

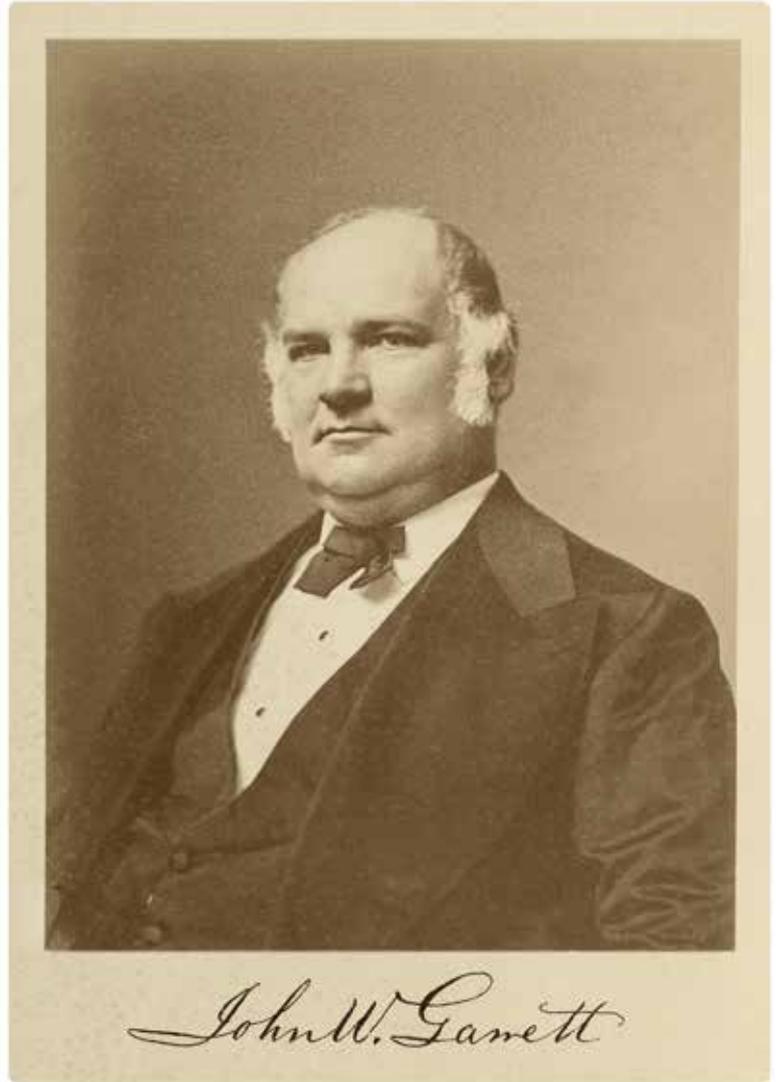
Railroad Magnate John Work Garrett *and Sculptor Frederick Volck*

Written by: **Mary Reisinger**

John Work Garrett, born July 31, 1820, devoted his life to the Baltimore and Ohio Railroad from 1858 until his death in 1884. His energetic and able leadership saw the railroad through economic crises, the Civil War, and ambitious westward expansion. His actions also profoundly influenced the development of the mountain region of Maryland, so much so that when Allegany County was divided into two parts, the triangle of Maryland bordering Pennsylvania and West Virginia took Garrett's name.

John Work Garrett's father, Irish immigrant Robert Garrett, arrived in America as a seven-year-old in 1790. Robert Garrett's father had died during the voyage, so young Robert initially lived with his mother's family in Pennsylvania. In 1819, Robert Garrett founded a Baltimore-based business that shipped cargo via pack horse, Conestoga wagons, and eventually rail between Maryland and Pennsylvania. Garrett's company traded products of farmers (i.e., feathers, bees wax, ginseng, wool, linen, dried apples, butter, lard, and barrels of whiskey) with products from the port city of Baltimore such as cowbells, glass, medicine, chocolate, gunpowder, and flints.

In 1840, both of Robert Garrett's sons joined the company, and through their business travels, became familiar with the territory to the west of Maryland and Pennsylvania. Robert Garrett & Sons owned stock in the Baltimore and Ohio Railroad, and John Work Garrett became a member of the board in the 1850s. During his tenure on the board, he was instrumental in steering the railroad through the financial perils of the panic of 1857, the need to improve tunnels impeded by rock falls, and the dominance of political figures on the board. At age 38, John Work Garrett was elected president of the Baltimore & Ohio Railroad



and served in this capacity for 26 years, moving people and freight from Baltimore to Ohio and beyond.

As John Work Garrett became president of the B&O, the Civil War loomed on the horizon. A group of Baltimoreans called on President Lincoln to remove Garrett from his position because they didn't feel he could be trusted in a war between North and South. The President reportedly said that when any of these people had done half as much to aid the government as Garrett, he would consider their request.

Garrett, like his older brother, did sympathize with the Confederacy; nevertheless, he chose to support the Union. In the view of many politicians of the time and of many



The Deer Park Hotel (above), built by the B&O Railroad in 1873, was a favorite resort for wealthy and prominent tourists. Presidents Ulysses S. Grant, Benjamin Harrison and Grover Cleveland were among its guests. It was such a popular destination that two wings had to be added to this original building.

The Omnibus (horse drawn taxi) was used to transport passengers directly from the station to the hotel itself. It can be viewed at the Garrett County Transportation Museum in downtown Oakland, MD. PHOTO BY LANCE C. BELL

historians who look back on the war years, Garrett's role was vital in terms of intelligence and logistics. When railroad agents learned that Confederate troops were massing in the Shenandoah Valley, preparing for an attack on Washington, D.C., Garrett was able to keep the federal government informed and provide assistance with transporting troops and armament to the area, enabling the Union forces to successfully defend the capital.

Garrett responded to the conditions of the Civil War by developing armored rail cars, revolving gun turrets, and alternate routes when necessary. The B&O took extraordinary measures throughout the war to counter damage done by Confederate forces who blew up bridges, dismantled track (burning the ties, heating the rails in the fires to soften them, and then bending the rails around trees to render them useless), and moved railcars and engines to other lines.

In one such act of destruction, in late April 1863, McNeill's Raiders burned the railroad bridge over the Youghiogheny

River just outside of Oakland, Maryland, and destroyed parts of the fort that had been built to protect it. Local lore holds that the militia men stationed at Fort Alice had gone hunting, leaving it undefended. (See *Fall/Winter 2012 Mountain Discoveries, Past and Present Issues "1861 Garrett County in the Civil War"* at www.mountaindiscoveries.com). Confederate officers Jones and Imboden continued this campaign against the railroad throughout the newly-formed state of West Virginia. The B&O had prepared for such emergencies by constructing wooden duplicates of bridges along the lines and organizing workforces and materials to quickly respond to any damage. Within ten days, repairs had been completed to all bridges and lines except for a 615 foot iron bridge near Fairmont, West Virginia. At that spot, passengers and goods crossed the West Fork of the Monogahela River on ferries until May 14, when a temporary wooden bridge replaced the iron trestle.

Some of the Confederate exploits were so impressive that after the war, Garrett hired Colonel Thomas R. Sharp, the man who masterminded the most spectacular of these attacks, saying that if he could move locomotives over dirt roads with chains and teams of horses, he could certainly handle normal rail traffic.

When the war ended, John Work Garrett sought to restore the railroad after the ravages of war. He sent agents throughout the south to recover materials and equipment stolen from the railroad.



Above: The Garrett Cottage, on the grounds of the Deer Park Hotel, resembled the chalets that John W. Garrett had admired in Switzerland. Garrett passed away peacefully at this beloved cottage on September 26, 1884. A funeral train returned his body to Baltimore where he is buried.

This lithograph can be viewed at the Garrett County Historical Museum at 107 S. Second Street in Oakland, Maryland. PHOTO BY MIKE CALHOUN



Left: The Queen City Hotel was constructed in 1871 by the B&O Railroad in Cumberland, Maryland, to serve both as a train station and as a destination. Efforts to preserve this ornate, Victorian-era structure were unsuccessful and demolition began in 1971.

A hand-tinted photo, scale model and other B&O Railroad memorabilia can be seen at the Allegany Museum at 3 Pershing Street in Cumberland.

He replaced damaged track and bridges, and made ambitious plans to extend B&O rail lines much farther throughout the country. Garrett didn't live to see the full realization of his goals, but between 1860 and Garrett's death in 1884, the B&O grew from 514 miles to 2,250 miles of track, and revenue increased from \$4.5 million to \$20 million.

Garrett was able to turn some of his attention to matters beyond the railroad. He built wharves and elevator systems and rail lines at the Port of Baltimore. He outfitted three steamships to encourage resumption of peacetime trade between the United States and Europe. He also returned to his keen interest in the development of Western Maryland as a tourist destination.

Despite its humble beginnings, the Garrett family had become very wealthy, and like many moneyed people of that era, they spent a great deal of time traveling. Perhaps it was his experience in Europe that convinced him of the vast potential in the mountain region west of Baltimore. Garrett worked tirelessly to develop and promote resort accommodations in towns containing stations, such as Cumberland, Maryland, where the Queen City Hotel, built in 1871, served as both train station and lodging place. Garrett ultimately focused on the area around Oakland, Maryland, a town that had been laid out in 1849, after the B&O Railroad decided to route train lines through the area.

Under John Work Garrett's leadership, the B&O built hotels in Oakland and nearby Deer Park, arranged transportation for travelers arriving by train, and advertised the recreational activities and refreshing climate of the area. The luxurious Deer Park Hotel hosted presidents and other celebrities of the day. The Garretts themselves built "cottages" on the grounds of the Deer Park Hotel—all the buildings resembled

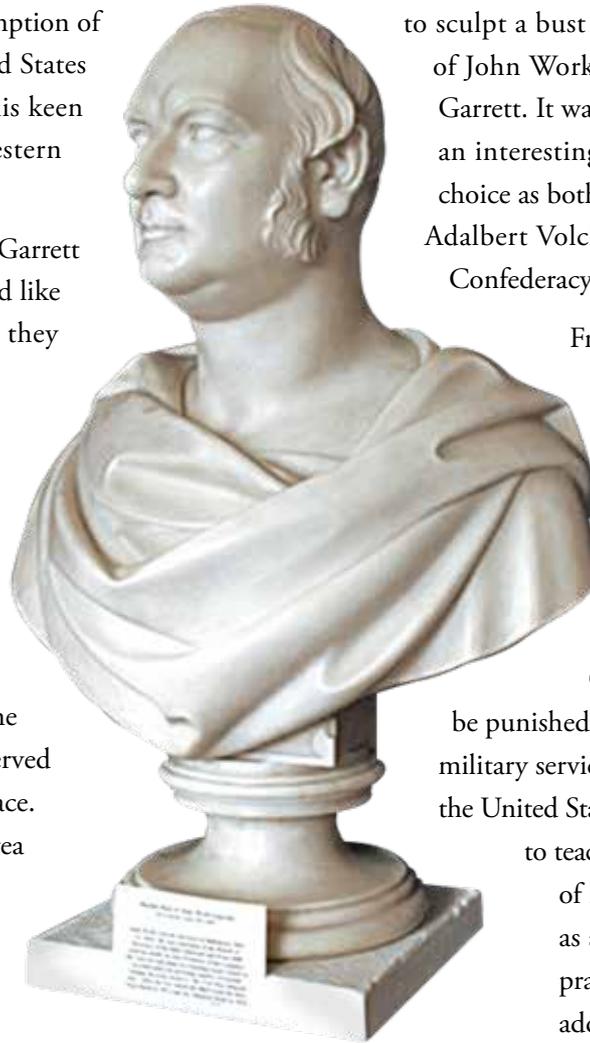
the chalets that he had admired in Switzerland—and they vacationed there regularly.

Frederick Volck —

In 1866, the Garretts engaged German immigrant Frederick Volck to sculpt a bust of John Work Garrett. It was an interesting choice as both Frederick Volck and his brother Adalbert Volck had actively supported the Confederacy throughout the Civil War.



Sculptor Frederick Volck



This 1866 white marble bust of John Work Garrett, by sculptor Frederick Volck, is on display at the Garrett County Historical Museum in Oakland, Maryland.

Frederick Volck was born on April 27, 1832, in Augsburg, Germany, the sixth of thirteen children. He had an older brother, Adalbert, who was a dentist, painter, and cartoonist. Adalbert participated in the failed 1848 revolution in Germany and left before he could be punished with conscription into German military service. After living in other parts of the United States, Adalbert moved to Baltimore to teach science at the Baltimore School of Dental Surgery. He also qualified as a dentist himself and began to practice dentistry in Baltimore. In addition to his medical skills, Adalbert Volck was an accomplished artist, and his political cartoons during the Civil War rivaled those of fellow German immigrant Thomas

Nast, a staunch supporter of the Union, who is considered the originator of American editorial cartooning.

Frederick Volck came to the United States with training as a cooper. He joined his brother in Baltimore and took classes at the Maryland Institute College of Art. After



Stamps of Confederate President Jefferson Davis — the ten cent stamp on the right shows a bust sculpted by Frederick Volck.



Frederick Volck sculpted this bust of Union General Ulysses S. Grant (left). Though a supporter of the Confederacy, Volck admired Grant for his respectful treatment of Lee and his soldiers when they surrendered.

Frederick Volck created this bust of General Robert E. Lee (right) as a fund raiser for the Confederacy; multiple copies of it were cast in bronze.

winning an award for sculpture in 1860, Frederick moved to Virginia and joined the Confederate cause. He was employed at the Confederate Naval Ordnance and Hydrography Department, but he quickly found opportunities to contribute to the war effort as an artist.

He sculpted a bust of Robert E. Lee to raise funds and support for the Confederacy. His bust of Confederate President Jefferson Davis was engraved on the ten cent Confederate stamp. He made a death mask of Thomas J. “Stonewall” Jackson, who died in 1863 as the result of

friendly fire, and then used the death mask as an aid when he sculpted Jackson. In fact, Volck’s bust of Jackson was taken from the mantel of the Confederate White House in Richmond when the residence was entered by Union General Weitzel on April 3, 1865; when it was returned forty years later, it was placed back on the mantel. Volck even sculpted Ulysses S. Grant, the great Union general and later President of the United States, because he admired Grant’s humane and respectful treatment of Lee and the Confederate soldiers when the South was defeated. Multiple bronze casts of many of Volck’s busts were made, and they can still be found in art collections and auction offerings in the United States today.

During the Civil War, Frederick’s brother Adalbert also used his artistic abilities on behalf of the Confederacy. He produced a large body of caricatures, ridiculing Union leaders such as Abraham Lincoln and promoting the ideals and important figures of the Confederacy. Years after the war, in an interview, Adalbert claimed to have given Confederate soldiers refuge in his Baltimore home, to have smuggled medicines into Confederate territory, and to have been imprisoned briefly at Fort McHenry. He did express regret over having “aimed ridicule” at the “great and good Lincoln,” but in all other ways he remained an unrepentant Southern partisan, living in Baltimore with his family until his death in 1912.

Frederick Volck returned to Germany in the aftermath of the Civil War and worked there while continuing to receive commissions for sculptures in the United States. One contract for a large equestrian statue of Stonewall Jackson was canceled due to the sponsors being unable to raise enough money, but many of Volck’s works can still be seen, including, in Baltimore, a medallion for the monument marking Edgar Allan Poe’s grave, the Confederate monument in Loudon Park Cemetery, and the completion of a memorial statue in Greenmount Cemetery after prominent sculptor William Henry Rinehart died before it was finished. This last piece was a large, realistic statue of William Prescott Smith (1825-1872), who as master of transportation for the B&O Railroad had managed the movement of thousands of Union troops during the Civil War.

Like many of the cemetery monuments, Volck's white marble bust of John Work Garrett (as well as the bust of Robert Garrett, also from the Garrett family collection) alludes to classical figures with its careful detailing of face and hair and folded drapery around the shoulders.

West of Baltimore, both commerce and population increased after the war. In 1872, in Oakland, Maryland, the Rev. J.M. Davis, Judge Patrick Hamill, and Richard T. Browning met to decide on a name for the new county being created in the mountains of Western Maryland. Out of several suggestions, the men agreed that Garrett would be the logical choice.

In 1873, the railroad built the Deer Park Hotel. With its bowling alley, 18-hole golf course, tennis court, riding stables, and separate men's and women's swimming pools, it soon became one of the most famous hotels in the country. In 1874, the original Glades Hotel (privately built in 1851 to cater to travelers who arrived via the new railroad) and the original Oakland train station burned. Construction of a new Glades Hotel was begun immediately, and a small shed served as a temporary train station for another decade. In 1876, the railroad built the Oakland Hotel, where Alexander Graham Bell stayed while setting up the first phone line in Oakland, a connection between the Deer Park and Oakland Hotels.

Garrett continued actively governing the B&O. In 1877, while visiting Piedmont, West Virginia, the foot of the

17-Mile Grade over Backbone Mountain in Garrett County, Colonel Sharp (formerly employed by the Confederacy) noticed the danger to brakemen who prior to the invention of the air brake were forced to ride on the outside of the

railcars in order to hand set and release brakes. Despite wearing their military great coats (many were Civil War veterans), the men were often injured or sickened in these terrible conditions, especially during winter. Sharp brought this matter to Garrett's attention and with Garrett's enthusiastic approval, invented cabooses, box cars cut in half and equipped with windows and a stove, to be attached to the rear of the train for the use of crews.

Unfortunately, 1877 was also the year of

the Railroad Strike, precipitated by Garrett's decision to raise dividends for stockholders while cutting wages for workers. The labor unrest began with the B&O and spread across the country. Workers in other trades joined with railroad workers, swelling total participation to roughly 100,000. About a thousand people were jailed, and 100 people killed. In 1880, Garrett helped organize the B&O Employees' Relief Association, which provided coverage for sickness, recovery from accidents, and a death benefit. However, in the years that followed, the nation's industrialists, including railroad heads, continued to depress wages and oppose unions.

Garrett's dear wife Rachel died in November of 1883. The following summer, Garrett and his daughter Mary



Following the death of Thomas "Stonewall" Jackson, Frederick Volck received a commission to create a large equestrian monument of Jackson. Volck made this drawing for the statue, but it was never completed due to insufficient funding after the Confederacy collapsed.



Left: The new B&O Station that Garrett promised to build in Oakland was begun in 1884, but not completed until 1885.

PHOTO COURTESY OAKLAND B&O MUSEUM

Below: Today, the beautiful Queen Anne style building houses the Oakland B&O Museum.

PHOTO BY LANCE C. BELL



Elizabeth, who served ably as his business secretary, went to their beloved cottage in Deer Park for an extended stay. On September 26, 1884, Garrett passed away peacefully with his sons and daughter at his side. Fittingly, a funeral train bore the former president of the line back to Baltimore, pausing in several places so that mourning railroad workers could pay their respects.

The new station that Garrett had promised to build in Oakland was begun in 1884, but the beautiful Queen Anne style building was not completed until 1885.

Far away, in Augsburg, Germany, Frederick Volck died in 1891.

Two world wars and a great depression later, Oakland celebrated its centennial in 1949. John Work Garrett's grandson Robert Garrett presented Garrett County with the Frederick Volck marble bust of the great man. It was originally displayed in Oakland's Ruth Enlow Library. Eventually, it was moved to the Garrett County Historical Museum, also in Oakland, where it presides over the B&O/Garrett Room in a special niche. In a fitting tribute to the legacies of Garrett and Volck, when the curators at the Baltimore Museum of Art researched art holdings from every part of Maryland for a 1994 exhibit, they chose the Volck bust of John Work Garrett as the most notable public treasure of the state's westernmost county.

In Garrett County, the large wooden hotels and cottages built at Garrett's direction have been destroyed by fire over the years, but there are still many buildings from this era in Deer Park and Mountain Lake Park and Oakland. Visitors to the Garrett County Historical Museum can see many artifacts of the halcyon days of the mountain resorts, including the marble bust of John Work Garrett. Just around the corner is the B&O Railroad Museum, housed in the Queen Anne style brick train station where so many passengers stepped off the train to begin their vacation in the mountains. Across the street from the train station is the Museum of Transportation that houses, among many other items, some of the wagons used to convey travelers and their luggage to the hotels built by the B&O under the direction of John Work Garrett. In Cumberland, considered the Gateway to the West in the early development of the United States and a key point in the railroad's route, the Allegany Museum is dedicating two rooms of its recently-opened first floor exhibit space to the B&O Railroad to give visitors a closer look at the importance of "Garrett's line."