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Featuring the Central Appalachians of Maryland, Pennsylvania, Virginia and West Virginia



**Adventuresports
Institute**

Garrett College

Photo by Lance C. Bell

Published by AAD-INC.

Fall / Winter 2013

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secretarial
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archaeology
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Table of Contents

Garrett College Adventuresports Institute	6
Rocky Gap Casino Resort.....	18
Ken Snelson, Artist.....	24
The Western Maryland Railway Station – 100 Year Anniversary.....	28
The Western Maryland Scenic Railroad 25th Anniversary.....	32
Marbles.....	40
Charlie Amos, Master Painter	46
Washington County, Maryland.....	50
The Baltimore & Ohio Railroad Station	54
Union Grove School.....	56
Russell Livengood Historic Fire Protection Room at Allegany Museum.....	60

Cover: *Colin Hower, student at Garrett College's Adventuresports Institute, navigates whitewater at the Adventure Sports Center International (ASCI) in Garrett County. See article on page 6.*



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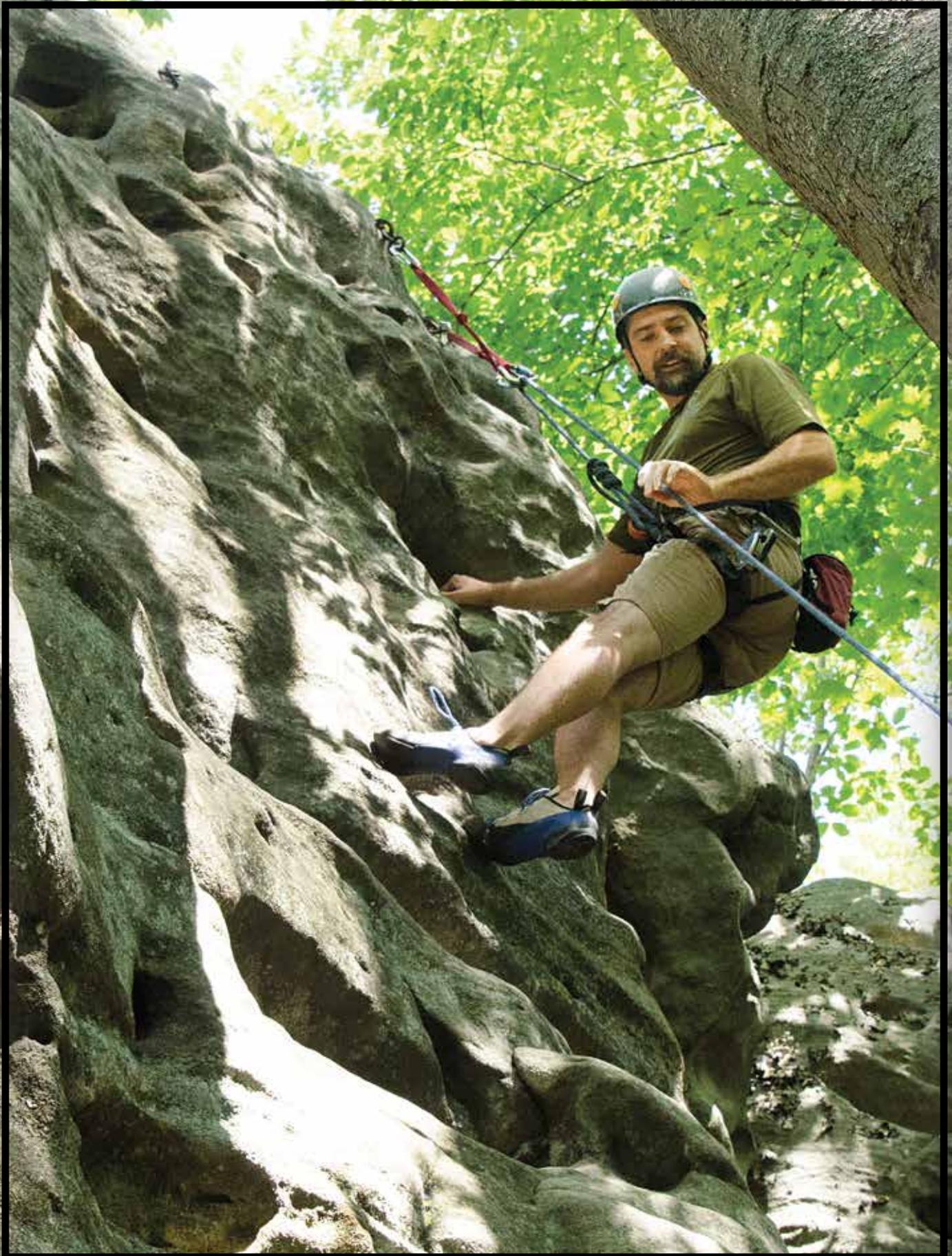
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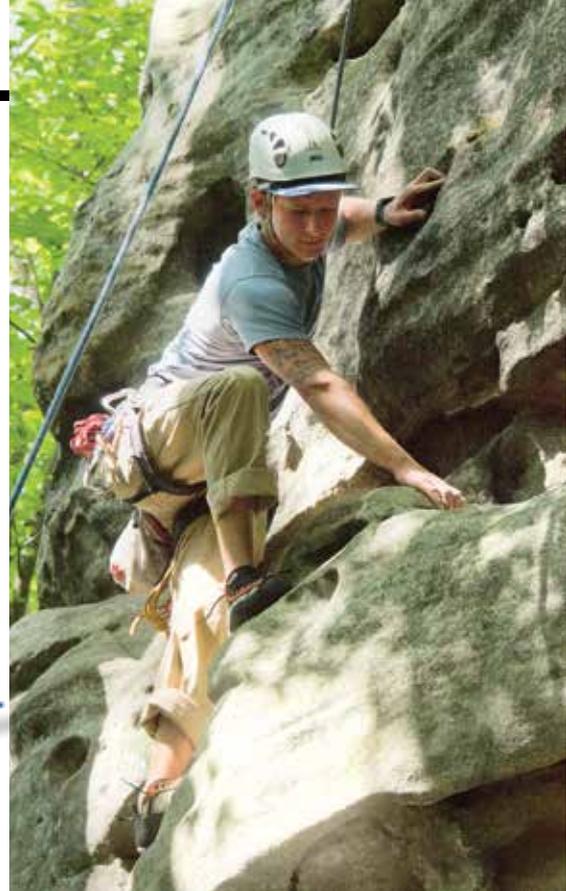
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Student intern, Colin Hower rock climbing.

The Garrett
College
Adventuresports
Institute does
not offer your
grandfather's
college curriculum.

Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**

Facing page: Andy Hershey, Associate Professor, demonstrates rock climbing at Fork Run Recreation Area.

In fact, the institute probably doesn't offer your father or brother's college curriculum. Earning credits for completing courses that may be your passion just doesn't seem to fit into the traditional view of higher education. The Adventuresports Institute (ASI) of Garrett College in McHenry, Maryland has been changing the conventional view of college curricula, and is a place where educational programming meets the unique needs of students and a growing adventure recreation outdoor industry.

The idea to create an academic program utilizing natural resources of the Tri State region was fostered in a setting much like the ones ASI students currently experience. Mike Logsdon, a physics instructor at Garrett College and part time whitewater guide, was directing a party of beginners through rapids on the Cheat River when an inspirational thought occurred. "Around 1984, we were shooting through the rapids when the thought came to me that the college should teach whitewater skills through an academic program. The interest in outdoor activities and extreme sports was growing at the time. There was an obvious need for trained guides and adventure recreation business owners to meet the growing demand."



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The inspirational moment evolved into a draft proposal for a two year degree program of study that mixed traditional academics with outdoor programming. Outdoor professionals offered critiques of Mike's initial proposal that became known as Adventuresports. Mike helped to guide the curriculum through the state certification process in 1992 and later became Executive Director of ASI.

What differentiates the Adventuresports college program from traditional ones is the emphasis placed on experiencing the outdoors. "We offer more hands-on experiences than most four year programs and that helps our students become proficient in adventure recreation outdoor activities," stated Mike. The diverse set of courses include training in whitewater paddling, cold weather and outdoor back country living skills, rock/ice climbing, mountain biking, ropes/challenge courses,

Top left: Andy Hershey and Chad Smith put on safety harnesses in preparation for rock climbing.

Above: Student, Garrett Werner, ice climbing at a nearby ice formation. *Photo courtesy Adventuresports Institute.*

Right facing page: Scott Richardson, Adventuresports Institute Program Director, mountain biking.



choose among the following options: business/retail, coaching, education, environmental, multi-media, and therapeutic. Students must also complete the general education courses required by Garrett College in order to receive a two year associate's and applied science degree.

Scott Richardson, ASI staff member and TAY Coordinator, oversees the campus retail shop that is stocked with essential equipment. "Some of our students want a work experience that will prepare them for retailing and outfitter businesses, so we assign them to the campus store for three hours a day, five days a week. Other students may want to work with our Transitional Age Youth (TAY) Program where they mentor 8th grade Garrett County Public School students using adventure recreation experiences as a backdrop for personal growth. Each semester we also hire a student to service mountain bikes. Our internships and work experiences are always an extension of what is learned in the classroom and directed to the needs of the outdoor industry; they are also a big part of planning and delivering activities."

While Garrett students have the advantage of a four distinct season environment and a diverse regional geology, they also are challenged by events around the country. As Mike stated, "We couldn't deliver our program if we stayed exclusively in our region. Our students may elect to participate in programs and events in Florida and other states.

Adventuresports instructors are knowledgeable and skilled in their content areas but also reach out to recognized experts. As faculty member Andy Hershey explained, "We have some of the best instructors in the country work with our students. This keeps us current and provides for a low student-to-teacher ratio in the field."

The course work is augmented by additional track options that allow students' work experiences necessary for future employment opportunities. Students may



To get the best training and experiences, we have a variety of offerings and locations for our students.” A recent example of an ASI competitive event was the Mid-Atlantic “Tough Mudder Adventure Challenge” held in Gerrardstown, West Virginia, where students successfully completed the 10 mile course. Typical examples of out-of-state activities that are embedded into course work are directed by faculty member Andy Hershey who instructs climbing courses that challenge students’ skills in the Adirondack Mountains of upstate New York and Seneca Rocks, West Virginia. Similar activities are directed by other faculty and staff.



Acquiring technical skills is an obvious requirement for ASI students, but according to Mike, it is not the only

goal. “The most important message that we convey to our students is to learn good judgment and manage risks. We really emphasize risk management in our classrooms and off site.”

At ASI, risk management is governed by the definition of “adventure sports.” In recent years, the popularity of extreme sports has created the perception that “adventure” and “extreme” is synonymous. As Scott explained, “There are activities we do not participate in because they pose an increased risk to our students. For ASI students, adventure sports means: human powered, the challenges come from nature, there is a degree of elevated risk, and there is problem solving. Insurance costs also are a consideration when deciding which activities should be included. Adventuresports instructors stress that risks



Facing page (top left): Scott Richardson fitting Abigail Friend, TAY Program participant, with a required safety vest for kayaking.

Facing page (top right): Mike Malfaro, adjunct professor and TAY Coordinator of Field Activities, Shaun Dixon, and Sarah Fowler, mentor/instructor (left to right) pumping up duck boats in preparation for a reservoir float with TAY Program participants.

Facing page (bottom) and this page (below): TAY Program participants begin their float trip on the Savage River Reservoir.

Above: Mike Malfaro instructs Nathaniel Langford and all students in the proper use of a kayak paddle.



associated with the adventure recreation industry may be minimized by exercising good judgment.”

Classrooms at ASI are equipped with HD video and state of the art sound systems. Off site activities are recorded and later critiqued by peers and instructors in the instructional setting. Mountain bike riding techniques, canoe maneuvering, and other skills are not only discussed but also compiled by students into an online portfolio that is made available to potential employers.

Terry Peterson, ASI faculty member, is responsible for classroom instruction that focuses on adventure sports theory. “Students are required to research experiential activities from a leadership and group dynamics perspective. In addition to the research component, we also include experiential strategies in classroom settings. Students are required to facilitate activities that take into account risk management and other components of adventure sports. The activities are subject to peer reviews and instructor assessments. ASI classes are not based on a lecture format.” The core classes are also aligned with certification programs and four year academic institutions in mind, so that students are presented with options following completion of ASI studies.

Adventuresports attracts many non-traditional students as indicated by the average age of graduates. Scott fit neatly into the program’s niche for outdoors training. “This is my second career. I worked in health care and



asi



became a non-traditional student because I saw ASI as a great avenue to change careers. I was 37 years old when I came into the program.” Doug Carty, 2001 alumni, was also influenced to attend ASI after a stint at Arizona State. “I loved the coursework at ASI. My certification later allowed me to start an outdoor program at Franklin Pierce University in New Hampshire. I am truly appreciative of my time at GC.”

Terry believes the success of ASI programming is due to its depth and breadth of certification programs and opportunities in the field.



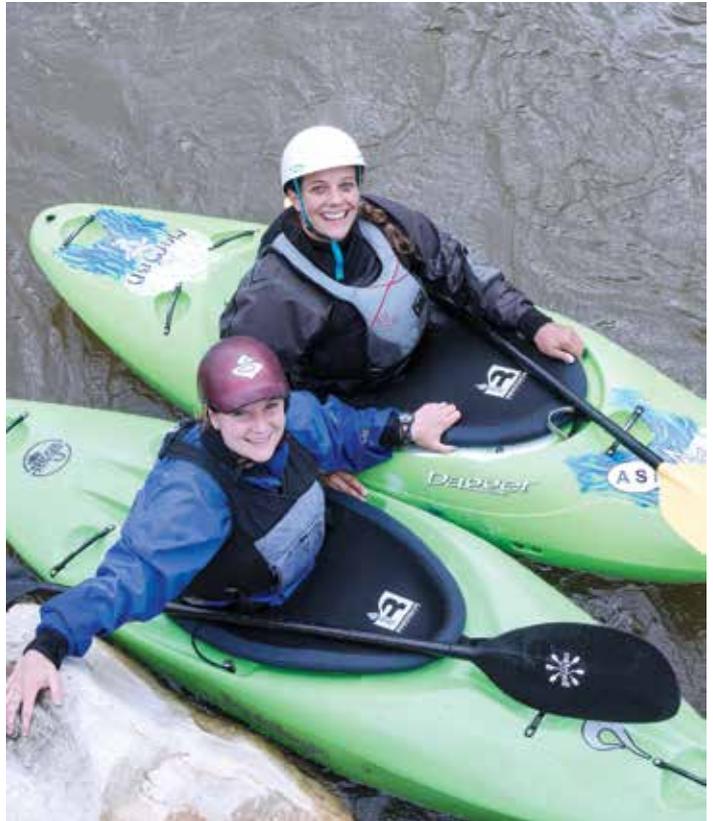
Facing page (both photos): Terry Peterson, Associate Professor of Adventuresports, demonstrates proper whitewater kayaking technique at Adventure Sports Center International (ASCI).

Above: Student, Colin Hower, in challenging whitewater.

“We receive feedback from our graduates who have transferred to other schools that they were well prepared for four year programs and employment.”

Andy Hershey noted, “Our program provides students with skills and knowledge relating to the outdoors. We also stress risk management, leadership, and group dynamics that give students a picture of the outdoor industry as a whole. When our students graduate, they are well informed about what is going on in the field.”

An examination of ASI alumni reveals that hundreds of graduates now work in the outdoors and adventure recreational fields across the country and globe. It is also noted that while many graduates accept employment immediately after college, others choose to enroll at Frostburg State University where an articulation agreement between the two institutions ensures a smooth transition to a bachelor’s degree in recreation program of study. While the course work at both schools may not always be traditional, it is one that would make grandfather happy!



Top: Kristen Yant (front) and Meredith Eibl, a student at Adventuresports Institute at Garrett College, paddle the ASCI course together.

Photos above: Kristen and Meredith, along with Colin Hower, learn the Eskimo roll technique.



Top inset: Everyone rafting at ASCI must take a safety orientation before starting.

Inset above and photo at right: Guided whitewater rafting at ASCI is fun and can be enjoyed by all (weight requirements must be met).



Michael Logsdon, Executive Director and Professor of Adventuresports Institute of Garrett College and Acting Executive Director, Adventure Sports Center International (ASCI), was instrumental in developing the program at Garrett College in 1992. He helped guide the curriculum through the state certification process and later became Executive Director of the program.

For more information on the Adventuresports Institute, see www.adventuresportsi.org or call 301-387-3330. Also see Garrett College website at www.garrettcollege.edu. Garrett College is located at 687 Mosser Road, McHenry, MD 21541; 1-866-554-2773 or 301-387-3000.

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Rocky Gap

CASINO • RESORT

Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**



Photo courtesy Rocky Gap Casino Resort



Among the many attractions at Rocky Gap Casino Resort are the new gaming floor (top photo) and the Jack Nicklaus Signature Public Golf Course (bottom photo).

Wanda Holtschneider, director of marketing for Rocky Gap Casino Resort, recently stated, “Our guests are arriving for gaming, golfing, dining, live entertainment, and to enjoy Rocky Gap State Park. We work with local officials and businesses so that our guests are also introduced to nearby attractions and events. Rocky Gap Casino Resort is committed to partnering with local businesses and officials to provide a positive experience for visitors at our facility and to Western Maryland.”

According to Wanda, the casino’s successful grand opening on May 22, 2013, marked the culmination of combined efforts on the part of the resort management team and local officials. Cooperation between government officials and private developers have a long history at Rocky Gap and stretch back to the days when a state park near

Flintstone, Maryland, was only a vision. The recent opening of Rocky Gap Casino Resort provides an opportunity to reflect on the collaboration that made the state park, golf course, lodge, and casino a reality over more than six decades of time. The story begins when Dwight Eisenhower was president, gasoline cost 18 cents a gallon, and United States Route 40 was the major East-West route through Allegany County.

Credit for suggesting that a state park be built in Allegany County belongs to the local Lions Club. The organization’s idea was presented to State Senator Charles See who took the necessary formal steps that began a long planning process at the local and state levels.

Subsequently, in 1950 the Maryland State Planning Commission authorized a recreational survey of Western Maryland, a study that set in motion a series of additional recommendations that eventually led to the establishment of a state park located seven miles east of Cumberland. The park was envisioned as a tourist destination and economic benefit for Western Maryland residents.

Senator See’s formal steps were quickly supported by Edward Habeeb, Allegany County resident, and a volunteer group known as the Route 40 Association. The volunteers recognized the economic benefits that improved highways and recreational facilities would bring to the region. Mr. Habeeb proved to be a dynamic personality in promoting the establishment of a park and increased interstate highway funding for Western Maryland. Not content with offering



Maryland Governor Millard Tawes cut the ribbon for the grand opening of the Cumberland crosstown bridge on December 3, 1966. Governor Tawes also formally broke ground for Rocky Gap State Park the same day. The Route 40 Association was a volunteer group that lobbied for both Rocky Gap State Park and interstate highway funding for Western Maryland. Also present at the ribbon cutting ceremony were Cumberland residents, Francis Kenney, Maryland State Roads official (second from the left) and Judge Thomas Finan (fifth from left, white coat). *Photo courtesy Dan Whetzel.*

vocal support, he also donated land to the state for the recreational facility. Forty additional land owners also offered land; some were compensated for their property.

In 1963, the state acquired McLuckie's Clover Hill dairy farm, a large area that included the present day entrance and parking areas to the state park. The McLuckie barn, emblazoned with "Clover Hill" above the front doors, remained a local landmark until it was demolished in 1988.

Following additional land acquisitions, Governor Millard Tawes formally broke ground for the 3,000 acre Rocky Gap State Park in December 1966.

An important feature of the park was the creation of Lake Habeeb, located at the base of Evitt's Mountain. In 1970, the Army Corps of Engineers completed the dam which allowed the 243 acre impoundment to reach its capacity. Construction on the remainder of the park continued

until July 17, 1974, when the Rocky Gap State Park formally opened to the public under the authority of the Maryland Department of Natural Resources.

The park offered hiking, boating, fishing, picnicking, and other outdoor nature experiences in a low density environment. Local officials immediately sought to capitalize on the success of the park by planning additional facilities that would attract more visitors and possibly new businesses. The two most frequently discussed facilities were a conference center and public golf course.

In 1979, officials discussed the possibilities of establishing a state-private sector partnership for the purpose of building a conference center and golf course adjacent to Rocky Gap State Park. Four years later the discussions led to the formation of a 15 member state task force; the group's charge was to examine the feasibility of a resort-convention center in Western Maryland.

Over the next decade various plans for the resort and golf course were discussed. While individual proposals differed, most discussions focused on collaborative efforts between the state government and private developers. An enhanced Rocky Gap State Park was promoted by advocates as an economic boost for Western Maryland, a region that was experiencing a high rate of unemployment.



Jack Nicklaus driving a few balls on the newly constructed Jack Nicklaus Signature Golf Course at Rocky Gap State Park, May 17, 2001. Photo courtesy Albert L. Feldstein.

Through the support of local and state officials, including Governors Schaefer and Glendenning, the Rocky Gap lodge and golf course moved from discussions to reality in May 1996 when funding was approved for the resort complex.

The 54 million dollar lodge including public golf course and conference center was financed by private bond sales, state bonds, grants or loans, and Allegany County funds. The Maryland Economic Development Commission (MEDCO) was instrumental in organizing and promoting the initiative. With the financial package in place, Governor Glendenning presided over groundbreaking ceremonies on May 20, 1996, nearly three decades after a similar ceremony conducted by Governor Tawes marked the formal start of Rocky Gap State Park. While both Rocky Gap State Park and adjacent lodge were owned by the state, operations remained separate. The state park remained under the authority of the Maryland Department of Natural Resources while management of the lodge was leased to several private companies over the years.

Two years of construction were required to build the six story, 220 room luxury lodge and suites center that formally opened on April 17, 1998. The accompanying Jack Nicklaus Signature Golf Course, the only one in Maryland, followed three years later with formal ceremonies being held on May 17, 2001.

The most recent phase of development at the site began in August 2012 when Rocky Gap Golf and Lodge Resort

was purchased by Evitt's Resort LLC, a subsidiary of Lakes Entertainment Inc. The deal set in motion a series of events that made Rocky Gap Casino Resort the fourth casino to open in Maryland.

After six months of planning and construction, the lodge interior was transformed by converting the former meeting rooms into a gaming floor with more than 500 slot machines, 10 gaming tables, a casino-center bar, and a stage for live entertainment. Guest rooms and the lobby were also upgraded to create a fresh look. Care was taken to maintain the rustic ambiance of the original lodge.

Long time visitors to Rocky Gap will immediately take note of the expanded amenities, particularly free valet parking. Scott Just, general manager of the new casino resort, recently summarized the enhancements, "We designed the gaming room with earth-toned colors, so it feels comfortable and open. Visitors will notice the refurbished lobby hosts "A Little Munch" snack bar and additional seating. On the first floor, the original *Lakeside Restaurant* was partitioned and now offers guests a themed buffet that includes Asian, Mexican, Italian, and All-American menus on consecutive week nights, and a surf & turf buffet on weekends."

Adjacent to the *Lakeside Restaurant* is the new *Burger and Lounge*; an extended deck overlooking Lake Habeeb and



Rocky Gap State Park is nestled in the beautiful Appalachian Mountains of Western Maryland and situated on scenic Lake Habeeb just off Interstate 68, Exit 50.

a wine menu are its two most popular attractions. Located near the Golf Pro Shop is the *Signatures Bar & Grill* that displays a giant HD television screen and additional smaller screens for sports fans. A Sunday National Football League (NFL) package will be offered in the fall.

A new meeting room is currently under construction and has a projected opening date of November 2013. According to Scott, “We are developing ideas for the new room that include floor shows, banquets, business meetings, concerts, and other events. Adjacent to the meeting center will be smaller rooms. The nearby fitness center, health spa, and indoor swimming pool are currently being upgraded.”

The most obvious new attraction at Rocky Gap Casino Resort is the gaming floor where a variety of slot machines and related attractions have drawn guests from around the region. The table games include Blackjack, Mississippi Stud Poker, Three Card Poker, Roulette, and Craps. Slot machines include Wheel of Fortune, Aladdin, Wizard of Oz, Ruby Slippers and Monopoly. According to Scott, “The variety of games means we have something for everyone from beginner to more experienced players. We also have gaming guides and employees to assist beginners.”

The digital age is evident on the gaming floor. Images of players inserting coins into one-armed bandits no longer apply to contemporary gaming. Instead of coins or tokens, players insert small cards that interface with the digital terminals. Money or points are digitally added and subtracted, according to results of the game. After finishing the game, players receive a cash-out voucher that may be converted to currency at ATM machines or the casino window. All games are approved by the Maryland Lottery and Gaming Control Agency and are connected to a state accounting system.



Gaming has become a major source of revenue for state governments across the country and Maryland. According to official reports, state approved gambling revenues totaled nearly 1.8 billion dollars last year and local governments benefited by sharing in the profits. Approximately 556 million dollars was returned to the state by the gaming industry. The state distributed those funds to education, public safety, and other programs. Allegany County will receive 5.5% of the profits generated at the local casino.

Economic considerations were a primary reason local officials favored the establishment of a casino at Rocky Gap. Construction jobs provided an initial boost to employment, while the subsequent hiring of staff is an ongoing benefit to the local economy. Approximately 90% of the staff is from Allegany County and surrounding areas.



Scott emphasized that Evitt's Resorts LLC is committed to establishing a profitable enterprise in Allegany County. "What we are doing positively affects economic development in Allegany County. We now employ 350 full time workers and 200 seasonal workers and have exhausted the local supply of labor. Anyone who wants to work should be able to find a job. We are still accepting applications and hiring workers."

The possibility of hiring local workers received a boost when Allegany College of Maryland offered a 12 week course in the skill of card dealing. Approximately 100 students enrolled in the program, thereby capitalizing on yet another partnership between the private and public sectors.

The casino's opening impacted the occupancy rate at the lodge. According to Scott, prior to Evitt's ownership the occupancy rate operated in the 40% range. In the time period since the grand opening, the occupancy rate has risen to 90%.

The Rocky Gap Casino's success will also have a positive effect on government revenue. "As we continue to grow, Allegany County and the state of Maryland will share in the profits that we generate at Rocky Gap Casino Resort," stated Scott.

Several beaches, ample picnic sites and pavilions provide fun and relaxation for many. Fishing and boating are popular on the lake, although only electric powered motors are allowed. Gasoline powered motors are prohibited.

Rocky Gap State Park is recognized as a positive factor in the casino's ability to attract visitors and a reason to continue informal ties that have existed between the park and resort. "We have a harmonious relationship with the park and work on an ongoing basis to coordinate activities and events at both locations. The state park is an added family attraction for our guests. We are also working directly with the Maryland Department of Natural Resources to implement a tree planting program and build a children's playground in the park," stated Scott.

The partnership that has existed between the state and private sectors at Rocky Gap will continue to grow in the future. "We own our casino, have signed a 40 year lease on the land, and look forward to sharing our success with the local community. We are committed to being an important partner in the economic growth of Allegany County."

"The author expresses appreciation to Albert L. Feldstein for use of archival resources referenced in the article."

Ken Snelson

Artist, Wood Carver, Model Maker

Written by: **Dan Whetzel**
 Photography by: **Lance C. Bell**

“I love and dream about art. I enjoy drawing railroads, cars, trucks, houses, and animals. The subject doesn’t matter, I just love art.”

Ken Snelson’s passion for recreating the world around him has been evident since he was a youngster growing up in Mount Savage and Grantsville, Maryland. His early artistic interests did not fade with time, instead they intensified and provided Ken with a vocation that embraced the creativity he always desired. The artistic expression that was evident during his employment years has since given way to the full time enjoyment of an artisan in residence.

Artistic expression proved to be a factor in making decisions early in life. As Ken recalled, “Following discharge from the military in 1960, my first thought

was to join the police force. My wife, Joyce, recognized my artistic interests and recommended that we start a sign shop. We kept the shop for 17 years before selling it to start a gold leaf lettering business.”

Ken has since retired from the commercial world and now enjoys carving, drawing, painting, creating models and anything else that strikes his fancy. Imagination and historical interests provide the inspiration for fashioning intricate works in different mediums.

Of particular interest to Ken are carving replicas of freshwater fish that are typically found in local streams. According to the artist, the carving process requires keen observations. “I consult with a taxidermist who allows me to take photographs. It is also necessary to observe fish in natural settings before the carving begins.”

The carvings, fashioned from bass wood, appear remarkably similar to specimens prepared by a skilled taxidermist. Carving birds, horses, and historical figures also intrigue Ken. One of his ongoing projects is carving miniature figures of the men who signed the Declaration of Independence.





The railroad industry provides Ken with inspiration for creating detailed models like the switch tower shown above. The C&P and Western Maryland railroads were part of daily life in Mt. Savage, Maryland, where Ken spent his early years.

Left: Two of the many freshwater fish carved and painted by Ken.



Memories of growing up in Mount Savage have also generated ideas, particularly those of the Cumberland & Pennsylvania and Western Maryland railroads that serviced industries in the town. Custom painted cabooses, gondolas, and lumber cars are displayed in his Meyersdale, Pennsylvania home. Reminders of more recent businesses are reflected in models of service trucks that operated in the region. The vehicles are carved from a wooden block or modified from a manufactured model, depending on the subject.

Experimentation, observation, and modification are the keys to Ken's success and enjoyment. "I come up with my own ideas. Sometimes I will see a work of art and think, 'I can do that.' I return home and try to create what I saw using my own techniques."

Joyce Snelson has witnessed her husband's passion for art over the decades. "Ken will see something that interests him. When we arrive home, he will move to the workshop and start working. It isn't unusual for him to spend hours working on a project."

A self-taught artist, Ken sells his creations from his home studio at 101 Willow Road, Meyersdale, PA 15552 (call 814-634-0651). He also displays and sells railroad drawings at the nearby Traditions Restaurant in Meyersdale, Pennsylvania and Penn Alps Gift Shop in Grantsville, Maryland. Another place to appreciate the artisan's work is the Garrett County Museum of Transportation located at 107 South Second Street, Oakland, Maryland, where Ken is a regular exhibitor.



Ken and some of his many creations.





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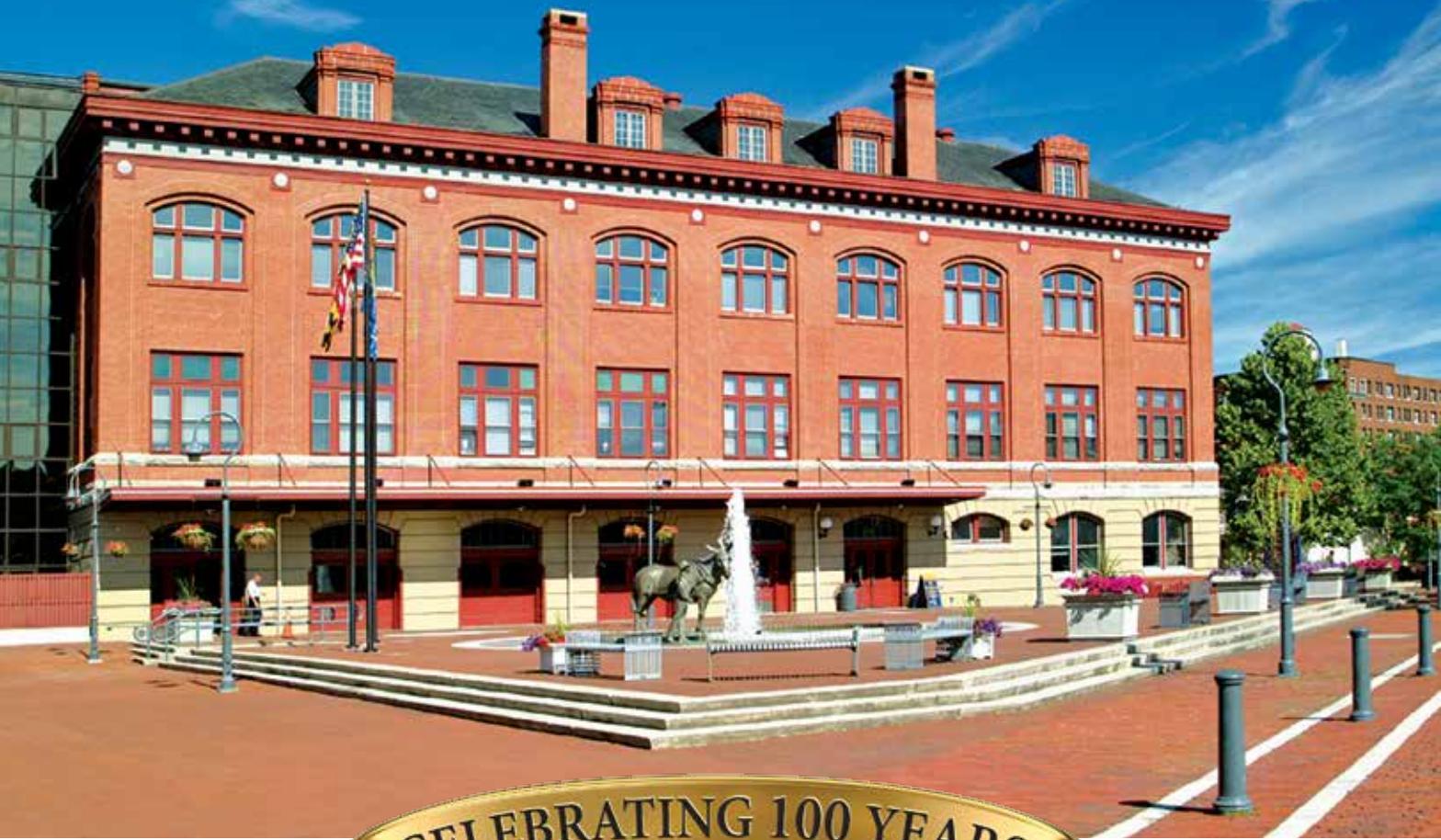
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CELEBRATING 100 YEARS

The Western Maryland Railway Station opened for business on Sunday July 27, 1913,

and the first passenger train scheduled during regular business hours was for the company's amusement park called Pen-Mar that was located in Washington County Maryland and Franklin County Pennsylvania. The new brick station reflected the growing importance of Cumberland as a commercial center and railroad hub for the east coast. Although the station was new, the Western Maryland Railway's presence had been established earlier with the completion of the railroad's Hagerstown to Queen City extension in 1906.

When Western Maryland trains arrived in Cumberland prior to 1913, passengers were served by a two-story frame

and the first passenger train scheduled during regular business hours was for the company's amusement park called Pen-Mar that was located in Washington County Maryland and Franklin County Pennsylvania. The new brick station reflected the growing importance of Cumberland as a commercial center and railroad hub

Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**

station on the corner of Baltimore and Canal Streets at Will's Creek Bridge. Built by the West Virginia Central Railroad in 1887, the passenger station also served as a depot for the Georges Creek and Cumberland (GC&C) and Pennsylvania (PRR) Railroads.

Upon completion of the new Western Maryland Railway Station, the former West Virginia Central Station was razed over a two week period of time. According to a Cumberland Evening Times report, railroad officials were busy moving old desks to the new station as demolition work began.

Designed by architect C.N. Patterson, the station expressed the importance and success of the railroad in the region.

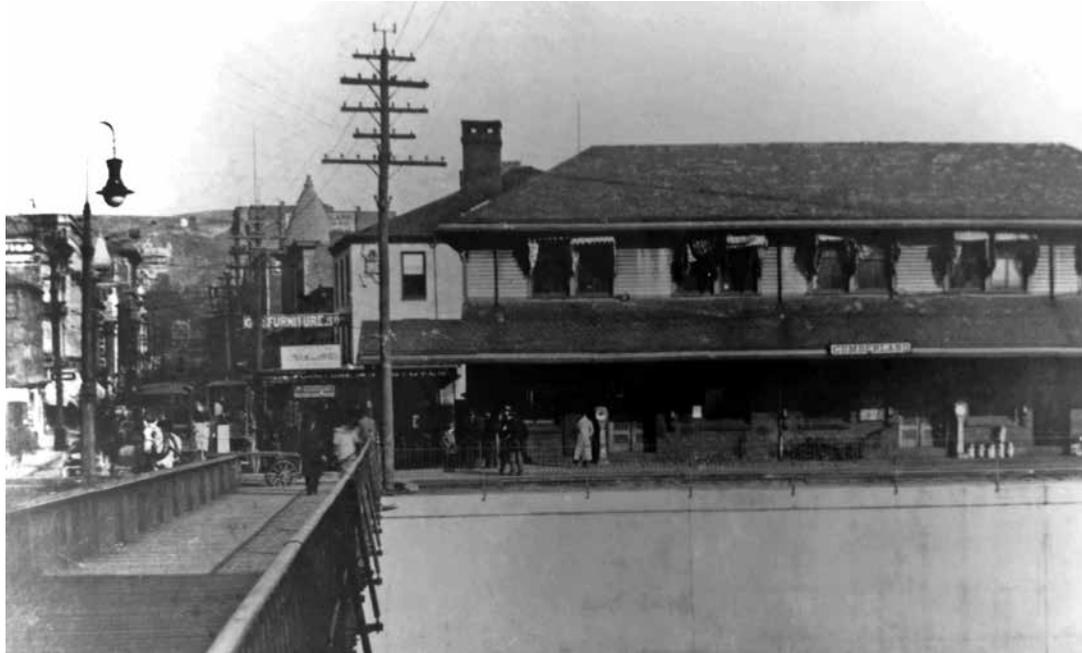
The building's style also reflected architectural functionalism that was typical at the turn of the twentieth century. It was two stories high on the west side and three on the east side. Nine long bays marked the length while three narrower bays defined the width. A massive modillion cornice encircled the building and three dormers over the three central bays created the most noticeable features of the exterior. Oak wainscoting and trim throughout the offices, particularly in the trackside ticket office and passenger waiting room, were notable interior features.

Within two months after opening a repurposing of the basement was required. Increasing numbers of west bound immigrants and the establishment of an immigration bureau operated jointly by the Hamburg-American Steamship Company and the Western Maryland Railway prompted the changes. A new agent's office and accompanying waiting room served as a distribution center for recently arrived Europeans heading west and north. A September 1913 Cumberland Evening Times report noted that 350 immigrants were expected to arrive at the station on October 1st, thereby underscoring the railroad's willingness to accommodate the additional passenger traffic. And based on the immigrant population of Allegany County listed in early twentieth century census records, it is apparent that Cumberland was also a destination, as the immigrant workers found employment in local coal mines, the glass industry, railroading, and related enterprises.

The Western Maryland Railway and station prospered for nearly 40 years before declining revenue required severe cutbacks, including the elimination of passenger service (1958) and the closing of facilities. In 1973, the Western Maryland Railway was absorbed by the Chessie System (a holding company that owned the former B&O, C&O, and Western Maryland railroads) and in 1976 the station

was abandoned. The Kelly-Springfield Tire Company later leased the building for storage purposes and as a front-end alignment facility.

Campaigns to preserve the historic building were launched by the Preservation Society of Allegany County, the Western Maryland Chapter of the National Railway Historical Society, and concerned individuals. In 1981,



Prior to 1913, passengers were served by this two-story frame station on the corner of Baltimore and Canal Streets at Will's Creek Bridge.

the preservationists efforts took a major step forward when the Chessie System conveyed the station to Kelly-Springfield Tire Company which in turn deeded it to the city of Cumberland.

Discussions about possible uses of the building ensued and recommendations were made to the Mayor and City Council of Cumberland. As a result of those discussions, the Western Maryland Station Development Committee (WMSDC) was established by the city for the purposes of maintaining the exterior appearance, renovating the interior for possible use as a cultural center and transportation museum, and other commercial enterprises. The WMSDC began operations in 1982.

In 1983, a nonprofit foundation called the Western Maryland Station Committee Inc. accepted transfer of the



Today, images of the past still exist within the interior of the restored Western Maryland Railway Station.

property from the City of Cumberland for the sum of one dollar. More than \$418,000 was raised by the foundation that oversaw cosmetic improvements and an endowment to pay for ongoing operations of the building.

In 1996, work began on an elevator tower attached to the south side. It was believed the station's full potential would be enhanced by an elevator and wrap around stairway to facilitate access to the top two floors. The tower would make the station compliant with federal laws regarding access to public buildings. Work on the elevator tower was completed in 1997.

Upon completion of the elevator tower, the Western Maryland Railway Station, festival grounds, and 58 acres of surrounding property became part of the Canal Place Heritage Area, a property managed by the Canal Place Preservation and Development Authority, a State of Maryland agency. Canal Place was the first certified Heritage Area in Maryland.



Extensive renovations occurred under the state agency's direction that preserved the structure and enhanced its utility to meet the needs of contemporary business applications. Today, the station is host to The Chesapeake and Ohio Canal National Historic Park and Allegany County Visitor's Center, The Western Maryland Scenic Railroad Administrative Offices, Canal Place Authority Administrative offices, Kramer's Deli, and professional offices. In addition, the concourse and plaza area of the station may be rented for parties and events. For more information, contact the Canal Place Preservation and Development Authority at 301-724-3655.

One hundred years after opening, The Western Maryland Station remains a vital part of downtown Cumberland. Who would have imagined in 1913 that a century into the future a Baldwin steam locomotive would be regularly steaming into the Western Maryland Railway Station for the purpose of serving passengers visiting Frostburg?

The Western Maryland Railway Station was listed on the National Register of Historic Places in 1973.

The Western Maryland Railway Station prospered for nearly 40 years before declining revenue forced elimination of passenger service in 1958.



Allegany Museum

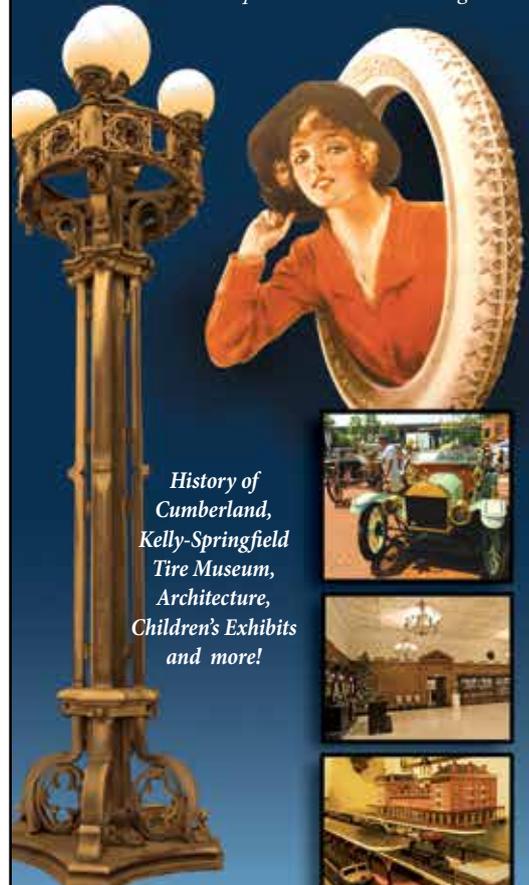
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25th Anniversary

The Western Maryland Scenic Railroad



Written by: **Dan Whetzel**
 Photography by: **Lance C. Bell**

Cumberland, Maryland has been a railroading town since the first Baltimore & Ohio Railroad steam locomotive steamed into town in 1842.

Rail traffic became an integral part of daily life for residents who learned to live with crossing delays and billows of black smoke; local railroads quickly became associated with progress and employment opportunities. The B&O was later joined by the Cumberland & Pennsylvania, Georges Creek & Cumberland, Pennsylvania, West Virginia Central, and Western Maryland railroads as they made Cumberland a destination for operations. While there were several carriers operating

in the city, it was the Western Maryland Railway's entry into Cumberland that proved to be a forerunner of the present day railroad that is celebrating its 25th anniversary season. The Western Maryland Railway and Western Maryland Scenic Railroad make for interesting partners separated by time but connected by generations of railfans who enjoy the lore of rails.

The Western Maryland Railroad was chartered in 1852 and quickly began to expand westward. In 1872, the line reached Hagerstown, Maryland, and was poised to make a major extension to Cumberland where rich natural resources awaited the carrier. At this time, local events became intertwined with national news events that catapulted the city and railroad into a national spotlight.

Jay Gould, the often vilified 19th century speculator and his son, George, sought to build a transcontinental railroad. Already controlling several railroads in the west, George Gould viewed the Western Maryland as the missing link needed to complete a transportation empire. In 1902, Mr. Gould completed an important step in the process when he acquired the Western Maryland Railroad through a

business arrangement with a group of investors known as the Fuller Syndicate.

To finalize the coast-to-coast railroad, a Hagerstown-to-Cumberland extension was necessary. While the Western Maryland extension finally reached Cumberland in 1906, it had proven to be a difficult and expensive undertaking that ultimately resulted in the collapse of the Fuller Syndicate and Gould's empire. Gould's financial woes made front page news across the country. In 1908, the Western Maryland Railroad entered receivership where it remained until emerging the following year as the Western Maryland *Railway*. In fulfillment of an agreement with the New York Central System, the Western Maryland built the 86 mile long rail line from Cumberland over the Allegheny Mountains to Connellsville, Pennsylvania, during 1910-12. This new track allowed its trains to go on to Pittsburgh and farther west.

The Western Maryland Railway established itself as a successful carrier over the next five or six decades. The railroad could not, however, overtake its major competitor, the B&O Railroad. Competition with the B&O proved to be costly and contributed to the Western Maryland's financial difficulties in the late 1950s when through passenger service from Baltimore to Elkins via Cumberland ended (1958) and freight operations declined. A second factor in the railway's demise was the number of consolidations



SAFETY
FIRST

SAFETY
FIRST

experienced by the industry that eventually absorbed the company. Incorporation of the Chessie System in 1973 meant the B&O, Western Maryland, and Chesapeake and Ohio railroads would merge into one entity. Duplicate trackage created by the merger resulted in abandonment of Western Maryland right-of-way.

The Return of Steam to Cumberland, The Western Maryland Scenic Railroad (WMSR)

In 1987, the owners of the Alleghany Central Railroad generated excitement among railfans when they tested their steam powered locomotive on abandoned Western Maryland trackage. The test runs proved to be a new era for an established industry in Allegany County. Once again Cumberland residents experienced the sounds of iron horses and steam whistles.

The scenic rail excursions that followed blended the spirit of the former Western Maryland Railway with entrepreneurship, volunteerism, supportive government officials, and hard working employees to make the Western Maryland Scenic Railroad a national attraction.

Jack and Sally Showalter, operators and owners of the Alleghany Central Railroad, provided locomotives and mechanical expertise while the Western Maryland Scenic Railroad Development Corporation (WMSRDC) (a non-profit corporation formed in 1986) and dedicated volunteers prepared much of the ground work necessary for a steam



***Mountain Thunder* steams through Brush Tunnel on its way to Frostburg.**

excursion railroad to operate on an abandoned 15.6 mile right-of-way between Cumberland and Frostburg. Negotiations among the WMSRDC, the Showalter's, the State of Maryland, Allegany County, and the City of Cumberland allowed the Alleghany Central Railroad to begin public operations in April 1989, thereby marking the return of steam engine passenger service to Allegany County after a four decade absence.

The Alleghany Central owned two Pacific class steam locomotives, numbered 1238 and 1286, and operated a GP-9 diesel that was acquired by the City of Cumberland. Ridership during the inaugural year exceeded 40,000, nearly double the projected number.

In 1991, the contract between the WMSRDC and the Showalters was not renewed and Sheraden Rail-Op from Addison, Illinois, signed a one year deal with the nonprofit organization. Under Sheraden's direction the Western Maryland Scenic Railroad operated vintage

diesels, Alco units FPA-2 and RS-3 painted in "Fireball" schemes.

Although the Western Maryland Scenic Railroad operated diesels during its third year of operation, officials were committed to steam power and acquired a Baldwin 2-8-0 locomotive in January 1992. Dubbed "*Mountain Thunder*" and renumbered 734 by the WMSR, the locomotive was built in 1916 by the Baldwin Locomotive Works for the Lake Superior & Ishpeming Railroad, based in Marquette,



On Memorial Day, Engineer Donnie Shaw displays American flags on *Mountain Thunder*, as he does for other special holidays and occasions.

Michigan. The classification type is a Consolidation 2-8-0; the numbers 2-8-0 refer to the two smaller pilot wheels to the front, 8 larger driving wheels behind, and no trailing wheels. This specific locomotive was used for switching and freight hauling in Michigan's Upper Peninsula from 1916 to 1956. In 1971, it was placed on display in the Illinois Railroad Museum, until the Western Maryland Scenic Railroad purchased it. Over 90% of the parts replaced on the engine were machined in the Western Maryland Scenic Railroad shop and the engine was put into service once again in 1993 on right-of-way formerly owned by the Western Maryland Railway. Although the locomotive 734 was not originally on the Western Maryland roster, the railway operated similar

2-8-0s for many years. In 1995, two General Motors (EMD) GP-30s were acquired from Conrail and also painted in Western Maryland livery. Passenger cars, cabooses, and freight cars have been acquired over the years. Today the WMSR owns and operates a variety of coaches and rolling stock.

The WMSR's 15.6 mile route to Frostburg begins in Cumberland and heads west into the Narrows. The ride to Frostburg is a challenging 1,300 foot vertical climb from Cumberland and includes a stretch of track rising at nearly 3% grade. The final two miles are on the former Cumberland and Pennsylvania Railroad's route because it enters Frostburg at closer proximity than the original Western Maryland Depot which burned in 1963. Additional highlights of the trip include Helmstetter's Curve, Brush Tunnel, and an operating 100 foot turntable that enables *Mountain Thunder* to turn and prepare for the return trip. While at Frostburg, visitors may visit the Thrasher Carriage Museum, shop at nearby depot stores, or sightsee in the town of Frostburg, a community of 8,000 residents and home to Frostburg State University.

To keep the WMSR maintained and on time requires a crew of dedicated employees. Mike Gresham, the railroad's superintendent, believes it is vital that everyone strives to provide a positive experience for visitors. "We work really hard to make visitors feel welcome when they arrive at the Cumberland station. Operating a passenger train requires us to create a positive experience for visitors at every point we make contact with them. Our employees are dedicated to making that happen for our guests." The superintendent's train crew must synchronize its efforts much like the moving parts in the locomotive they operate.

Danny Pluta, an eight-year employee, arrives in the predawn hours to light the boiler and



Fireman, Steven Diehl shovels coal into the firebox to maintain steam pressure at 195 psi.

maintain the required temperature because *Mountain Thunder* never completely sleeps during the operating season. Danny's work is followed by fireman Steven Diehl who arrives at 8:00 am to prepare a fresh bed of bituminous coal in the firebox. "I break the coal bank that Danny prepared and then light off the fire. As the fire gets hotter the boiler temperature increases. One of my responsibilities is to get the steam pressure to 195 psi and keep it at that level. It takes about five or six hours to get the engine up to operating pressure. I also top off the lubricators for air compressors, journals, cylinders, and the stoker (a mechanical screw device that moves coal from the tender to the firebox)."

Brakeman Trevor Laber has worked on the WMSR since attending Allegany High School, a total of three years. "It's a job that I really

like doing. Basically, in the morning I help to get the train ready by fueling the cars and completing mechanical inspections. Then I assist on the train ride to Frostburg and set the handbrakes."

Engineer Donnie Shaw, a five year veteran of the WMSR, notes that all steam training is "on the job." Donnie operates both *Mountain Thunder* and the diesel units but prefers the former. "I like steam best because it is more fun and almost a life form. The compression of steam is its lungs, the coal its food, and water its drink. *Mountain Thunder* even sweats when blowing off excess steam pressure. Operating a steam engine is an art because you learn to feel what the engine is doing and cope with its different personalities. There could be two consecutive days with the same conditions, but it runs differently each time. I once read that steam locomotives are the closest thing people have invented to creating mechanical life forms. Operating the steam engine got in my blood and I really enjoy my job because it is fun and rewarding."

A ride in *Mountain Thunder's* cab is a step back in time and a great example of living history. No LED gauges, digital instrument panels, or climate controlled enclosures for the engineer, fireman or brakeman. Those technologies did not exist in 1916 and they are not to be found on #734. A roaring fire heats the cab, coal dust covers everything in sight, a sulfurous smell hangs heavy in the air while the sound of steam permeates the passenger station complex like a giant whistling tea kettle.

Operating the iron horse creates a simultaneous cacophony or symphony depending on whether one is new to the event or an enthusiast who enjoys the interaction of mechanical and human motion the engine requires. Engineer Donnie directs the symphony with his raised left arm that pulls and pushes the brake handle and long



Engineer, Donnie Shaw (left) and Conductor, Jim May prepare to board *Mountain Thunder*.

throttle, a series of linkages that allow steam into the pipes and cylinders. If more speed is desired, the handle is pulled to allow more steam pressure to be released to the pistons. A steady rhythm of ***CHOO-choo-choo, CHOO-choo-choo*** means the symphony is in full progress and all systems are go. Any drop in pressure is a cause for concern and a call to action. Monitoring the symphonic sounds is a key component in the operation of the iron horse.

Fireman Steve moves in a two step pattern to monitor the analogue pressure gauge, firebox, and stoker. "I open and close the stoker to move coal into the firebox. By controlling the amount of coal that moves from the tender into the firebox, we regulate the fire and heat it produces. If the fire looks too dark, the stoker is cut back."

How fast is ***Mountain Thunder*** traveling? Don't bother to look for a speedometer because it doesn't exist. Donnie monitors the speed by consulting a railroad pocket watch; one mile in four minutes, or 15 miles per hour, is a typical gallop for the iron horse, at least until climbing the 3% grade near the town of Frostburg.



Western Maryland Scenic Railroad's Mechanical Department: (Top, left to right), Robert Handley and Scott Nixon; (Bottom, left to right), Chief Mechanical Officer, Dan Pluta; Dan Pluta II; Fireman, Steven Diehl; Leonard Faidley; Mark Andrews; Engineer, Donnie Shaw; and Fleet Manager and master machinist, Chris Talluto.

While passengers are enjoying the scenic ride, conductor Jim May carries out assigned duties. Like many of the WMSR employees, his work day begins long before the train arrives at the station. In fact, Jim reports for duty at 10:00 am to monitor ridership, sign out the track, and inspect the interior of passenger cars. A former CSX employee, Jim understands rail operations and the importance of attending to details. "When everything is ready, I give permission for the train to enter the station and prepare to board passengers. It is a really enjoyable experience to talk with passengers who come from all over the world. The steam engine is the big draw for train enthusiasts and it is amazing that steam is still here."

Maintenance operations are performed at the former Western Maryland Ridgeley Yard complex located a short distance across the Potomac River. The original Western

Maryland shop opened in August 1913 and featured a state-of-the-art brick and steel roundhouse hosting 20 engine stalls. Most of the original complex was destroyed by fire and demolished before the 1980s, so facilities needed to be built or upgraded. Today the shop employees repair and maintain the WMSR cars and locomotives, as well as refurbish equipment from other railroads.

Dan Pluta, chief mechanical officer, father to Danny, and a 22-year veteran of the WMSR shop oversees all work related to engineering designs, ordering materials, and mechanical repairs. “I basically organize the work for shop employees. Our employees are cross trained and everyone is willing to do whatever is necessary to get the job done.” Chris Talluto, fleet manager and master machinist, works with Dan to maintain *Mountain Thunder* and the complement of diesels and coaches operated by the WMSR. Employees Mark Andrews, Scott Nixon, and Robert Handley also enjoy working on the old technology and everything associated with the historical aspects of the WMSR. According to Superintendent Mike, “Dan and the crew really keep the railroad running. It is also interesting to see Dan passing along the skills and knowledge associated with one hundred year old technology to his son and other employees that will keep the tradition alive for the next generation. That is what makes the WMSR so special.”

Donna Corley, office manager, has supervised the gift shop, acted as a liaison with the accounting office, and operated the business operations for eleven years. “We all work together to provide a positive experience for our visitors. Steve Spring and Nicole Gray handle the ticket sales and we add seasonal reservationists and gift shop employees during our operating season. We are fortunate to have so many experienced employees at the WMSR.”

The Western Maryland Scenic Railroad continues the passenger train service that Cumberland has experienced since the mid 19th Century. Passing along those traditions and mechanical technologies associated with the industry to contemporary visitors make the railroad a unique place to visit. The WMSR invites residents and visitors to be a part of special activities and promotions during its Silver Anniversary season.



Track Crew (left to right): Andy Buskirk, Josh Nixon, and Bruce Soistman.

WMSR Track Crew

Visitors to the Western Maryland Scenic Railroad often associate the train with employees that are visible, particularly the conductor, fireman, and engineer. Other employees are not so visible yet contribute to the railroads success and safety. The WMSR track crew carries out a number of important duties that are mandated by regulators. According to Bruce Soistman, track foreman, “We gauge the rails, install ties, and conduct twice a week track inspections. During the off-season we spend a lot of time clearing the right-of-way. We also transpose rails; that means unfastening the rails, picking them up, and turning them around, so there is a sharp edge on the rail.” Mike Gresham, WMSR superintendent, noted that the State of Maryland track inspector recently complimented the crew for its excellence in maintaining the 17 miles of track. “We can have the best equipment and train crew but if the rails are not maintained, we are not going anywhere. Most people don’t think of the track crew when they see the train. We are fortunate to have a hard working crew at the WMSR.”

The author expresses appreciation to Richard Kirsch and Pat Stakem for assistance in writing the article.

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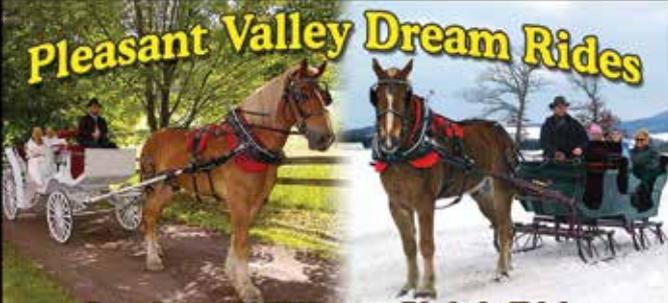
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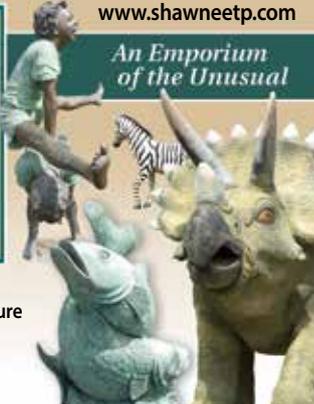


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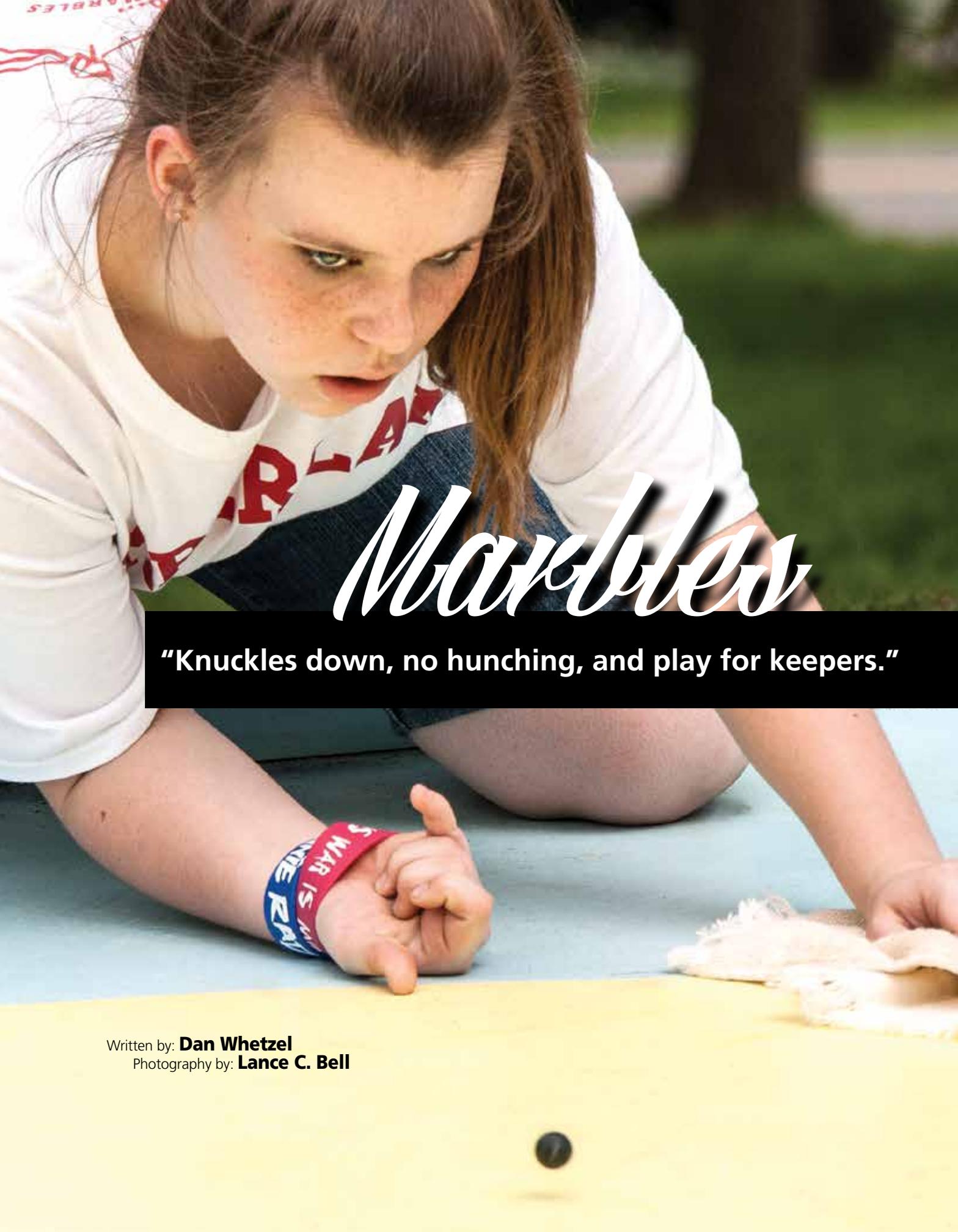
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Marbles

"Knuckles down, no hunching, and play for keepers."

Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**

Do you recall those instructions

when gathered around a school yard marble ring? How about plunkers, cat eyes, and shooters? Everyone can relate to playing marbles. In fact, variations of the game were enjoyed by Egyptians and Romans centuries before youngsters in this country huddled around hand-drawn circles filled with clay marbles.

Organized marbles competition in the United States began when a non-profit organization called the National Marbles Tournament Inc. hosted a national tournament in Ocean City, New Jersey. Ninety years later, the tournament still attracts marbles champions from around the country, although the tournament location is now Wildwood, New Jersey.

Rules for playing marbles are not difficult to master. All tournaments operate under rules of a game called “Ringer.” A 10 foot diameter ring surrounds 13 marbles that are placed in the center and arranged in the shape of an equal sided cross. The players, referred to as mibsters, must keep their “knuckles down” (on the ground) when they shoot. The first player to knock seven marbles from the ring is declared the winner.



Facing page: Mibster Briana Brode keeps her “knuckles down” (on the ground) while shooting in proper tournament competition rules.

Above right: Marbles lined up in an equal sided cross to begin each game.

In 1933, excitement in marbles was generated locally when the *Cumberland Times-News* supported the national marbles tournament by organizing competitions at schools under the direction of employee J. William Hunt. Rules were basic and easily understood; the youngest contestants had to be enrolled in the third grade and the oldest could participate up to the age of 14. No money for entry fees was required, and according to newspaper reports, youngsters only needed a shooter (a favorite marble used by the player to knock marbles from the ring) and clay marbles to participate. Girls were welcomed.

Schools embraced the tournament and hosted spirited contests that were frequently reported by the newspaper.



Spectators enjoy the local tournament finals at Constitution Park in Cumberland, Maryland. The finalists travel to Wildwood, New Jersey for the National Marbles Tournament each year.

Regularly participating schools during the 1930s included Midland, Columbia Street, Johnson Heights, Humbird, Greene Street Junior High, Hammond Street, Eckhart, McCoolle, Penn Avenue Junior High, LaSalle, St. Patrick’s Corriganville, Oldtown, Cresaptown, Ellerslie, LaVale, Luke, Bruce, Sts. Peter and Paul and Union Street.

School winners advanced to the local championship tournament held during the month of June at Community Ballpark located along Wineow Street in South Cumberland. Large crowds witnessed the event and followed the brackets as winners advanced. The 1937 participants were particularly rewarded by receiving free admission to the Strand Theatre, white yachting



Marble Tournament rings at Gephart Elementary School, circa early 1960s. Photo courtesy Dan Whetzel.

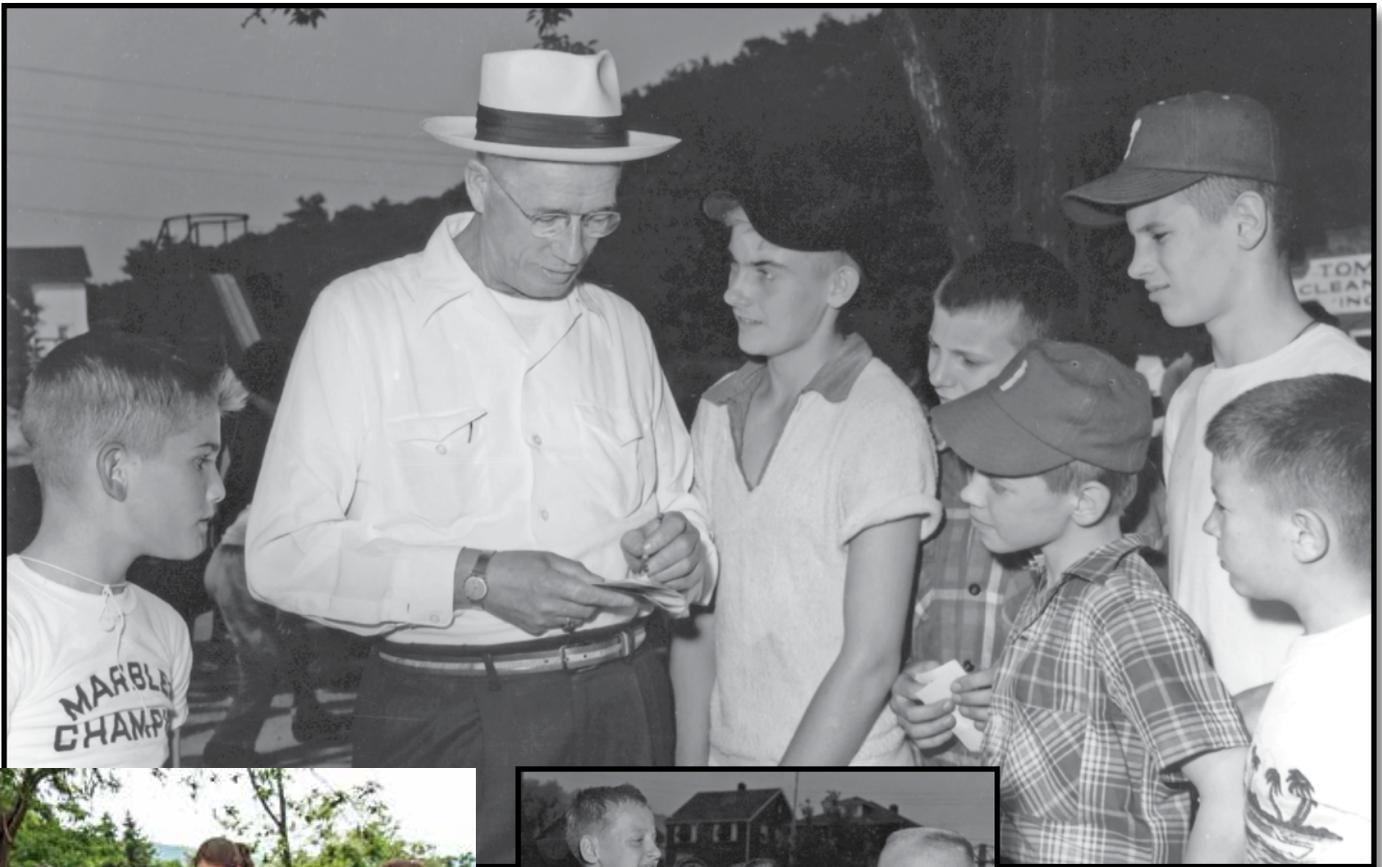
hats, unlimited ice cream treats, and a grand reception at Baltimore and Liberty Streets, featuring two high school bands. Impressive luncheons at the Fort Cumberland Hotel were also regular features of pre war competitions. Champions in the early years were Boyd Mertens, John Ratke, Wallace Ullery, and Ray Kamauf.

The City of Cumberland Recreation Department assumed control of the marbles tournament in 1959. According to Gene Mason, long time Director of Parks and Recreation for the City of Cumberland, “When the newspaper dropped the sponsorship, our phones started ringing. Parents, school principals, and students made it clear the tournament was a good program, and the city would be performing a great service if it would run the event. We decided to assume the responsibilities and the city has sponsored the tournament ever since.”

According to Mr. Mason, teachers organized the school events. Each school declared a winner who would advance and participate in the city



Photos at Left (top to bottom): Brandon Robinett concentrates on his follow through. Aleah Spencer watches her shot. Dayna Lashley, Kayla Wamsley, and Aleah Spencer racking the marbles to start a game.



Former National Champions Rick Brode (left) and Rick Mawhinney demonstrate lagging to determine who will shoot first in the tournament game. Onlookers (left to right): Alexis Lashbaugh, Hailey Jenkins, Diane Johnson (*Director of Parks & Recreation*), Nicole Morral, and Briana Brode.



Elementary school marble tournament participants were greeted by the greatest left-handed pitcher in baseball history, Lonaconing resident Robert Moses "Lefty" Grove.

Inset: Del Proudfoot (right), City Marbles Tournament Champion, 1959.

Both photos courtesy Dan Whetzel.

tournament. "The first few years we held the city tournament on clay rings at Gephart Elementary School. We then made concrete rings at Constitution Park, and that is where the tournaments have been held since the mid 1960s."

Mr. Mason also became involved in the national tournament program as a result of chaperone duties for local winners. "I eventually became National Director and held the position until 2003 when I retired. "Although retired, Mr. Mason maintains contact with the national event. "This year was my 50th national tournament."

Another key person in the development of the local program was Delbert Proudfoot. As Mr. Mason recalled, "Del Proudfoot's son was the city champion in 1959, so he accompanied us to the national tournament. Del was so impressed that he asked if he could be a volunteer coach for the local program. I readily accepted his offer! Del was a great coach and mentor."

Cumberland's mibster program proudly proclaims eight national winners: **Rick Mawhinney** (1973), **Jeff Rice** (1976), **Jeff Kimmell** (1981), **Mike**

Moore (1982), **Patricia Kimmell** (1983), **Amy Thompson** (1985), **Dawn Lancaster** (1991), and **Ricky Brode** (2005). Nearby Ridgeley, WV also had two national champions, although they did not come through the Cumberland program: **Lori Dickel** (1987) and **Carl Whitacre** (1990).

Diane Johnson is the current Director of Parks and Recreation for the City of Cumberland and has been involved in the marbles competition since the 1980s. According to Diane, the game continues to attract youngsters. "This year we had eight schools and ten students compete in the city event. We appreciate the teachers and counselors who get the kids excited about the marbles program. We also appreciate the Rick Mawhinney family who has helped coordinate the local marbles program." Rick Mawhinney, the 1973 National Champion, has also succeeded Gene Mason as the National Chairman for the Wildwood Tournament. Major financial support has come from local civic and business organizations.

Diane Johnson is confident that marbles will continue to be a successful event for Allegany County youngsters. "We are planning to continue the program. We give credit to educators, volunteers, and business partners that continue to make our marbles program a success."

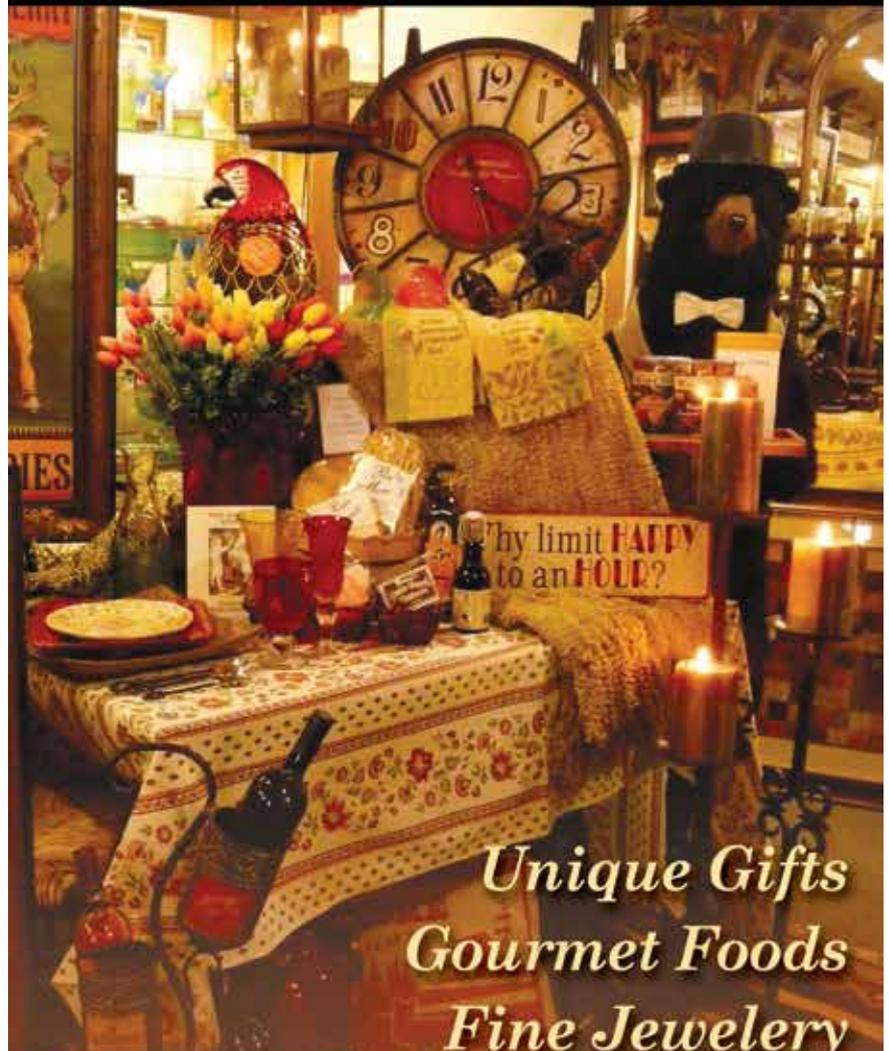
For more information, please visit www.nationalmarblestournament.org.



1983 National Girls Marble Champion, Patricia Kimmell shows Maryland Congresswoman, Beverly Byron the proper way to shoot marbles.

Photo courtesy Diane Johnson

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Charlie Amos

Master Painter

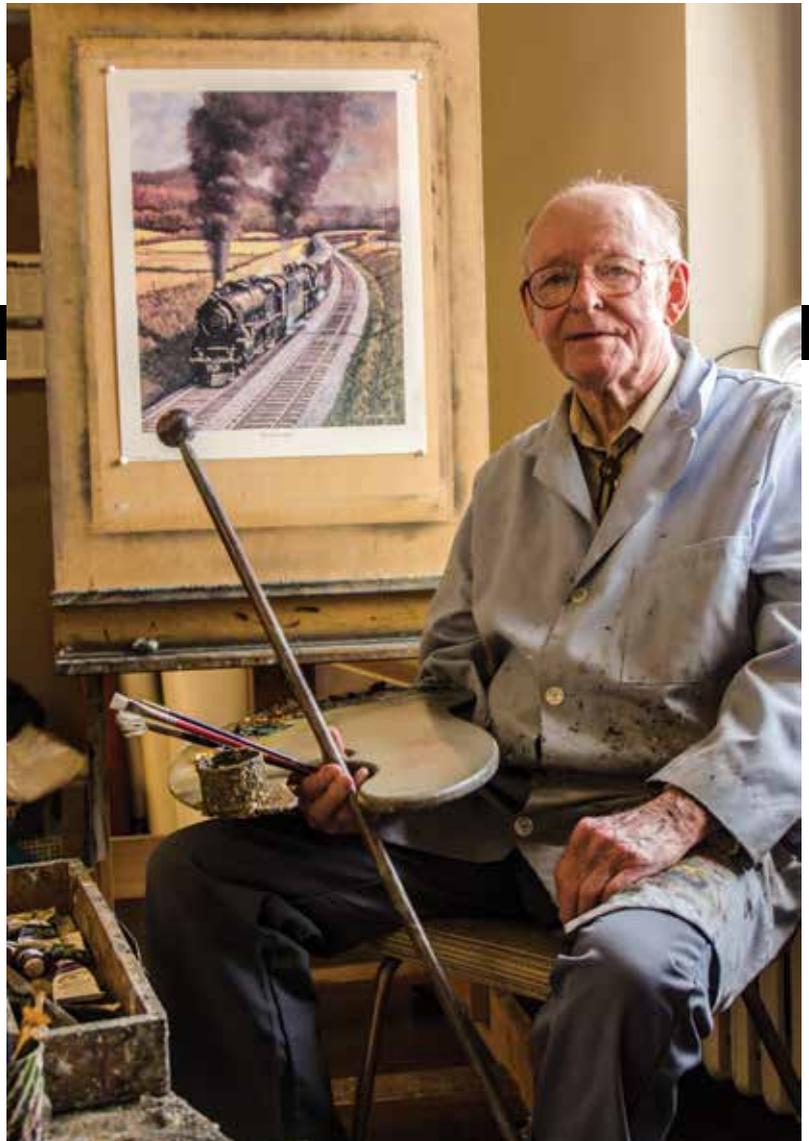
Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**

Charles, or Charlie as his friends call him, is a man of many accomplishments and foremost among them are his skills as a painter of trains, a delayed passion that grew to fruition over the last three decades. Fascinated by trains at an early age, he had plenty of opportunities to observe and sketch them at his home in Lutherville, Maryland. “I was sick a lot as a youngster. To amuse myself, I would draw on paper that my father provided. As I began to sketch trains my mother observed, ‘You can see the beauty in steam locomotives.’ That thought carried with me, even to today.”

Charlie’s parents recognized their son’s talent and made arrangements to enroll him with Erma Davis, an art instructor in Lutherville. “She taught me all the basics, including the use of perspective and spacial relationships. After a few years, Erma informed my parents that they should enroll me in a good art school to further my education.”

The next step in formal training occurred at the Marjorie Martinet School of Fine and Commercial Art in Baltimore. As a 12 year old, Charlie wasn’t too thrilled about spending summer days and school term Saturdays in classes. Three

Every time Charles Amos’ brush touches the canvas, he recreates the world around him, a world where the industrial power of railroading meets the fine art of painting.

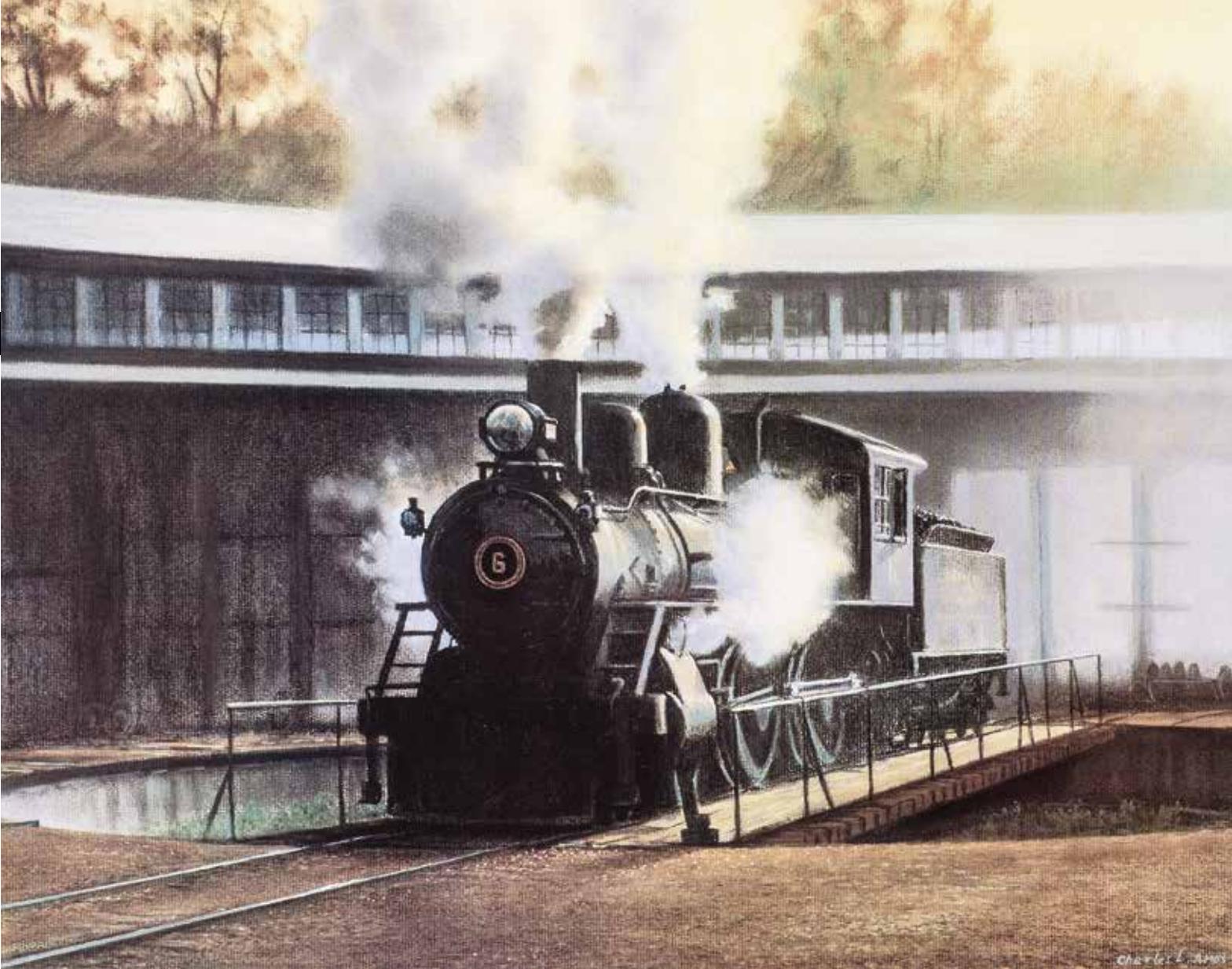


Charlie in his studio on the third floor of the Allegany Museum at 3 Pershing Street, downtown Cumberland, MD.

engineers came to the rescue by allowing Charlie to ride in the steam engine cab during commutes from Baltimore to Lutherville. “The engineers had a profound influence on me not only because they provided an incentive to attend art classes but because they allowed me to observe the intricacies of steam locomotives.”

It was during the early years of formal schooling that he developed a style of painting generally referred to as “realism,” a style that favors attention to detail and depictions of subjects as they appear in life. While his instructors favored the impressionism style, they did not try to influence Charlie’s choice of subjects or style.

Graduating from art school in 1949 did not result in an immediate foray into the fine arts. “Realism was not popular



“The Little Train” is one of Charlie’s favorite paintings.

at the time and I didn’t want to be a starving artist. I decided to pursue a transportation degree from the University of Baltimore School of Business, Industry, and Management. I figured it would be easier to pay my bills as a railroad man.”

Charlie’s figuring paid off as he steadily worked his way up the Western Maryland Railway ladder from entry level positions to Assistant Superintendent within 18 years. Next stop on the railroad career path was a position with the Federal Railroad Administration, where he advised administrators on train operations and rules. Three years later a move to the federal Department of Transportation brought with it the responsibilities of a congressional relations officer in charge of promoting President Ford’s

deregulation plan for railroads. Appointment as Executive Director of the American Association of Railroads was his last full time industry position before the interest in painting rekindled after a three decade hiatus.

“Mary and I were celebrating our 25th wedding anniversary over dinner. We were wondering what we could leave our kids. I suggested a painting for each of our children, so I dug out the paint brushes and completed paintings for each one. My sister, who was active in the Baltimore Civic Opera Company, said they were classics and urged me to exhibit them. So, I exhibited ‘Bluebird Lane,’ a path in the woods scene. A woman inquired about the price and because I really didn’t want to sell it, I told her it cost \$1,000. She bought it and that got my attention. I later



Charlie Amos' painting, "Metropolitan Special."

participated in another exhibition where I displayed a charcoal sketch of a locomotive. My cousin liked it and advised me to draw locomotives because they were not as common as landscapes and other subjects."

Charlie created more paintings of trains with an eye for detail that enthusiasts appreciated and demanded. Wheel arrangements, valve gears, steam whistles, numbers and other components of locomotives were part of his experiences growing up in Lutherville—Charlie understood trains.

A big break came when Bill Howes of the Baltimore & Ohio Railroad commissioned five paintings for a company safety program. The commissions led to additional work that kept him busy day and night while trying to maintain full time assignments with the railroad association. In 1985, Charlie resigned the railroad position to become a full time painter. "I was 54 years old at the time and the transition was scary. At first it was tough to pay the bills, but 300 commissioned paintings later I can say that I made it."

Charlie Amos has indeed "made it" and enjoys acclaim as a nationally recognized railroad artist. The late Walter Rich, President of the New York, Susquehanna and Western Railway, described Charles Amos as the foremost railroad painter in the United States.

What makes a good painting? According to Charlie, composition and placement are crucial. "A painting can be compared to a book that has a plot and subplot because there is a subject a viewer sees first followed by the eyes moving to other objects. The viewer is part of the picture."

It is also important to study the basics of drawing. "You have to take time to learn. Some artists don't want to go through all the preliminary, formal steps but expect to paint a "Rembrandt" after a few lessons. It doesn't work that way. Good drawings reflect formal training."

What defines Charlie's paintings? "I paint what I see and not what I know. I know the sky is blue but it may be gray or orange when I am painting it. I also like to capture the look of rainy night scenes because of the shimmer and reflections."

Favorite subjects of the artist include the late transitional era in railroading when diesels replaced steam locomotives. That time period allows the artist to capture the classic era of both forms of transportation. While rail transportation is Charlie's primary subject matter, a more recent request for a portrait also sparked an interest. "I was pleased with the results of my first portrait and I now enjoy painting them as much as trains."

Whether the subject is transportation, landscapes, seascapes, or portraits, Charlie takes the same painstaking preliminary steps to insure that a realistic rendering of the subject is accomplished. And attention to detail has resulted in accolades and acclaim for a railroad man who never forgot the beauty that may be found in a dirty, old steam locomotive.

Charles Amos' studio is located on the third floor of the Allegany Museum located on Pershing Street in Downtown Cumberland.

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Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**



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Among the nationally recognized attractions are five national parks, eight state parks, and 30 museums that encompass a range of historical and cultural events. Civil War battlefields, French and Indian War sites, Chesapeake & Ohio Canal attractions, and railroad sites are available for history buffs while world class museums, theatrical events, and musical productions provide opportunities for those interested in the arts.

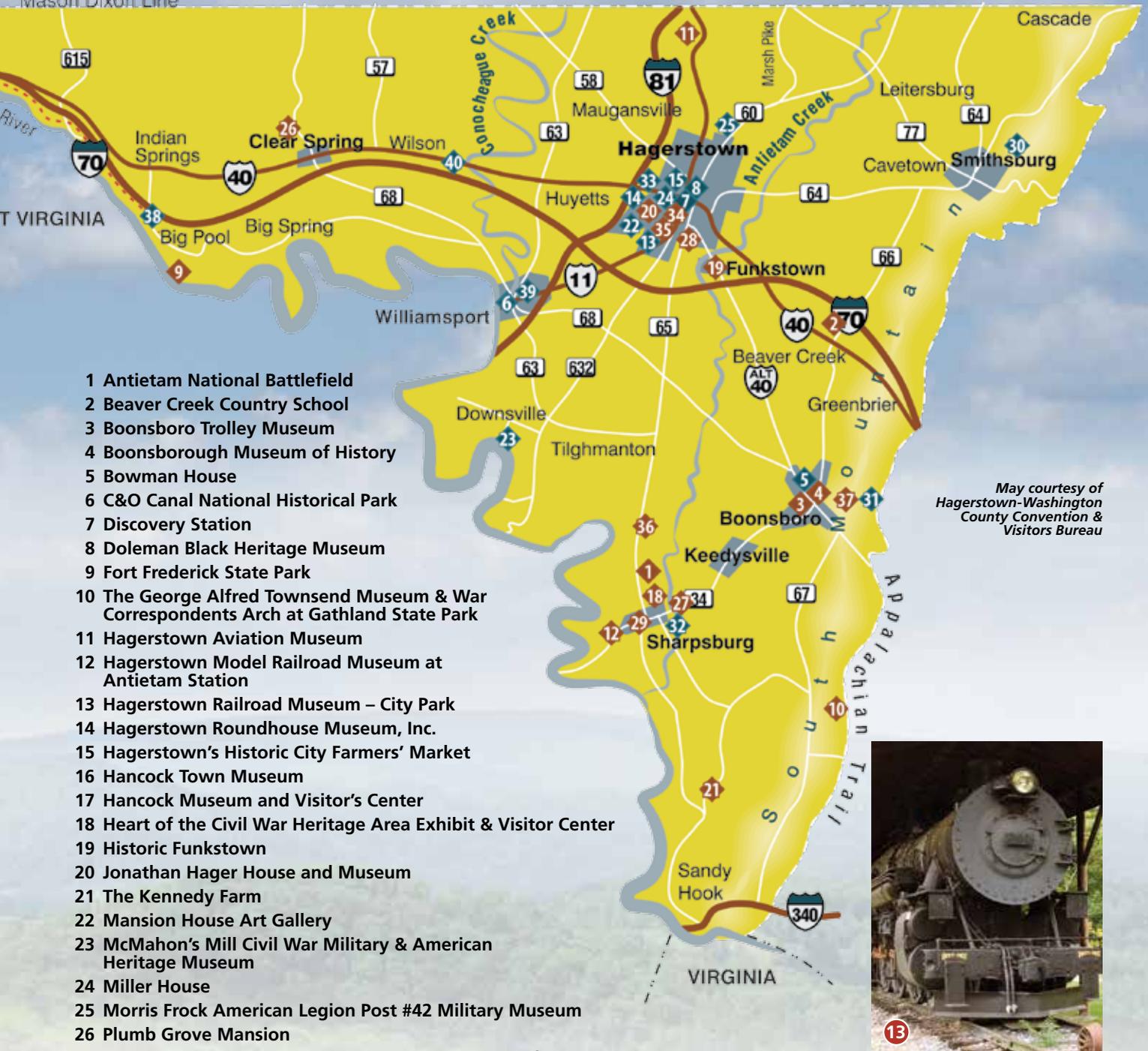
Recreational adventures include venues for hikers, bicyclists, golfers, and rock climbers. Motorsports tracks are open on a seasonal basis.

Entrepreneurship is represented in wineries, art galleries, farmer's markets, restaurants and other businesses. Business is also represented in the numerous shopping outlets that have made Washington County a regional retailing center in recent years.

Future issues of Mountain Discoveries will highlight past and present entrepreneurs, people, businesses, and events that have made the county a pleasant place to live and a national destination for visitors. The staff at Mountain Discoveries looks forward to sharing the exciting stories of Washington County residents with our readers and welcomes suggestions about their experiences.



Mason Dixon Line



May courtesy of
Hagerstown-Washington
County Convention &
Visitors Bureau

- 1 Antietam National Battlefield
- 2 Beaver Creek Country School
- 3 Boonsboro Trolley Museum
- 4 Boonsborough Museum of History
- 5 Bowman House
- 6 C&O Canal National Historical Park
- 7 Discovery Station
- 8 Doleman Black Heritage Museum
- 9 Fort Frederick State Park
- 10 The George Alfred Townsend Museum & War Correspondents Arch at Gathland State Park
- 11 Hagerstown Aviation Museum
- 12 Hagerstown Model Railroad Museum at Antietam Station
- 13 Hagerstown Railroad Museum – City Park
- 14 Hagerstown Roundhouse Museum, Inc.
- 15 Hagerstown's Historic City Farmers' Market
- 16 Hancock Town Museum
- 17 Hancock Museum and Visitor's Center
- 18 Heart of the Civil War Heritage Area Exhibit & Visitor Center
- 19 Historic Funkstown
- 20 Jonathan Hager House and Museum
- 21 The Kennedy Farm
- 22 Mansion House Art Gallery
- 23 McMahon's Mill Civil War Military & American Heritage Museum
- 24 Miller House
- 25 Morris Frock American Legion Post #42 Military Museum
- 26 Plumb Grove Mansion
- 27 Pry House Field Hospital Museum, Antietam Battlefield
- 28 Rose Hill Cemetery
- 29 Sharpsburg Historical Society
- 30 Smithsburg Historical Society
- 31 South Mountain State Battlefield
- 32 Tolson's Chapel
- 33 The Train Room
- 34 Washington County Arts Council
- 35 Washington County Museum of Fine Arts
- 36 Washington County Rural Heritage Museum
- 37 Washington Monument State Park
- 38 Western Maryland Rail Trail
- 39 Williamsport Town Museum
- 40 Wilson Country School and Store



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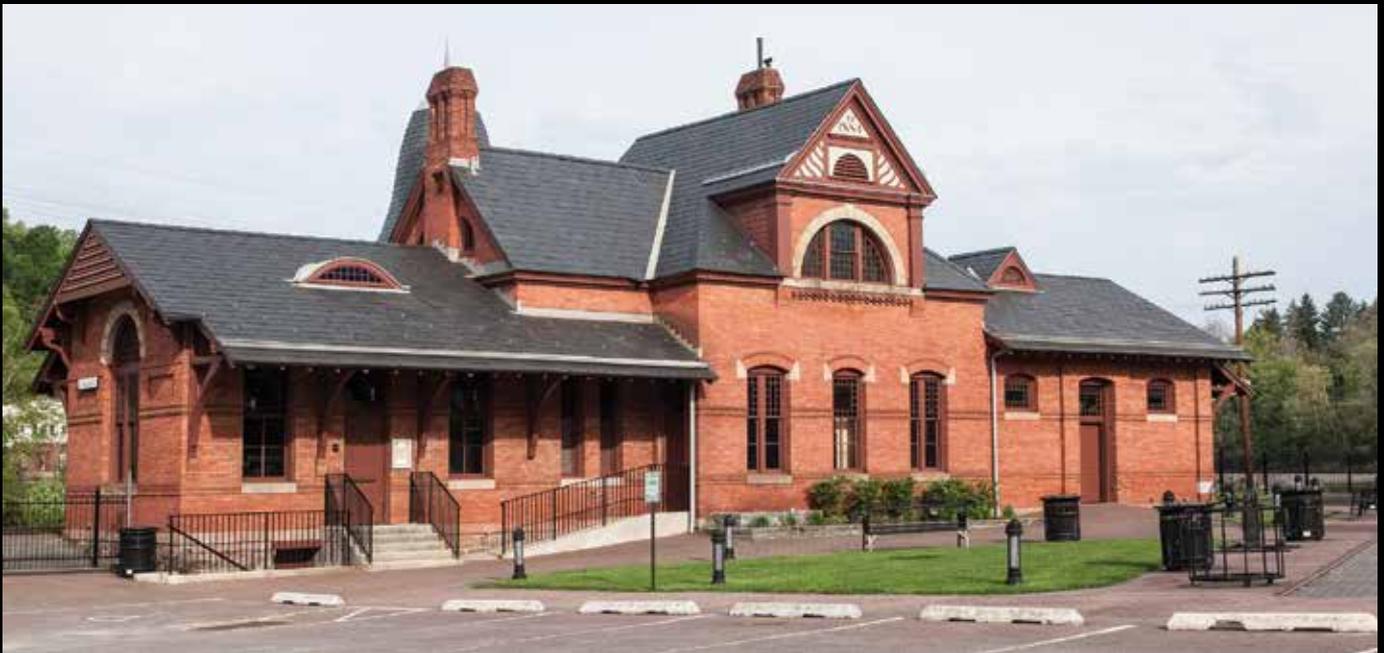
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The Baltimore & Ohio Railroad Station Oakland, Maryland

The B&O Railroad Station in Oakland, Maryland is nationally recognized for its architectural beauty and state of preservation. The station's construction in Oakland had much to do with the work of John W. Garrett, president of the B&O Railroad during a period of rapid growth following the Civil War. Mr. Garrett recognized that Western Maryland could play a vital commercial role in the railroad's extension of service into West Virginia and Ohio. The train station's construction in 1884 not only provided an architectural landmark for Oakland but also made a statement about the importance that John W. Garrett placed on the town. Today, the B&O Railroad station continues to serve an important role as the newest museum in Oakland.

When the B&O reached Oakland in 1851 its primary business interest was the delivery of timber to eastern markets, but Mr. Garrett also recognized the mountain community's value as a luxury tourist destination. His unpleasant experiences with warm summer months in the eastern metropolitan area was shared by many others who welcomed the cool mountains, clean air, and luxury accommodations built by the B&O Railroad. A hotel in Oakland and a larger hospitality complex in nearby



Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**

Deer Park attracted wealthy summer visitors. Presidents Ulysses S. Grant, Benjamin Harrison, Grover Cleveland, and William McKinley were counted among the vacationers to the area.

Rail traffic between Oakland and eastern markets expanded as business opportunities increased. An opportunity to express the town's significance to the B&O occurred following a fire that destroyed the train station. Mr. Garrett promised that a beautiful replacement would be provided and contracted architect E. Francis Baldwin to prepare plans. Mr. Baldwin designed many buildings for the B&O Railroad, including the central roundhouse (now hosting the B&O Railroad Museum), Point of Rocks Train Station, and the B&O Warehouse at Camden Yards.

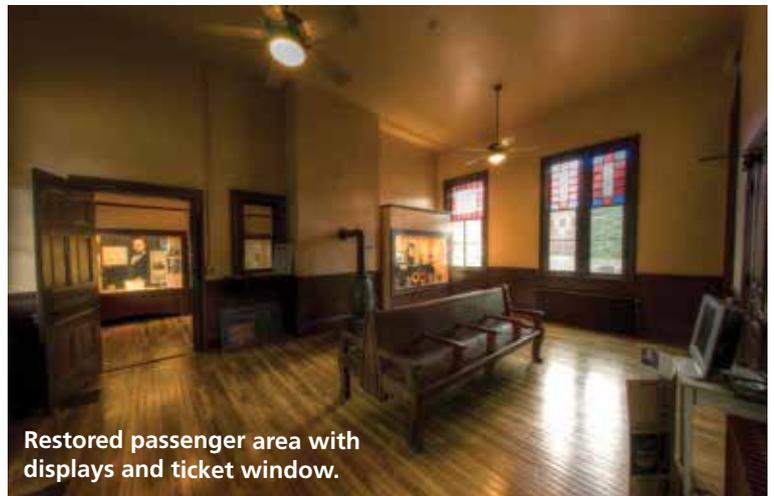
Mr. Baldwin's Queen Anne-style design for the new station was well received upon its dedication in 1884 and has continued to be appreciated over the decades. While passenger service is no longer offered at the station it continues to attract railroad enthusiasts and visitors who admire its graceful lines and historical setting.

The town of Oakland assumed ownership of the station in 1999 and began planning for a series of historically accurate renovations. The first update occurred in 2000 when the slate roof was repaired using stone quarried from the same source as the original one. A fresh coat of paint matched to the original colors and repair of stained glass windows returned the station to its former glory.

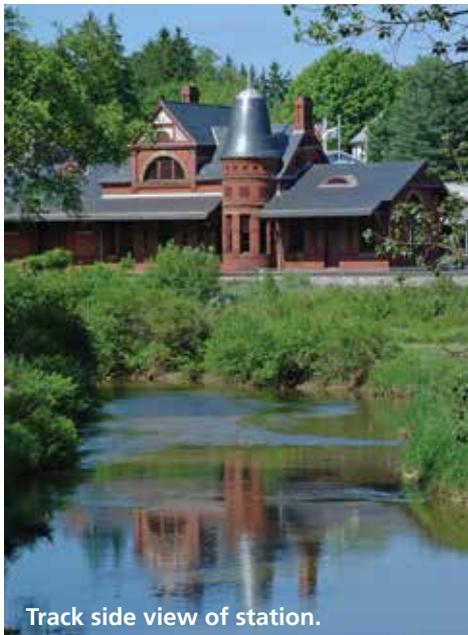
A more recent renovation was spearheaded by the Oakland Train Committee operating under the auspices of the Oakland Mayor and Town Council. The committee first consulted with officials from the Baltimore & Ohio Railroad Museum in Baltimore, Maryland for recommendations on upgrading the facility to host museum quality exhibits. Recommendations from the B&O Railroad Museum staff called for an extensive list of exterior and interior upgrades including a central air system, ultraviolet light filters, humidity controls, and enhanced heating and security systems. Support from government officials, community members, private foundations, and a grant from the Maryland Heritage Areas Authority Financing Fund have enabled the committee to oversee completion of most of the projects. While a formal agreement is still pending between the committee and the Baltimore & Ohio Railroad Museum that would make the train station a subsidiary of the Baltimore & Ohio Railroad Museum, agreements have been reached for rotating exhibits and artifacts to be provided.



Station interior and Gift Shop.



Restored passenger area with displays and ticket window.

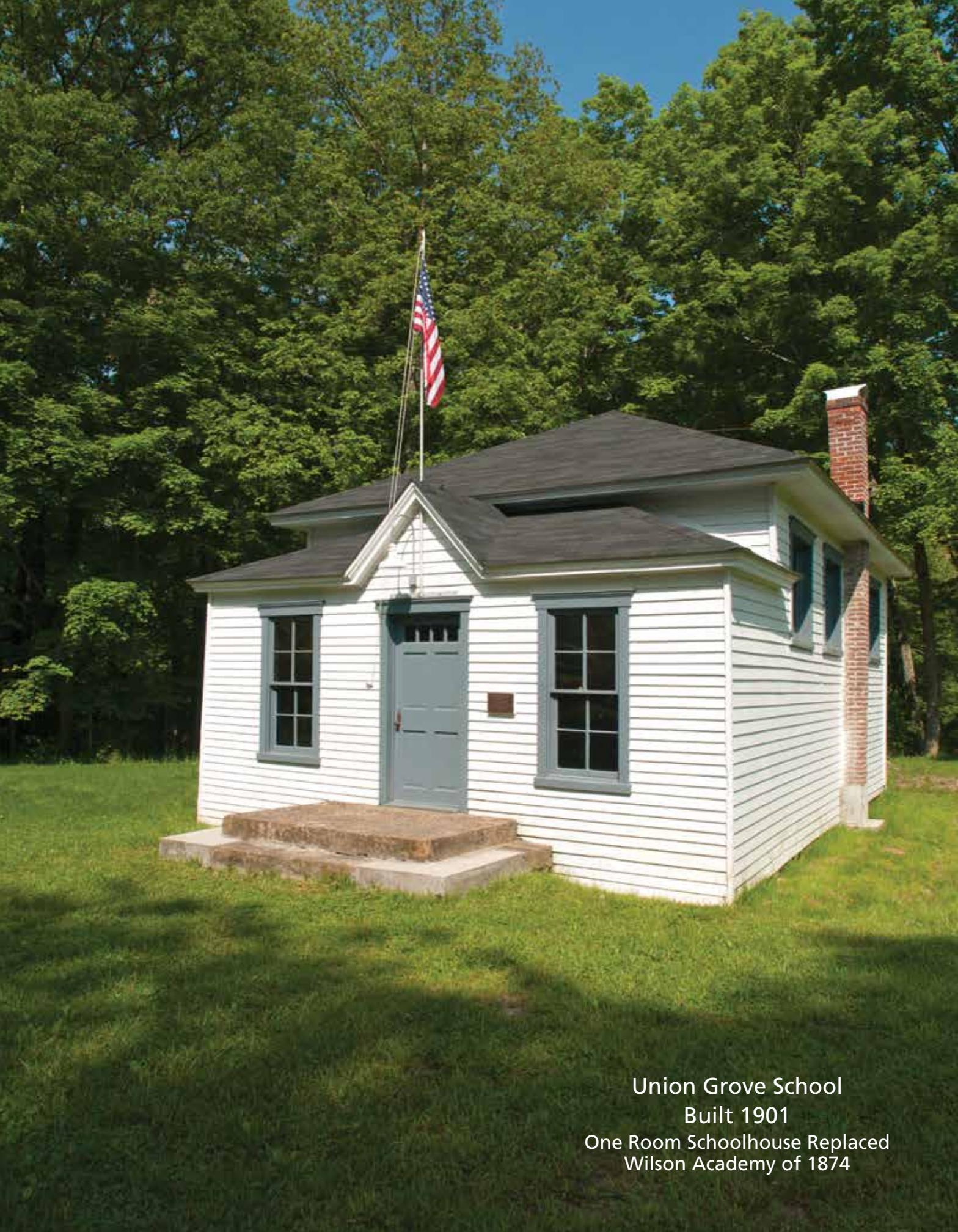


Track side view of station.

The station's transformation to the Oakland B&O Museum is complete and will make possible exhibits of local artifacts and educational programming. The railroad museum also complements the Garrett County Historical Society Museum and the Garrett County Museum of Transportation, all located in downtown Oakland.

The Oakland B&O Museum is open Wednesdays, Fridays, and Saturdays from 10:00 am - 3:00 pm and will be open for the Autumn Glory Festival, October 9-13, 2013, and for Winterfest in February 2014.

The Oakland train station was listed on the National Register of Historic Places in 1974.



Union Grove School
Built 1901

One Room Schoolhouse Replaced
Wilson Academy of 1874

Union Grove School



Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**

The Union Grove School provides an opportunity for visitors to experience the accommodations of a one room school house typically found in rural America during the late 19th and early 20th centuries. Through the support of the Allegany County Historical Society and the Maryland Historical Trust, the one room school has been restored in its original setting.

Allegany County hosted a number of one room schools in the 19th century. In 1881, local historian Thomas Scharf identified 81 Allegany County Public Schools, and only 19 of those had more than one room. The average salary for teachers was \$36.50 per month.

In the early 20th century, the county operated more than 100 schools that were located within several miles of the pupils' residences. As bus transportation became available to rural students, the number of schools steadily dwindled as districts consolidated. The abandoned schools were

sold and often converted to other purposes; many were demolished. The Union Grove School is the only county school from the early 1900s to have survived in its original form.

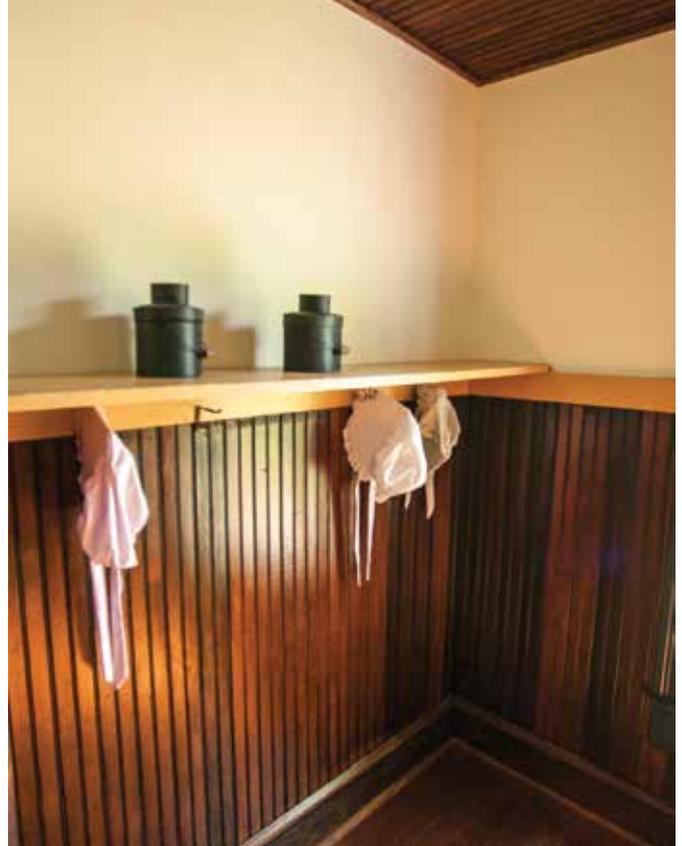
Union Grove School, located on Mason Road near Cumberland, Maryland, was built in 1901 to replace the Wilson Academy, an older facility located nearby. Grades one through eight were taught to students who resided within a mile and a half radius from the school. Like most rural schools, Union Grove became a center of social activities for the community. Fairs, evening programs, and other special events were held in the facility.

When Union Grove closed in 1926, students attended classes within the city of Cumberland. In 1928, the school building was sold by the Allegany County Board of Education to the Union Grove Community Club for \$250 and was later deeded to the Union Grove 4-H Boys Club.



In 1977, the building underwent a renovation sponsored by the Preservation Society of Allegany County. The school underwent a second and comprehensive restoration in 2010 with grant funds from the Maryland Historical Trust and matching funds and sponsorship from the Allegany County Historical Society.

Today, the Allegany County Historical Society offers field trips, tours, and a fall festival at the school. According to Amber Butcher, Director of Education for the Gordon-Roberts House of the Allegany County Historical Society, local elementary students have participated in “A Day In A One Room School” program, where reading, writing, and arithmetic were taught in a setting and teaching style from 1901. Gathering wood for the pot belly stove, writing on a chalkboard, and dipping quill pens into ink wells made the lessons authentic to the time period. The two and a half hour long program also included games from the time period and refreshments from a tin pail. Visitors



were welcome to view the McGuffey Primers that were widely used as materials of instruction in the early schools.

Adjacent to Union Grove is the swimming hole that was a popular hangout for children of the area.

The school is open periodically throughout the year for groups and individuals. To arrange for tours or educational programming, see Gordon-robertshouse.com or phone 301-777-8678.

Photos at left: “A Day In A One Room School” — students dressed in period clothing enjoy the teaching style from the early 1900s, especially writing with a quill pen and ink. Both photos courtesy Amber Butcher, Gordon-Roberts House.

Photo above: The cloak room with lunch pails.

Photo below: Teacher’s desk and interior of Union Grove Schoolhouse.





Russell L. Livengood Jr.
1929 – 2013

Russell L. Livengood Jr. was well known as Fire Chief of the Cumberland Fire Department, a position that he held for 28 years. Total years of service exceeded four decades, thus making him one of the longest serving firefighters in the department's history.

For those who had the pleasure to know Russell Livengood it was obvious that his presence was larger than official positions because he seemed to be everywhere there was a need to be met or a call to be answered. The calls he answered were both spiritual and temporal and he worked tirelessly in support of churches, civic organizations, business organizations, City of Cumberland commissions, the Allegany Museum, and anyone in need of a helping hand. Russell Livengood left a legacy of service that few will equal.

The gentleman was also a source of local historical knowledge that cannot be replaced. Years of public service offered him opportunities to be involved with major events over

Written by: **Dan Whetzel**
Photography by: **Lance C. Bell**

decades of time, and an uncanny memory extended knowledge to his childhood years. The Cumberland flood control project, natural disasters, neighborhood stores, political anecdotes, and sporting events were only a few topics he knew well. It was not uncommon for Mr. Livengood to recount detailed information about past events as if they occurred the prior day. His historical knowledge was frequently relied upon by the author and students in Historical Research Methods class at Allegany High School where he was a regular contributor. Mr. Livengood's delivery of information proceeded in a precise, methodical manner, the same one he employed throughout his professional career.

One quickly noticed there was something special about Russell Livengood. His military bearing, command of facts, and impeccable dress style contributed to an aura that defined the term "class." Discussions with the gentleman were always elevated to a higher plane the longer they continued, an admirable quality.

Russell Livengood did not have to direct others to listen as he spoke, his presence required respect.

As a husband and best friend to Doris, father, public servant, veteran, and volunteer, Mr. Livengood not only commanded respect but also personified dignity. The Cumberland community was made a better place because of the life that he lived.

In recent years he served on the board of directors at the Allegany Museum in downtown Cumberland, where he was instrumental in designing and creating an exhibition on local firefighting history. The Allegany Museum will recognize Russell Livengood's contributions by dedicating the Historic Fire Protection Room in his honor. The Cumberland Mayor, City Council, Fire Department and family members will be represented in the ceremony that will honor the former Fire Chief.

Included in the exhibition are artifacts ranging from 1836 to 1970. The early time period is represented by photographs, banners, and antique firefighting equipment from volunteer organizations that operated in the city. The City of Cumberland's professional fire department was organized

Allegheny Museum's "Russell Livengood Historic Fire Protection Room"

in 1906 and is represented by a variety of equipment and memorabilia that was originally maintained at the old Central Station and other locations throughout the city.

Artifacts have been identified and thoughtfully displayed over the years through the work of Russell and Doris Livengood. Doris is continuing the service legacy that she and Russell enjoyed through 63 years of marriage, by volunteering at the exhibition and other areas of the museum. Doris also enjoys local history and is willing to share the memories with residents and visitors.

The Allegheny Museum is located at 3 Pershing Street in downtown Cumberland. Hours of operation are 10:00 am to 4:00 pm, Tuesday through Saturday and 1:00 pm to 4:00 pm on Sunday. Closed Monday. Special tours can be arranged by appointment (301-777-7200).

Also see www.alleghenymuseum.org.



Some of the many artifacts and memorabilia of local fire fighting history at Allegheny Museum: firefighter helmets throughout the years (left), two-man hand pumper (above), water canon (right), antique fire hydrant and fire box (far right).



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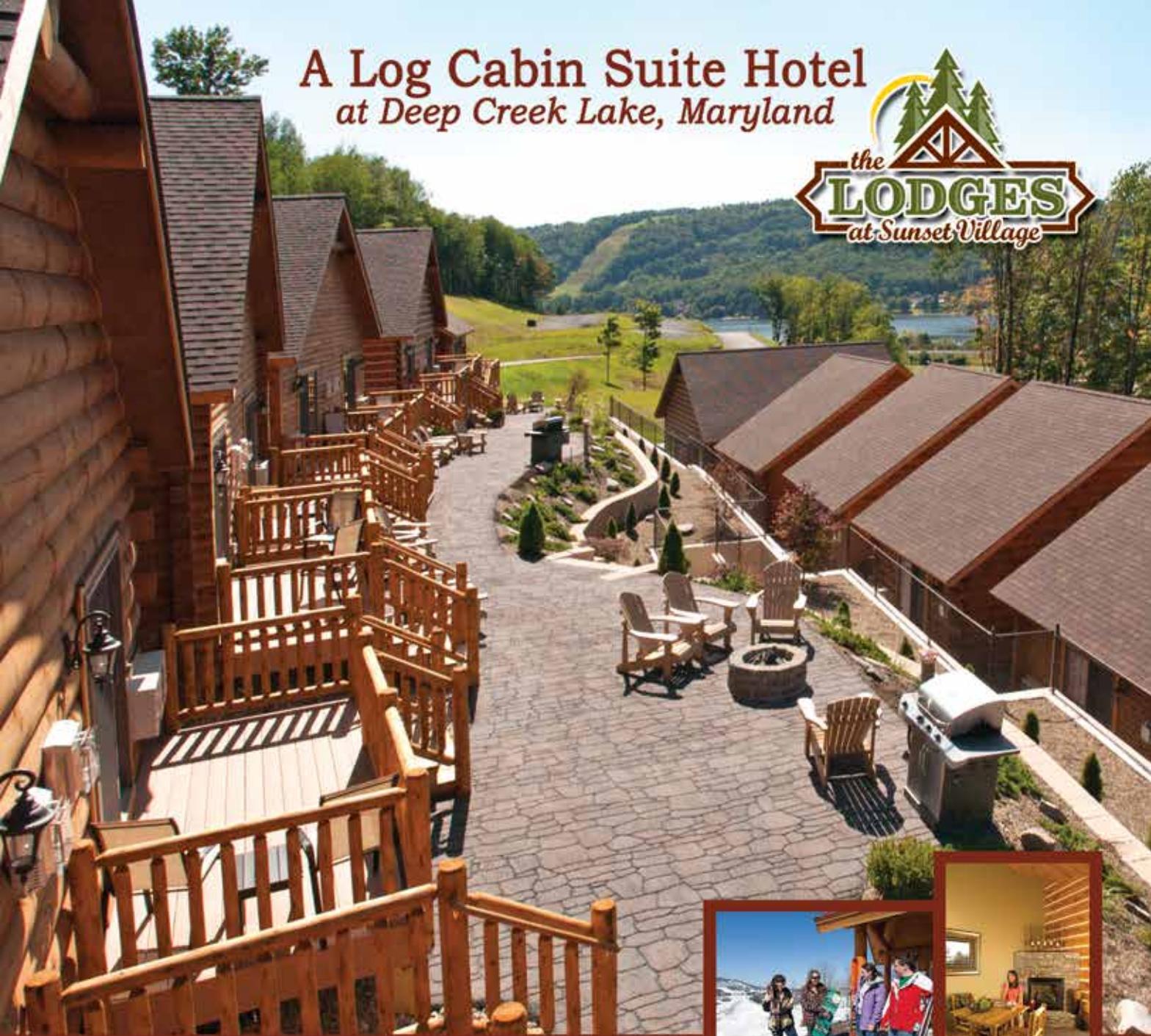
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