Locks to McCoys Ferry: Jack Ebersole, with Dick Ebersole, reports July 24: There was light tree debris on the towpath. A downed tree blocked the towpath near Milepost 109 and was reported. Eight camp sites were in use at McCoys Ferry. The lock tender shanty at Lock 50 remains in poor condition.

Level 43 McCoys Ferry to Fort Frederick: John Anderson reports May 14: The towpath was in excellent condition. No issues with structures or the McCoys Ferry campground were reported. A large amount of trash was collected on the level.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports June 29: This was a rare occurrence in all my years of level walking that I didn't find a single item of trash anywhere. Note that the vegetation along the towpath was high, which may have concealed some trash. The towpath surface remains in generally good condition, though I noticed that more weeds that have popped up in the middle.

Level 46 Licking Creek Aqueduct to Little Pool: Rick and Wendy Duke report May 29: The towpath surface in good shape and clear entire level. Miles 119 and 120 were recently resurfaced with crushed gravel. One large hole found on the prism side of the towpath near Milepost 119, with dry, empty turtle eggshells scattered on towpath.

Level 47 Little Pool to Hancock: Mike and Judi Bucci report May 4 and 23: There is new towpath surface from the Tonoloway Aqueduct downstream. Trees were freshly cut and multiflora rose was trimmed. A large leaning tree noted in our last report across near the Little Pool hiker biker camp had fallen and is no longer an issue. A snapping turtle was observed in the prism near Little Pool.

Level 48 Hancock to Round Top Cement Mill: Phillip M. Clemans reports June 23: The towpath was in good condition and recent rains had contributed to heavy overgrowth. No structure changes or issues were reported. A large group of 13 canoeists from the Chesapeake Outward Bound School was encountered at the

White Rock hiker biker camp. They were embarking on a river trip and it was great to see so many young people enjoying the outdoors.

Level 53 Fifteen Mile Creek Aqueduct to Lock 59: John Wiggins reports May 17 and 18: Both days were good for walking, with little trash and abundant wildlife. The towpath was in good shape, except the potholes are still a problem, particularly around Mile 146. A tree across the towpath was reported to the NPS.

Level 54 Lock 59 to Lock 60: Dennis Kubicki reports July 15: Conditions along the level were exceptionally beautiful. The woodlands were full of greenery that obscured most evidence of dead trees and deadfall. The towpath surface, however, was full of ruts and potholes, which is an ongoing issue. An unusual wildlife sighting was a solitary deer that allowed me to approach within about 10 feet without it scurrying away.

Level 55 Lock 60 to Culvert 208: Paul Petkus reports June 25: The towpath was in good condition and the level was recently mowed. I was able to visit the towpath arch of Culvert 208. It doesn't appear to have changed since my 2021 visit. It was a good day for nature sightings, including wood ducks, turtles, crayfish, butterflies and dragonflies. Frogs were out in abundance and two water snakes were stalking fish in Lock 60.

Level 58 Lock 63 1/3 to Tunnel Parking Area: Arthur Tsien and Judy McGuire report July 28: Due to construction closure of tunnel at downstream end, we took the Tunnel Hill Trail and Bypass Trail to access downstream portion of the level. The towpath and trails are in good condition. We saw three bikers on Tunnel Hill Trail, riding the trail despite the "walk your bike" signs. One gave no warning of passing.

Levels 59 and 60 Tunnel Parking Area to Town Creek Aqueduct: Trent Carbaugh reports May 3: Two delightful older fellows on bicycles, from Massachusetts, stopped to talk to me about the park and where the best views were, where good eating places were, etc. Then one of them asked me "where are all of the alligators?" There was a little mud in spots and some small limbs to remove. I trimmed multi-flora rose skin rippers. Structures were in good condition. No alligators were observed. *There are none on the canal.*

Levels 65 to 67 Spring Gap Recreational Area to Evitts Creek Aqueduct: Trent Carbaugh reports June 19: It was a perfect day; summer should be like this every day. The levels were clean. The towpath was dry but very rough. There was much evidence of tire damage to the surface from previous wet weather. I trimmed small tree branches and multi-flora rose stems intruding onto the towpath. The Lock 72 house continues to deteriorate. The dangerous end of the porch is blocked off.

Level 67 Mexico Farms to Evitts Creek Aqueduct: Sue Rudd reports May 14 and 15: There was little to no trash on the towpath. There were still some puddles and a lot of rutting on the towpath from recent rains. The Evitts Creek hiker biker camp was in good condition, but the rest room required service.

Roving Level Walker: Mark Stover reports May to July: Mark walks various parts of the entire canal on a regular basis. Recent observations included turkeys above Williamsport and a very large barn owl. Downed trees are frequently reported.

2022 Calendar of Events

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

Oct. 7-12, Fri.-Wed., **Through Bike Ride**,
Cumberland to Georgetown.
No sag wagon provided. Limited to 20 riders.
Reservations required; reserve no later than August 12.
To register or for more information contact Denny Sloppy
dennysloppy@yahoo.com or 814-577-5877.

Oct. 22, Sat., **Heritage Hike and Dinner**.
Hancock area. See article on page 1 for details.
Contact Jonnie Lefebure programs@candocanal.org.

Nov. 20, Sun., **Continuing Hike Series**, 10:30 a.m.,
Upstream from Big Pool. See article on page 7 for hike details.
Contact Pat White hikemaster@candocanal.org or 301-977-5628.

Dec. 4, Sun., **Board Meeting**, 1 p.m.
Glen Echo Town Hall, 6106 Harvard Ave.

Dec. 3, Sat., **Frostbite Hike**, 10:30 a.m.,
Seneca Quarries. See article on page 7 for hike details.
Contact Pat White hikemaster@candocanal.org or 301-977-5628.

Important Information –

- » Liability waivers are required for many Association activities.
- » Hikes require proper footwear.
- » Paddling, hiking and biking participants are responsible for their own equipment, food and water.
- » Reservations and/or advance fees are required for some events. Advance fees are non-refundable after the reservation closing date.
- » Outdoor events are usually rain or shine, however in some extreme cases may be canceled for weather or other reasons. Check event updates at www.candocanal.org/calendar/ (QR code at right), Facebook @candocanal.org or contact the event host for updates.
- » Participants are expected to comply with any local COVID-19 rules in effect at the time of the event.



2022 Heritage Hike Registration and Directions

Register for the Heritage Hike and Dinner one of three ways:

1. Register online on the Association's web site. Visit candocanal.org/2022-heritage/ or use the QR code to the right for direct access to the registration site.
2. Download a registration form from the Association's web site at the same link, complete and mail with your check. Mail registration in time to be received by October 12.
3. Send a letter with the below information and your check to:

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

Mail registration in time to be received by October 12

Number of first bus riders: ____ X \$10 = ____ List names

Number of second bus riders: ____ X \$10 = ____ List names

Number of dinner guests: ____ X \$20 = ____ List names

Total amount paid: ____



Registration

Open the camera app on your phone or pad. Some computers may also support QR code scanning. Hold your device so that the above QR code appears in view. Tap the notification over the QR code to open the Heritage Hike link.

Directions to Hikes and Dinner

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



Long/Medium Hike



Short Hike



Dinner

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
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	Vacant

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

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

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.)

Interpretive Supervisor	240-625-2931	Joshua Nolen
District Ranger Law Enforcement	301-722-0543	
Cumberland Subdistrict	301-722-0543	
Hancock Subdistrict	301-678-5463	
Ferry Hill Subdistrict	301-714-2206	

Williamsport Visitor Center 301-582-0813
205 West Potomac St., Williamsport, Md.

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

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

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

CHECK PARK AND TOWPATH STATUS BEFORE VISITING:
www.nps.gov/choh/index.htm

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*Nature - 31%, Association business - 24%, history/education - 22%,
volunteer/project activity - 21%, NPS/park information - 2%.*

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: Tiffany Ahalt, president@candocanal.org

First Vice President: Barbara Sheridan

Second Vice President: Anthony Laing

Secretary: Kerry Gruber, secretary@candocanal.org

Treasurer: Paul Lubell, treasurer@candocanal.org

Information Officer: Doug Zveare, inquiries@candocanal.org

BOARD OF DIRECTORS

Terms expire in 2025: Christine Cerniglia, Tom Crouch,
Steve Dean, Bill Holdsworth, Travis Medcalf.

Terms expire in 2024: Trent Carbaugh, Philip deVos,
Dick Ebersole, Christine Holdsworth, Paul Petkus.

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

COMMITTEES

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By-laws: Dave Johnson | **Community Outreach:** Dick Ebersole/Rita Bauman

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

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

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

Sales: Jill Craig | **Special Projects:** Susan VanHaften

Volunteers-in-Parks (VIP): Jim Heins

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

Along The Towpath

Chesapeake & Ohio Canal Association

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Culvert 216, Mile 165.5, is a stream culvert near Lock 68. The upstream arch (above) is in good condition, while the downstream arch has stability issues. Like many Western Maryland culverts, it is brick-lined. It features a mason's mark visible on a wing wall. Photos by Steve Dean.



Check us out on social media!

C&O Canal Association



Founded in 1954



@candocanal.org



candocanalassoc

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