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Featuring the Central Appalachians
of Maryland, West Virginia and Pennsylvania

FLYING SCOT
AT HOME ON
DEEP CREEK LAKE

SPRING/SUMMER
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Maryland's
BLACK BEARS
Photos by: **Lance C. Bell**

These photos of a mother and her three cubs were taken May, 2008 at the Meadow Mountain Trail near Deep Creek Lake.

Maryland's black bear population is on the rebound from being an endangered species three decades ago. Bear sightings are common in Garrett and Allegany Counties and precautions must be taken to reduce conflicts between bears and people. Normally bears are not aggressive but with or without cubs it's best to stay a safe distance from them; they can be very fast and cover the distance between you and them quickly.

"Photographing wildlife can be a challenging and memorable experience; preserve it, and you preserve a memory." — Lance C. Bell

Mountain Discoveries®

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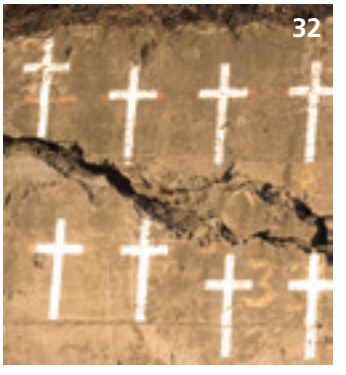

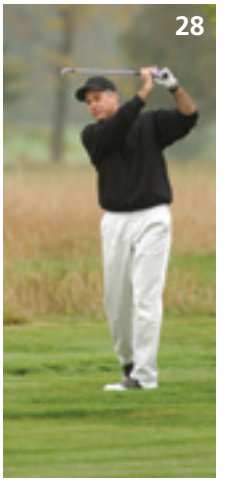

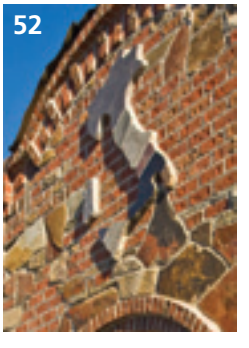

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Great Flying Scot

Written by **Sara Mullins**
Photography by **Lance C. Bell**

"There is nothing — absolutely nothing — half so much worth doing as simply messing about in boats."

— Spoken by the Water Rat, *The Wind in the Willows* by Kenneth Grahame

Flying Scots on Deep Creek Lake, Maryland

IF THE WATER RAT were to decide that a sailboat would be the best choice for "messing about," it's a good bet that he would find The Flying Scot to be more than satisfactory. According to a recent article in *Northeast Boating Magazine*, these classic daysailers are "one of the most successful and beloved boats in the world of sailing." The sturdy, yet speedy Flying Scot has earned a solid reputation as an all-around boat equally amenable to family cruises, solo sails and racing competitions. Thanks to its distinctive design features, The Flying Scot earned distinction in 1998 as the first centerboard dinghy inducted into the Sailing Hall of Fame.

"It's an ideal beginner's boat," says Harry Carpenter, president of Flying Scot, Inc., located in Deer Park, just south of Deep Creek Lake. "It's easy to learn how to sail, yet it's a boat you can grow into. You can spend a lifetime learning to sail better."

Sailors with a penchant for speed will appreciate the Flying Scot's design. The boat's low displacement and flat, tapered profile in the stern (rear) allow the boat to "plane" – a nautical term that conjures up images of flying as the boat swiftly skims the water's surface.

The company web site, **www.flyingscot.com**, offers several videos that are both informative and entertaining. One reveals footage of a Scot planing along the water at a good clip, while another demonstrates a capsize and recovery operation.

"You can get the adrenaline going on the Flying Scot, but it's much safer than, say, a motorcycle," Harry says, noting that the top speed of a planing Scot runs from 10 to15 mph. Its wide "beam" – i.e. width – and weighted centerboard give the boat its distinctive stability, yet it has enough sail area to plane with impressive speed, especially when the spinnaker is deployed along with the jib and mainsails. The Scot is designed with the skipper and crew's comfort in mind, providing ample seating and deep cockpit for up to eight and a high boom that easily clears all heads. Tacking is nimble, thanks to a responsive tiller. A shallow draft allows for gunkholing (cruising in shallow waters). And, with 600 pounds of positive flotation installed, it's unsinkable. Should the boat capsize, it's possible to right the boat without getting the sail wet.

Harry and Karen Carpenter, owners of Flying Scot, Inc. since 1991, pose in front of another new Scot ready for delivery.

It's a winning combination of factors especially attractive to families looking for exciting, yet safe activities they can do together. As Harry notes, "Sailing is one of the few sports that a family can do as a unit. There are jobs to do, and you're all in the same boat." A relatively simple setup, or "rig" in nautical terms, makes the boat easier to learn for those new to sailing. The web site also includes a "How to…." link with an illustrated guide to rigging the Flying Scot, and a glossary for those who want to immerse themselves in nautical culture by learning the lingo of sailing.

Flying Scot sailors who love the challenge and thrill of racing will find plenty of company and opportunities. The Flying Scot Sailing Association (FSSA) sponsors more than 100 organized fleets in the U.S. FSSA is known for fostering a camaraderie among Flying Scot owners that has become legendary. According to its Constitution, the object of FSSA is "to promote Flying Scot class racing under uniform rules, governed by this Association and to maintain rigidly the one-design features of Flying Scot sloops, as originally designed by Gordon K. Douglass."

Those strict, one-class rules ensure that all boats in a race sail as equals, so that the combined skills of the skipper and crew are the only factors that determine which boat wins. So, as the expression goes, all boats are "on an even keel."

It's no accident that The Flying Scot is now considered a leading one-design class in the U.S. Its designer, Gordon K. "Sandy" Douglass, had designed sailboats, notably the popular Thistle and Highlander racing dinghies, for more than 40 years when he built the Flying Scot prototype in 1956. His goal: to incorporate the speed and handling of his previous two dinghies into a more durable boat made of a newfangled material called fiberglass that a family could enjoy sailing.

According to the FSSA web site, Sandy found that naming the new boat and creating a suitable emblem presented greater challenges than its physical design. He explains his choice of name as follows: "'Flying Scot' has been the name of the famous London, England to Edinburgh, Scotland express train. There was also a famous yacht of the (18)90s by that name. It seemed to be a good choice to go with the names Douglass, Thistle, and Highlander." The squiggle in the logo has prompted much speculation. Sandy's original logo design included an area in which the word "flying" was written. The word could not be effectively reproduced in the sails, and so the area was filled in with a solid color and thus transformed into the famous squiggle.

After a successful launch of the prototype and construction of the first Flying Scot, Sandy successfully launched the Gordon Douglass Boat Co., Inc. in 1957 to meet public demand for his new daysailer. That year, Eric Ammann joined the company, then located in Mentor, Ohio, and soon became indispensable in production and marketing the Scot. The following year, events transpired that precipitated the company's move to an empty car dealership in Oakland, Maryland. It proved to be more favorable for boats than cars; from this location, Sandy and Eric built the Flying Scot's reputation as a strong, national one-class design and the company's reputation for one-on-one customer service, including personal delivery of boats from coast to coast. Their efforts paid off when the Scot was selected as the official club boat of the Detroit River Yachting Association and the Gulf Yachting Association. Sales subsequently took off.

By 1971, Sandy was ready to retire. He sold the business to Eric who, with his wife Mary, continued the company tradition of quality and personal service. By 1975, enough boats had been sold – 2,500 – that a new market developed for replacement parts. By providing customers with 24-hour processing of orders and open 30-day accounts, Eric and Mary were rewarded with increasing demand for parts and almost no bad debts.

They soon realized that teaching people how to sail could boost sales by creating a new potential customer base. So they rented property on Deep Creek Lake at a place called Hickory Ridge and hired a college student named Harry Carpenter to manage a new sailing school and boat rental. It turned out to be a good decision. Hickory Ridge

Building a FLYING SCOT

Dave Kitzmiller, Roger Timmerman and Don Sharpless work to place the deck on the hull. Note the centerboard trunk installed in the hull.

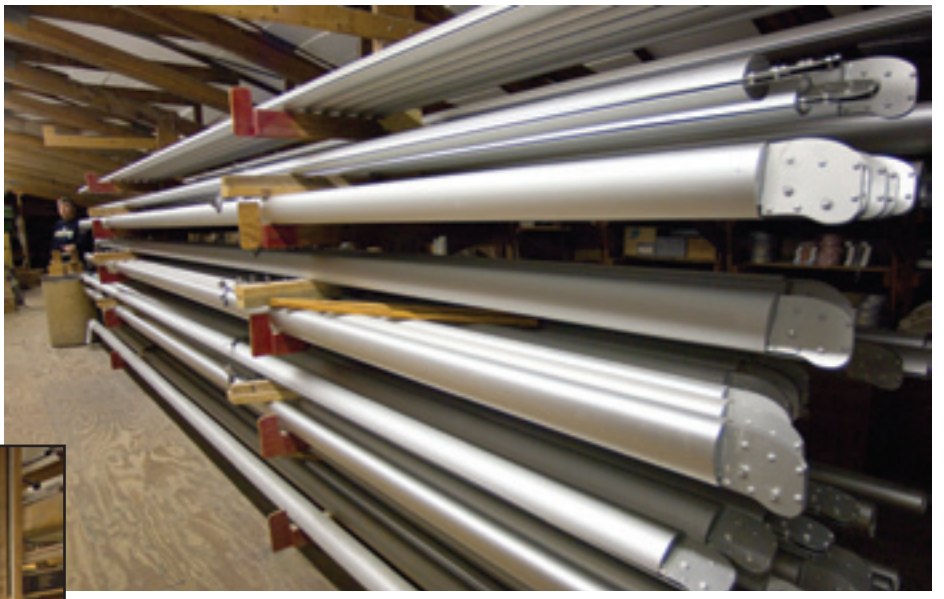
Inset: Bolting the deck and hull together.

Background photo: Dave Kitzmiller attaches deck to hull on another new Flying Scot.

Workers quickly apply resin to the first layer of mat and roving on the deck — the liquid will be solid in less than 20 minutes.

The centerboard trunk is made in two halves, assembled and put into the boat as a whole unit. It houses the centerboard and provides fore & aft structural stiffness to the boat.

Harry Carpenter, owner inspects a centerboard before it goes into the boat.



Right: Completed masts ready for assembly.

Below: Jim Otto assembling booms in the rig shop.

Below Right: Production manager, Don Sharpless with another new Flying Scot ready for delivery.

provided mooring rentals to those who didn't own lake property, sailing instruction to new and prospective Flying Scot owners, and boat rentals to potential customers.

Harry, a native of Pittsburgh, had come to know and love Deep Creek Lake after his parents bought a summer home in 1967. In the early 70s, he began to race the Flying Scot as crew for his older brother Jack; the duo won the Labor Day Regatta in their first year of sailing.

"I wasn't much interested in sports until I discovered sailing," Harry says. "Then I was in my niche."

Harry was quite happy to get paid to do something he loved during the summers while attending Grove City College, and after graduating with a degree in accounting in 1978, he started working full time for Eric and Mary. He learned every facet of the Gordon Douglass Boat Company, from production operations in the shop to every sort of office job. He acquired Flying Scot Number 1 and began to sail at major Flying Scot regattas. It was at one of these events that he met another sailing aficionado; an operating room nurse from Chambersburg, Pa. named Karen. The couple married in 1981.

By 1985, Eric and Mary began discussing retirement with Harry and Karen, who expressed interest in eventually owning the company. In 1991, after more than 30 years of building Flying Scots, Eric and Mary were ready to retire. After buying all assets of the Gordon Douglass Boat Company, the Carpenters decided to create a new company, Flying Scot, Inc.

Despite the new name, Harry and Karen remain committed to the company's original goals: to build the best boat possible and to provide prompt, personal service. They hired Eric and Mary as part-time consultants to help maintain the business philosophy and operations that had proved successful during the previous 34 years. In their free time, they continue to race Number 1 on a regular basis.

In 1994, Dee Burns joined the company. A native of Deer Park, Dee brought experience with the federal government, banking and insurance to the business. At first she knew nothing about sailing. Since then, she has been involved in almost every aspect of the Flying Scot, including sailing after receiving instruction from Eric and Harry. Customers who call to inquire about sales or service will likely speak with Dee.

Not much has changed in the production process since the Sandy Douglass era. Each boat is made individually. While construction materials such as resins and fiberglass materials are updated as needed to remain state of the art, the Flying Scot design remains unchanged. Molds are a key element to this consistency, and balsa has remained the core material since the beginning. Fiberglass and resins are applied by hand for optimal results. Anodized aluminum is used for the mast and spars, and the rigging and fittings are made of stainless steel. The centerboard sits in a unique trunk designed to avoid leakage. All boats are sold with galvanized steel or aluminum trailers that include a tie-down rig. Choices include a family package for basic daysailing, a basic racing package and a radical racing package with extra "bells and whistles."

For those who want to try before they buy, Harry recommends a private sailing lesson at the Deep Creek Sailing School, based at the Deep Creek Yacht Club in the area known as Turkey Neck. During the summer, week-long classes are available during designated times for adult Flying Scot sailors committed to refining their nautical skills.

The cost of each boat includes a payment to the FSSA for certification of the hull and sails. FSSA's efforts to promote the Flying Scot help maintain the boats' popularity and value. Membership in the FSSA includes a subscription to its cleverly named Scots N' Water publication and eligibility to participate in numerous sailing events, including the popular National Wife/Husband Competition.

An oft-noted benefit of FSSA membership is the renowned camaraderie among Flying Scot owners. As Harry says, "If you sail with a Flying Scot fleet, you will make lifelong friends, guaranteed."

To date, almost 6,000 Flying Scots have been sold. With more aging boats in the water, demand has increased for parts, repairs and refurbishing services. An active market for used boats helps to maintain prices and value. And the sense of family among Flying Scot owners is often mentioned by prospective customers.

The word "stability" comes to mind when describing both the company and the boat itself. Flying Scot, Inc. remains solid as a true family business rooted in the Deep Creek Lake area. Harry and Karen have passed on their passion for sailing to their children, Carrie and Jimmy. And the one-design Flying Scot combines a capacity for speed without sacrificing stability and safety, all in a simple, elegant package. Given these features, it's not hard to see why the Flying Scot has earned a solid reputation for quality and value in the world of sailing.

For more information, contact Flying Scot Inc. at 800-864-7208 or visit the website at: www.flyingscot.com.

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The PFD Panda Award is a Natural Resources Police (NRP) program.

Maddi O'Brien receives her Panda Award for wearing her personal flotation device.

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and now there's THE COAL BUCKET CAFÉ

These photos are reminiscent of the coal mining days of Kitzmiller, MD. The train is at the Elk Garden, WV Station, just across the Potomac River from Kitzmiller.

Kitzmiller COMPANY STORE AND VISITORS CENTER

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

KITZMILLER, MARYLAND prospered as a coal mining and timbering town in the late 19th century. Abundant natural resources found along the North Branch of the Potomac River meant that Kitzmiller and nearby Blaine, West Virginia, would become important stops on the West Virginia Central and Pittsburgh Railroad as it developed in the 1880s. The WVC&P reached Kitzmiller–Blaine and then wound its way along the rugged valley, fostering the establishment of smaller coal mining towns for several decades as natural resources were removed and transported to eastern markets. Kitzmiller's workforce became significant by the early 20th century because it served a variety of customers in the expanding industrial markets along the east coast.

Continued prosperity meant that Kitzmiller was to become one of the largest settlements in the valley by 1920 with a population of 1,500 residents. While coal was king in Kitzmiller and Garrett County, the town was unique because it was home to other industries through the years including a grist mill, wool mill, and shirt factory. Churches, school houses, doctor's offices, a post office, a bank, an opera house, and a small commercial district provided residents with virtually all their needs.

Before 2007: The Kitzmiller Company Store. **After: The Kitzmiller Company Store (home of the Coal Bucket Café).**

The Great Depression hurt residents of the river valley when demand for coal plummeted. And while World War II saw a brief resurgence in the industry, the relief proved to be short lived, causing many of the smaller mining towns to be abandoned, as coal producers adopted more efficient methods of removing the natural resource. Today the river valley is marked by the ruins of ghost towns, reminders of a different era. Free standing brick chimneys, concrete steps leading to nowhere, and stone foundations are the only visible relics of towns that have been reclaimed by the forest.

Kitzmiller was influenced by the economic downturn and its population fell to fewer than 300 residents by the 1970s. Residents remained strong throughout the hard times and fought to maintain their close knit community. Progress has been made on many fronts. A rejuvenated Potomac River and vibrant fish population have produced trophy-sized catches for fishermen, who enjoy the quiet valley setting. And Kitzmiller's proximity to the river and convenient services makes it attractive to all recreational visitors.

The most recent accomplishment in the town's renaissance is the renovation of the old coal company store, a project supported by Maryland Historical Trust, the Maryland State Highway Transportation Enhancement program, the Garrett County Chamber of Commerce and Garrett County commissioners.

The coal company store, once operated by Johnstown Coal and Coke Company and now referred to as the Kitzmiller Company Store, handled a variety of mining supplies and general merchandise. Jackie Brady, a lifelong resident of Kitzmiller, enjoys fond memories of the business, "The store was called Schwinabart's when I was growing up. They sold meat and groceries in the downstairs and boots and clothing in the upstairs section. They even had home delivery. Later on the store was owned by the mining company and they sold a little bit of everything."

Today, the Kitzmiller Company Store is home to **The Coal Bucket Café**. Owner Bobbi Jo Hanlin chose the coal mining theme because, "My daddy worked in the coal mines for 52 years and there is a lot of coal mining heritage in Kitzmiller." Bobbi Jo creatively engages customers in the town's heritage by displaying artifacts provided by individuals and the Kitzmiller museum. Out of town customers are likely to encounter residents who will enjoy interpreting the displayed items and sharing memories of Kitzmiller's past.

The company store location was brought to the attention of Bobbi Jo by town officials, who believed that a café style business would be embraced by residents. And the timing was right for her and a group of close friends. According to Bobbi Jo, "We decided in June 2007, to open the café and by July it was open for business. We have home cooked food that is made from recipes passed down through the generations. Everything we serve is made from scratch."

According to Mayor Jim Browning, "The Kitzmiller Company Store's importance to the community can't be overemphasized. This is the only business in town and the only one like it for more than 20 miles. Bobbi Jo's operation fulfills the town's vision for the store and we hope that it will continue for years to come."

Mr. Browning also points out the renovated building serves as the town's Visitor Center. "The Kitzmiller Company Store and Visitor Center has given us an opportunity to preserve our heritage. Equally important, it has provided a destination in Kitzmiller for recreational and heritage tourism. We feel strongly that this project can provide a boost to our local economy."

The Coal Bucket Café is popular with residents and visitors who enjoy the great food and conversation that comes with a Garrett County dining experience. The café is open from 6:30 am to 8:30 pm.

A short walk down the street from the Coal Bucket Cafe will take visitors to the Kitzmiller museum that has become the town's repository for photographs, newspaper articles, and memorabilia. There are also displays and artifacts of interest.

Top: The Coal Bucket Café owner, Bobbi Jo Hanlin, always has a friendly smile for her customers.

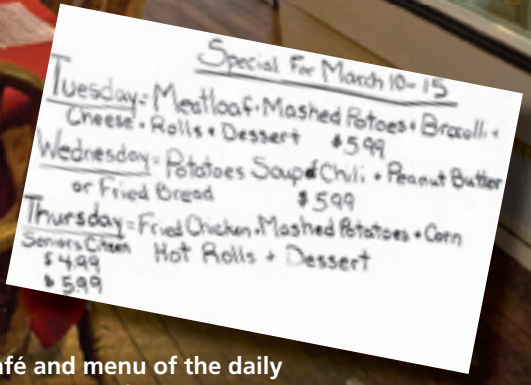
Bottom left: The balcony of The Coal Bucket Café displays a variety of handcrafted items for sale.

Bottom right: Hot, home-cooked meals are a feature of The Coal Bucket Café with daily specials available.

Kitzmiller is proud of its past and equally proud of the current revitalization programs. A walk down Main Street and conversations with residents will reveal why Kitzmiller will always be called home, even to those who no longer reside in the community.

For additional information contact Town Hall at **301-453-3449** or **townofkitzmiller@cebridge.net.**

Memorabilia from the coal mining heritage of Kitzmiller.



Interior of The Coal Bucket Café and menu of the daily specials (inset) as it appeared in the front window.

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It started on Maryland's Eastern Shore in 2008
and now has come to Western Maryland's

GARRETT COUNTY and DEEP CREEK LAKE

MARYLAND PARK QUEST 2009

Written by **Dorie Coleman,** and **Steve McCoy**
Maryland Park Service

Eastern Shore photos courtesy:
Gary Adelhardt
Maryland Park Service

Above: All 37 teams competing in the 2008 Park Quest Finale pose for a group picture. Right: A member of the Mighty Four, winners of Park Quest 2008, shows off their team's enthusiasm for Park Quest.

IN MAY OF 2008, the Maryland Park Service (MPS), an agency in the Maryland Department of Natural Resources (DNR), unveiled a new family-oriented program entitled Park Quest East. The program encouraged families to take to the outdoors and challenge themselves in exploring outdoor recreational activities in Maryland State Parks. When the program concluded two months later, almost 160 families had registered and the Park Quest program was being hailed as one of DNR's most successful programs in years.

Park Quest was the vision of John Ohler, Manager of Tuckahoe State Park, and Gary Adelhardt, Manager of Pocomoke River State Park. Both veteran Rangers (and fathers), they had grown increasingly concerned with the lack of connection today's children have with the outdoors. From computer and video games, to scheduling conflicts, to an urbanizing society, to an elevated and often unfounded fear of the outdoors; kids have been losing touch with the natural world. The days when young people left home in the morning to spend the day exploring the wilds beyond their backyard fence have been replaced by X-Box marathons and 6 a.m. soccer practices. We now risk raising a generation of children who have little or no appreciation for the significance of their natural resources or the issues that threaten them. This phenomenon has become a concern of many leaders in the field of natural resource management.

Journalist and author Richard Louv finally brought this issue to the public consciousness in his 2005 book "Last Child in the Woods," an essay on the growing need to reconnect children and nature and to battle what he coined "nature deficit disorder." As a result, a national movement has taken hold. The federal No Child Left Inside Act has created grant opportunities for environmental education programs and promotes environmental literacy in public schools throughout the nation. Here in Maryland, the Partnership for Children in Nature was established by Governor Martin O'Malley's Executive Order to strengthen children's connection with the natural world and enhance their knowledge about environmental issues.

Ranger Jessica Conley shows the Fearless Foxes and the Wandering Wootens a box turtle during the Quest at Martinak.

Rangers Ohler and Adelhardt had an idea that would get people, young and old, back outside to experience their natural resources in a non-threatening, family-oriented manner. The program, set in Maryland's Eastern Shore's state parks, offered families opportunities to hike, canoe, and explore the area's woodlands, waterways and public lands at their own pace and individual comfort level. Entitled Park Quest East, each park offered an activity, or "Quest," unique to its area and participating families were issued a special Park Quest Passport that was stamped upon completion of each activity. As an incentive, families that completed activities at each of the parks were eligible for a grand finale event, complete with games, competitions and prize drawings. The only requirement of the Park Quest program was that each team must include at least one member under 16 years of age and one adult.

The idea came to fruition when Park Quest kicked off on May 24, 2008. Registration for the program was simple, with families simply going online to the DNR website to register. A package of information, including their Passport, was then mailed out to them. Encouraged to adopt a flashy, fun monniker, teams were then free to begin their Quest at their leisure. The Quest continued for 8 weeks and families completed their activities in any order, participating in as many on any single day as was convenient. Finally, and perhaps most important, there was no charge for entry into the Park Quest program.

As part of the finale event, teams participated in a park recognition photo game, a casting competition, a poker-based Ranger Round-Up, a timed tent assembly and a nature matching quest. Four grand-prize packages, each based on a different outdoor recreation theme (fishing, biking, boating and camping) were awarded to the winners, and every team walked away with a DNR bag full of goodies and souvenirs of the experience.

"It was a wonderful event and without a doubt we will be participating next year," said Maureen Greenlees, a member of the Mighty Four Team from Salisbury. The team took first place in the day's competitions and walked away with four bicycles, helmets and bike racks.

The much-acclaimed Park Quest returns in 2009, this time expanding from the Eastern Shore into Southern, Central and Western Maryland. Fourteen parks from around the state are slated to take part, with five of them scheduled to be in the Western region. History will be the central theme at Gambrill and Washington Monument State Parks in Frederick County. Teams visiting Gambrill will explore the legacy of the Civilian Conservation Corps (CCC), while those teams taking the Quest at Washington Monument will have fun learning more about the Father of Our Country.

A biking adventure awaits Quest teams along the Western Maryland Rail Trail in Washington County. If technology is your thing, a fun and challenging GPS activity, called geocaching, will be the focus at Deep Creek Lake State Park in Garrett County. Participants find treasures, called "caches", using the hand-held GPS (Global Positioning System) unit to plot map coordinates. Participants new to geocaching can attend one of our training programs with a naturalist and then set out on your own to complete our cache puzzle. If you are an experienced cacher the quest puzzle sheet may be picked up at the Discovery Center along with GPS units if you do not have your own. Either way this is an interesting way to see Deep Creek Lake State Park that is fun for the entire family.

Finally, no Western Maryland experience would be complete without a visit to the wild and scenic waterfalls at Swallow Falls State Park, also in Garrett County. The Quest will take you along the trail between the falls, and along the way, you will need to look for clues to answer questions as part of your Quest. The answers will also help participants learn more about the unique ecological aspects of the park, as well as some of the history of the area that made the park the special attraction that it is. Once the Quest is completed, participants will need to take their answers to the park office to have them verified by the park staff. If all are correct, they will receive a stamp stating that all requirements were met for that Quest.

Elsewhere across Maryland, this year's Park Quest activities will include visiting a lighthouse, canoeing/kayaking, disc golf, hiking, birding, and much more. Participating teams must complete at least eight of the Quests to be eligible for the grand finale, which will be held at Tuckahoe State Park on August 8, 2009. Rules and conditions for participating in the Quest will be similar to last year's.

Starting in April, interested participants can learn more and register for Park Quest online at **www.dnr.state.md.us/publiclands/parkquest/** or by contacting the Maryland Park Service at 410-260-8156 between the hours of 9 a.m. and 4 p.m., Monday through Friday. Park Quest will be limited to the first 300 teams that register. The Quest officially begins on May 9 and ends on July 26. As they were last year, Park Quest teams will be asked to document their experiences on the Park Quest website (with the goal for the team to visit at least 8 of 14 designated Maryland State Parks across the state and complete the Quest challenge in that park). In addition, DNR, in partnership with Maryland Public Television (MPT), will be offering teams the opportunity to record video of their Quests.

Ultimately, the success of Park Quest depends on the commitment of Marylander families to get outside and get back in touch with the natural environment. When established at a young age, a respect for and an appreciation of the natural world generally continues for life, and is reflected in the care and attention provided for the stewardship of our flora, fauna and native landscapes. This, in turn, is often passed down and nurtured in successive generations and proves critical to the future protection of these resources. Maryland Park Quest is one way that DNR and the Maryland Park Service are ensuring that the treasured natural resources they work so hard to protect and promote do not go unappreciated by future generations.

Top: Ranger John Fitzroy helps a Park Quest team during the Nature Quest competition at the Finale.

Middle: Ranger Jessica Conley monitors the casting competition at the Park Quest Finale.

Bottom: A family taking advantage of the biking paths at Herrington Manor State Park. See the website www.dnr.state.md.us/publiclands/parkquest/ to see which parks offer family biking quests.

Visit Garrett County State Parks on the new Virtual Tour Site at DeepCreekDiscoveries.com

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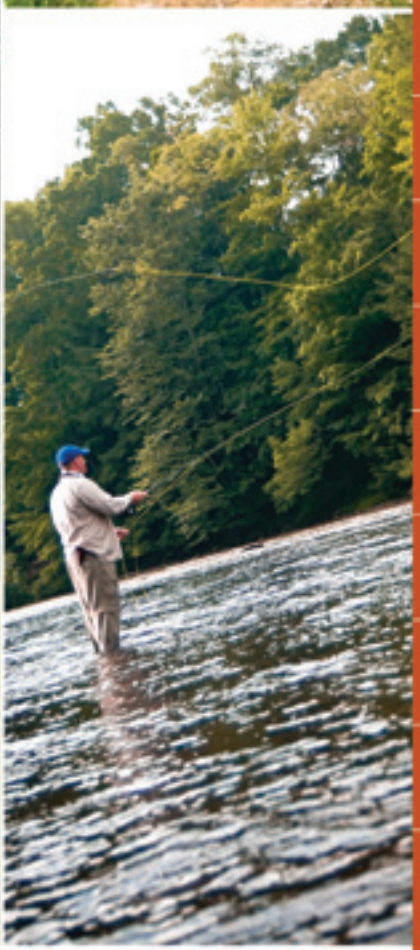

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Ledo Pizza

Written by **Dan Whetzel**
Photo by **Lance C. Bell**

Now at DEEP CREEK LAKE in McHENRY

Owner Charlie Yommer, right, with family members from left to right: son, Adam, wife Debbie and daughter-in-law, Jen.

"LEDO PIZZA has become a celebratory food and tradition. It's a place for University of Maryland students, players, alumni, and sports fans to gather before and after home games. And Ledo is always a great place to meet friends! Rob Beall's sentiments have been echoed by thousands of University of Maryland sports fans over the decades, including those from Western Maryland who have made the trek eastward to combine athletic events with the Ledo Pizza experience. Rob Beall is part of a family tradition that stretches back more than five decades.

The Ledo tradition began during the post World War II era. Many GI's serving in the European Theatre of Operations sampled pizza for the first time during their tour of duty and, upon returning to the states, represented a promising market to the food industry. Pizza shops began opening in major metropolitan centers soon after the war and then expanded into the suburbs during the 1950s. Robert L. Beall, grandfather of Rob Beall and founder of Ledo Pizza, began his business during this time in an unusual way.

Mr. Beall was a traditional Maryland tobacco farmer and later a county liquor inspector. According to Rob Beall, "Grandfather decided it was time to do something else. His job as a liquor inspector brought him into contact with restaurant owners who seemed to be doing much better than tobacco farmers. The restaurants were always full and growing in number." That observation prompted a decision to open a pizza restaurant in October, 1955, near the University of Maryland in Adelphi. A two-lane road adjacent to the university seemed like a great location to open a business. As events unfolded, however, the road was closed for improvements in the spring of 1956. "That first year was tough. You couldn't get into the building. But that experience taught my grandfather a valuable lesson — reach out to the community. He joined the Terrapin Club, Rotary Club, and had fundraisers at schools to bring people into the restaurant. The next year when the road re-opened as a four lane highway things really took off. My grandfather never forgot the importance of being involved with the community."

Americans were being introduced to pizza during the 1950s, so there were no connoisseurs to critically evaluate if things were being carried out in the proper manner. According to Rob Beall, "There was no pizza culture back then. We just winged it."

Improvising began after Robert Beall hired employees from a recently closed restaurant to begin making a unique pizza. "That's how it began but then we started doing things the 'wrong' way. We bought sticks of pepperoni that workers had to slice by hand. Because it was faster to slice the pepperoni sticks into thick slices rather than very thin ones, our pizza was served with large portions. We had rectangular pans instead of round ones, so that is what we used to serve square pieces of pizza. And we bought smoked provolone cheese. The word got out and people loved the pizza that way. All of those early recipe changes are now a signature part of Ledo." Pizza, Ledo style, is also distinguished from other recipes by offering a thin crust, sweeter sauce, and pre-cooked bacon.

Robert Beall's pizza restaurant business prospered during the early years. The second generation became involved when Robert M. Beall took over the enterprise from his father and reached a decision to open another restaurant not far from the original one in Adelphi. Despite their proximity, both stores realized an increase in sales. During the early 1980s Ledo also began licensing products by selling its recipe to other restaurants. Rob Beall recalled, "The restaurant would have its sign displayed and then a 'Featuring Ledo Pizza' sign underneath."

The third generation of Bealls, Rob and James, have carried the Ledo tradition to the next level. Currently Ledo Pizza has 90 locations in 10 states.

One of the most recent additions to the Ledo success story occurred July 7, 2008, when Charlie and Debbie Yommer opened their restaurant in McHenry, Maryland. Mr. Yommer credits Hugh Umbel, owner of McHenry Plaza, with establishing the Ledo name at Deep Creek Lake. "Hugh is the one who turned us on to Ledo; he thought it would be a good fit for the area. Many of our customers come from the Washington D.C. - Baltimore metropolitan area and they readily identify with the Ledo brand. We often have vacationers driving by the shopping center who see the Ledo Pizza sign — they make a point to stop in. The name recognition has really helped us."

Charlie Yommer's experience with Ledo Pizza has been outstanding from the start. "Before we got into the business, we visited a Ledo restaurant to check out the food. After tasting the pizza, I said to Debbie — this is it. This pizza is great!" The Yommer's previous experience in the pizza business enabled them to immediately recognize the Ledo difference. "We make our dough every two hours. The fresh dough combined with a special sweet sauce and smoked provolone cheese makes Ledo Pizza special." And while pizza is the featured menu item, additional selections include stromboli, calzone, wings, and baked cheese fries.

The Ledo sports tradition is also upheld at McHenry Plaza where patrons may view athletic events on a wide screen television, while enjoying the benefits of a full service bar. The combination of celebratory food and tradition that has made Ledo Pizza a sentimental favorite of University of Maryland fans has been extended to Garrett County. And as always, Ledo Pizza remains a great place to meet old friends and make new ones.

For more information contact Ledo Pizza, Deep Creek Lake at **301-387-6300**.

Golf At THOUSAND ACRES On Deep Creek Lake

A veiw of Hole #3 at Thousand Acres Lakeside Golf Club.

DEEP CREEK LAKE in Garrett County, Maryland, has long been considered "Maryland's best kept secret." The area has quietly developed into one of the crown jewels of mountain vacation spots in the Mid-Atlantic States. Crisp mountain air, gorgeous sunsets, and pristine wooded surroundings have attracted many to this favored destination for more than eighty-five years. Residents, vacationers, and visitors from the nearby metropolitan areas of Washington, DC, Baltimore, MD, and Pittsburgh, PA, can easily make the trip in three hours or less and typically don't have to sit in traffic to get there – a big plus when you sit in traffic every day of the week. This offers weekenders greater flexibility in deciding when to "leave the city" to enjoy the unique attractions of this beautiful and unspoiled mountain playground.

Deep Creek Lake is a four-season resort that spoils its residents and visitors with a multitude of activities to enjoy throughout the year. These include skiing, snowboarding at nearby WISP Mountain, horseback riding and equestrian trails, fishing, world-class whitewater sports, championship golf, and of course, plenty of water sports on the clean, clear waters of Deep Creek Lake.

The southern end of Deep Creek Lake, with its beautiful scenery and wider bodies of water, has been the home of the lake's flourishing competitive day sailing for many decades. One of these yacht clubs is located on the grounds of Thousand Acres, a truly unique golf and lakeside community. Boating, water-skiing, and wakeboarding are extremely popular, and several water-ski slalom courses are set up for both individual practice and competition. Boaters enjoy the less populated southern area of the lake for its calm waters, providing the perfect setting for hours of tubing, skiing, fishing, and swimming with family and friends.

Thousand Acres is located at the southern end of Deep Creek Lake with beautiful scenery and wider bodies of water.

New this year on these southern shores of Deep Creek Lake, developers have carved out a beautiful, 600-acre parcel of land and have built the area's only golf and lakeside community. Thousand Acres Lakeside Golf Club features a Craig Schreiner designed 18-hole championship semi-private golf course with fairways nestled into the hills offering views of the lake and nearby mountain ridges. The first nine golf holes were completed in 2008 and will be open for limited play this summer. Golf cart paths meander through hardwood forests, creeks, and wetlands that have been masterfully preserved. This residential community is the only development in the area that offers beautifully wooded golf-front lots coupled with a lakefront area along Green Glade cove with swimming, fishing, and hand launching of canoes and kayaks for all members of the Home Owners Association. Craig Schreiner has designed this "golfers paradise" with championship tees, 7,000-plus yards, to forward tees for higher handicap players, to children who can take advantage of junior tees. You'll end your round with a dramatic finish on the planned 18th green which provides views of Deep Creek Lake and is situated along the three acre lakeside pond.

In today's high-stress world more and more people are considering ownership in the four-season Deep Creek Lake area to escape the fast-paced lifestyle and enjoy quality family time with children and grandchildren with the kinds of activities that are available on this beautiful lake and surrounding area. No place within hundreds of miles offers the same range of outdoor activities that are found on Thousand Acres at Deep Creek Lake, and all these community amenities are easily reachable by golf cart.

The larger, more private southern section of the lake is serene and secluded while the more active areas of the northern section of the lake are surrounded by denser development and facilities that are open to the public. Only twenty minutes from Thousand Acres is the very popular

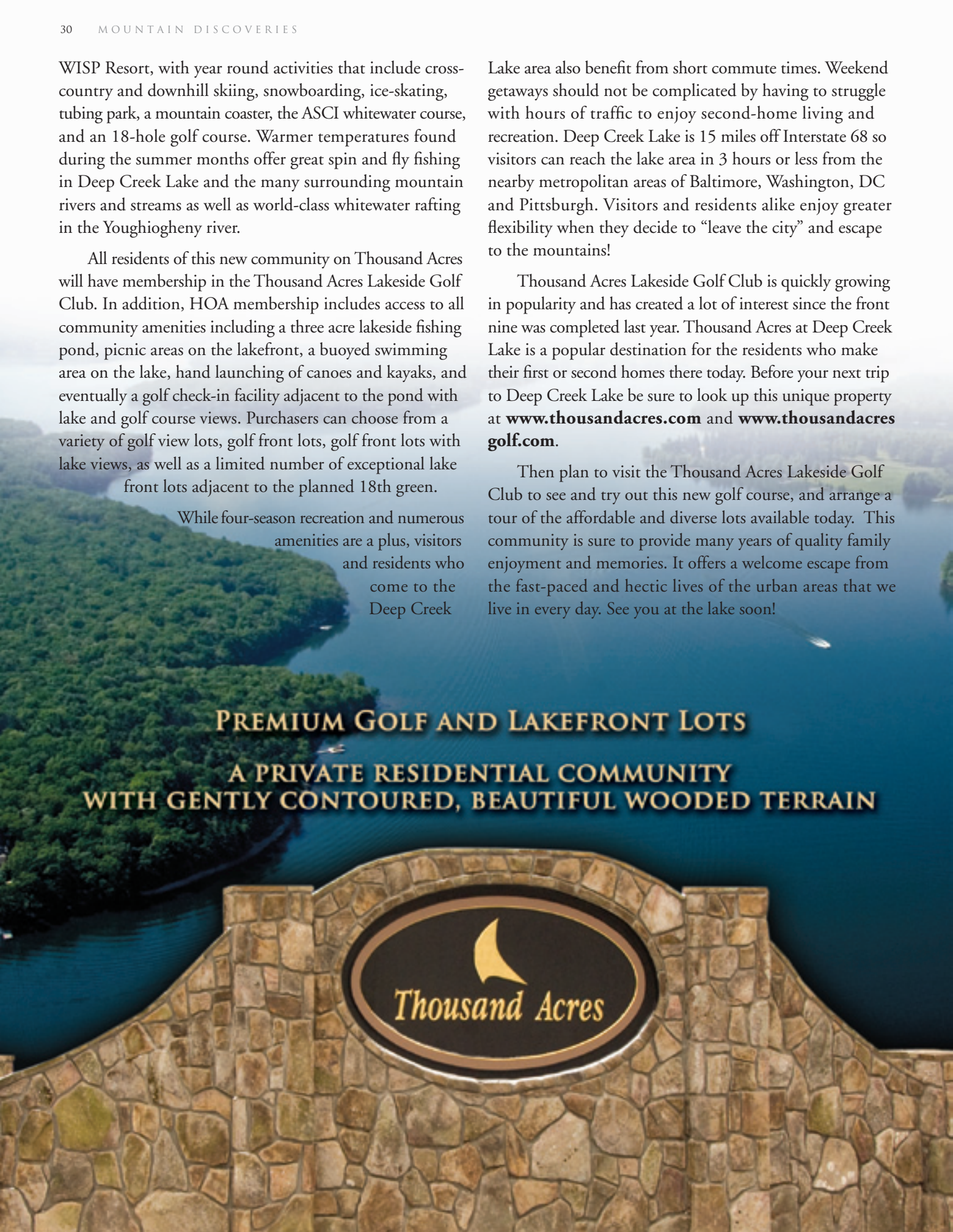
WISP Resort, with year round activities that include cross-country and downhill skiing, snowboarding, ice-skating, tubing park, a mountain coaster, the ASCI whitewater course, and an 18-hole golf course. Warmer temperatures found during the summer months offer great spin and fly fishing in Deep Creek Lake and the many surrounding mountain rivers and streams as well as world-class whitewater rafting in the Youghiogheny river.

All residents of this new community on Thousand Acres will have membership in the Thousand Acres Lakeside Golf Club. In addition, HOA membership includes access to all community amenities including a three acre lakeside fishing pond, picnic areas on the lakefront, a buoyed swimming area on the lake, hand launching of canoes and kayaks, and eventually a golf check-in facility adjacent to the pond with lake and golf course views. Purchasers can choose from a variety of golf view lots, golf front lots, golf front lots with lake views, as well as a limited number of exceptional lake front lots adjacent to the planned 18th green.

While four-season recreation and numerous amenities are a plus, visitors and residents who come to the Deep Creek Lake area also benefit from short commute times. Weekend getaways should not be complicated by having to struggle with hours of traffic to enjoy second-home living and recreation. Deep Creek Lake is 15 miles off Interstate 68 so visitors can reach the lake area in 3 hours or less from the nearby metropolitan areas of Baltimore, Washington, DC and Pittsburgh. Visitors and residents alike enjoy greater flexibility when they decide to "leave the city" and escape to the mountains!

Thousand Acres Lakeside Golf Club is quickly growing in popularity and has created a lot of interest since the front nine was completed last year. Thousand Acres at Deep Creek Lake is a popular destination for the residents who make their first or second homes there today. Before your next trip to Deep Creek Lake be sure to look up this unique property at **www.thousandacres.com** and **www.thousandacres golf.com**.

Then plan to visit the Thousand Acres Lakeside Golf Club to see and try out this new golf course, and arrange a tour of the affordable and diverse lots available today. This community is sure to provide many years of quality family enjoyment and memories. It offers a welcome escape from the fast-paced and hectic lives of the urban areas that we live in every day. See you at the lake soon!



Deep Creek Lake & Garrett County
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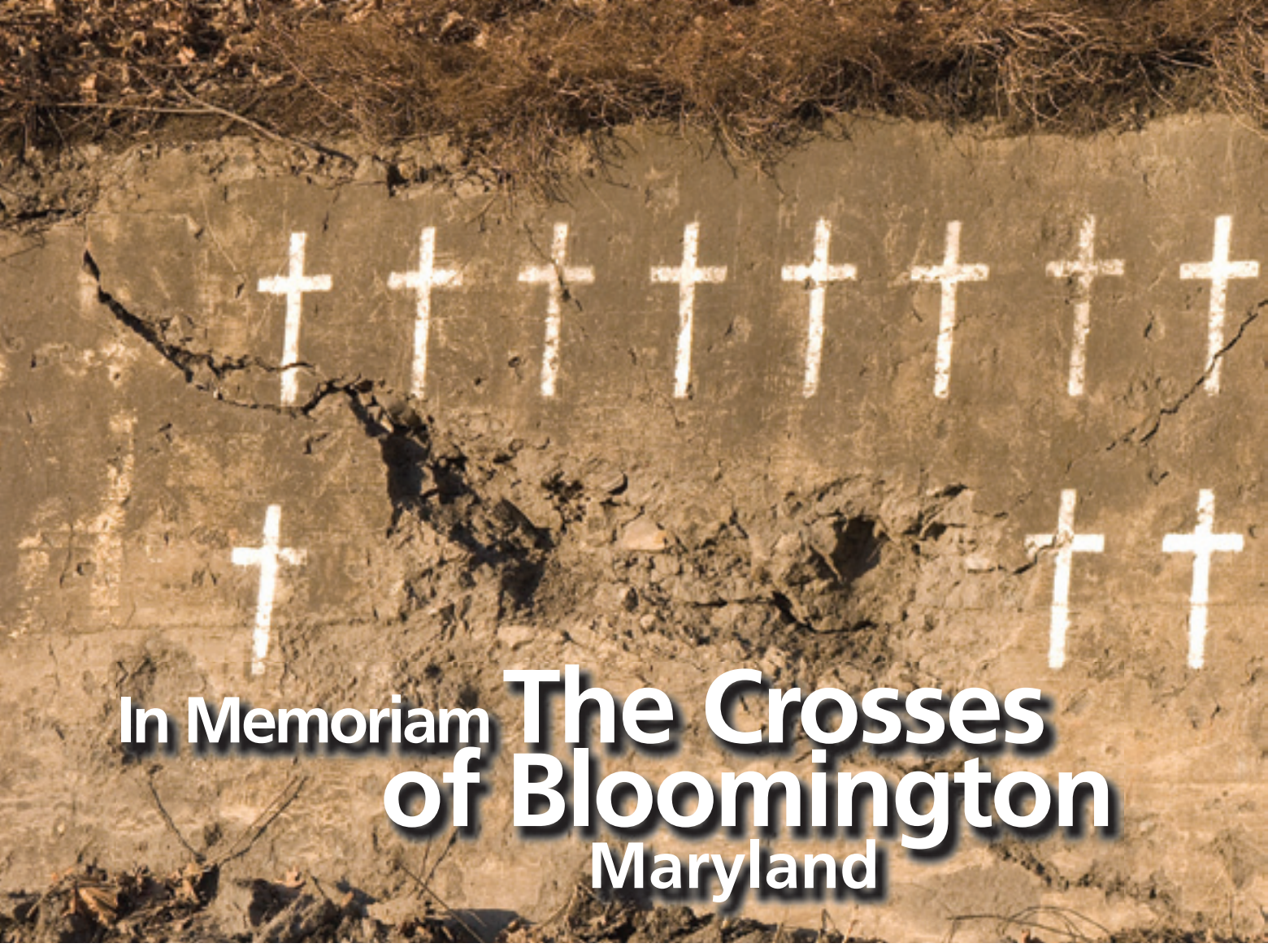


In Memoriam The Crosses of Bloomington Maryland

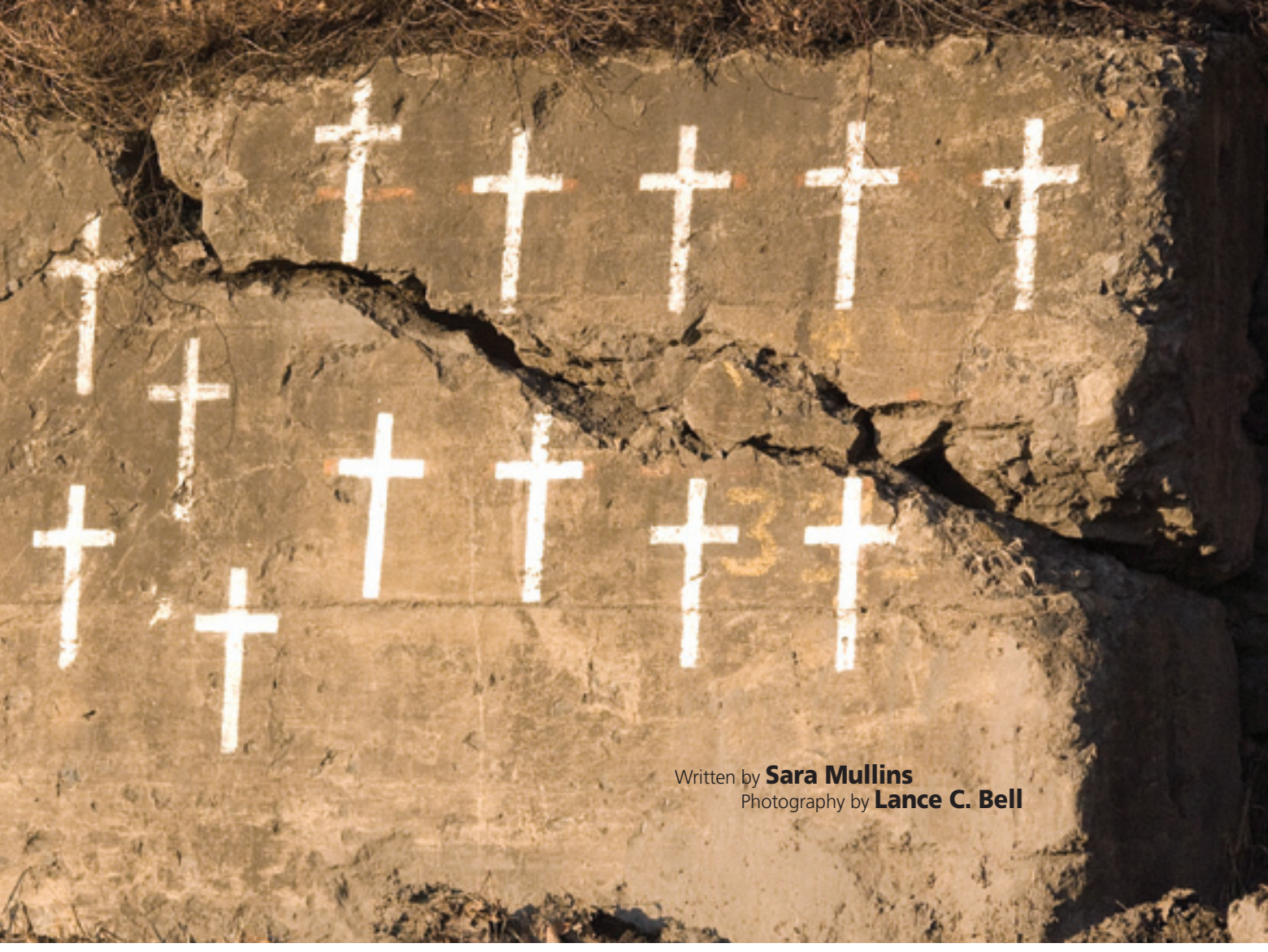
AT THE BASE OF BACKBONE MOUNTAIN, along Route 135 just west of Bloomington, Md., stands a weathered concrete wall painted with 24 white crosses. The partially crumbled wall serves as a memorial in honor of those who lost their lives while trying to negotiate a treacherous 90 degree turn located at the end of four miles of highway with a nine percent grade. Most fatalities have involved trucks hauling raw materials, livestock and other cargo as they descended Maryland's highest mountain.

The Westernport Heritage Society maintains these painted crosses, now 24 in number. Retouching the paint has become a Memorial Day tradition for the group, which has maintained a museum since 1996 to preserve memorabilia from the region's heydays.

According to officials with the Maryland State Highway Administration (MDSHA), this stretch of road is an approved truck route. MDSHA traffic counts indicate that in 2008, daily traffic on this section of Route 135 averaged more than 3,500; from 2005 to 2007, daily truck traffic averaged more than 2,000.

Truck drivers are especially likely to run into trouble on this stretch of road. Those unfamiliar with this section of Route 135 often don't realize just how dangerous it can be until it's too late. Poor weather conditions caused by the mountain's elevation can obscure vision or create dangerous conditions on the road surface. Applying pressure to the brakes can cause them to overheat, crystallize and glaze over to the point of failure. When a truck driver gears down to control his speed, sometimes the transmission fails. And so the driver loses control of his rig.

Ironically, according to *The Bloomington Story: 1995 Post Scripts*, the notorious wall sits at the base of what locals call "Cemetery Hill." When Route 135 was upgraded in 1956 to its present grade and alignment, this retaining wall, constructed to prevent downslope movement, also prevented vehicles from hurtling into the nearby Potomac River.



Written by **Sara Mullins**
Photography by **Lance C. Bell**

It also controlled access to what was then the Westvaco Luke Mill, now owned and operated by NewPage.

By 1965, after five fatalities at the wall, local residents had come to view the site as a death trap; 350 people representing Backbone Mountain, Bloomington and the Savage River area signed a petition requesting a hearing at the Garrett County Courthouse to see what could be done to prevent future tragedies. The Maryland State Roads Commission authorized a safety study that, in 1967, resulted in a 10 mph speed limit for trucks and the installation of three truck stop areas for testing brakes, a flashing light at the mountain's base and extensive wood signage featuring huge white letters upon a red background. Drivers were warned of the steep downgrade and advised to descend in the lowest gear. Several suggested a last resort remedy: **"IF BRAKES FAIL DITCH TRUCK IMMEDIATELY."**

In 1984, signage and flashers were upgraded. But the crashes continued, and in 1992, SHA District Traffic staff recommended an evaluation to consider the installation of runaway truck escape ramps. In 1994, the MDSHA conducted meetings with the public, first responders and local politicians. The fire chief of the Bloomington Fire Department took a lead role in organizing a focus group to explore preventive strategies with input from community groups. Later that year, the MDSHA released a 15-year accident analysis, from 1978 – 1992, that reported 23 accidents on the Route 135 downhill grade.

Occasionally truckers have chosen the Route 135 option to bypass the Interstate 68 Weigh Station near Finzel. In 1995, a trucker hauling charcoal to Baltimore chose this option and lost his life. To prevent further fatalities, in 1997, MDSHA installed signage along I-68, U.S. Route 40 and U.S. Route 219 advising east-bound truckers to use Maryland Route 36 rather than MD 135 to access Luke and Westernport.

Because the wooden signs posted on the downgrade took a beating from Backbone Mountain's often harsh

Top: The wall is located just across the Allegany County line as you cross the Savage River on Rt. 135 from Bloomington (Garrett County). This area is unique in that it's the confluence of the Savage River, the Potomac River and where Allegany and Garrett Counties come together, as well as where West Virginia and Maryland join.

Bottom: Coming down Rt. 135 (Backbone Mtn.) in Garrett County just before Bloomington and crossing the Savage River.

weather conditions, MDSHA officials initiated efforts in 1998 to upgrade signage. This project was completed in 2008 with the installation of 25 large, colorful signs that begin more than a mile before the downgrade begins. These metal signs include information about the grade's length and speed, truck escape ramps, and pull-off locations for brake checks. Other measures include highway lighting on the escape ramp and the clearing of vegetation near the turn at the wall.

As an additional safety measure to help truckers gauge their speed during their descent, the MDSHA recently installed a runaway truck warning system that can detect the length and speed of a truck as it passes beneath an overhead sensor. If the truck exceeds the maximum safe speed, the system activates flashing lights on an overhead warning sign ahead that says, **"TRUCK RUNAWAY DANGER WHEN FLASHING – ESCAPE RAMP ONE MILE."** Drivers can then use the ramp to slow their trucks, cool the brakes if necessary, proceed down the mountain and safely round the curve at the wall. In March of 2008, a driver was able to escape injury by following these procedures.

To date, the MDSHA has spent $3,841,244.38 on safety upgrades for the Route 135 downgrade.

"We look at all of it," says George Small, assistant district engineer of the MDSHA's District 6. "We don't want to see any more crashes." He credits the community, especially the Bloomington Fire Department, for its efforts to improve safety and raise awareness. The ultimate goal is well stated in *The Bloomington Story:* "May there be no more crosses at the foot of Cemetery Hill!"

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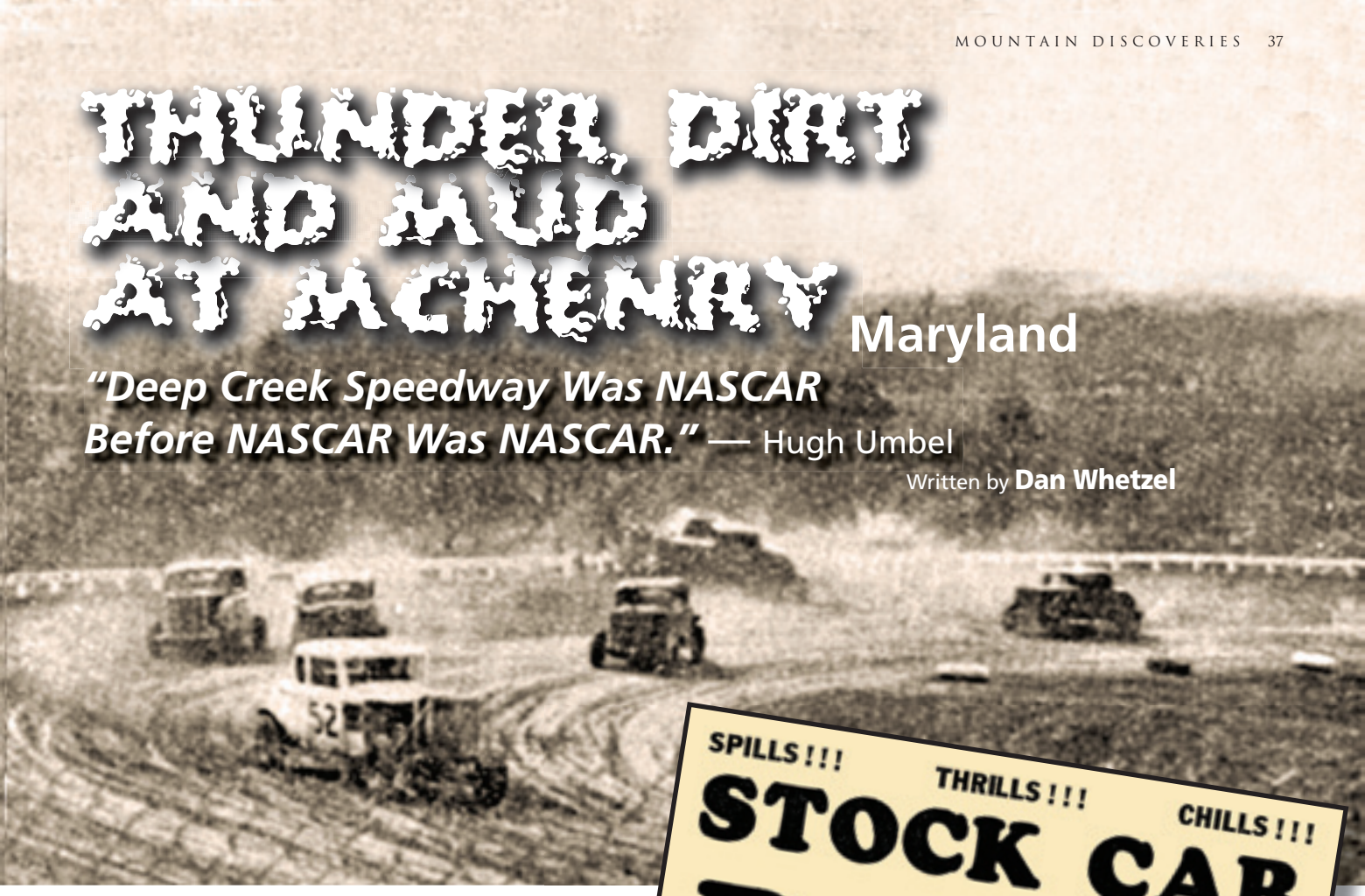
THUNDER, DIRT AND MUD AT McHENRY Maryland

"Deep Creek Speedway Was NASCAR Before NASCAR Was NASCAR." — Hugh Umbel

Written by **Dan Whetzel**



"A LOT OF GUYS would buy a car at the junkyard for fifty or a hundred dollars and fix it up for racing. We certainly didn't have big money sponsors back then. Stock car drivers saw racing as a fun thing to do; they liked to play with their cars."

Mountain Lake resident "Red" Frederick's memories of local stock car racing capture the humble origins of the National Association of Sports Car Drivers, or NASCAR. The competition can be traced to the Appalachian Mountains and the scores of dirt tracks that generated Saturday night, small town excitement during the 1940s-1950s. And while not a formally designated NASCAR facility, McHenry, Maryland, hosted stock car races during the early days of the sport.

Deep Creek Lake's inaugural race was held on Memorial Day weekend, 1953, when fourteen hundred fans paid the $1.25 admission fee to the quarter-mile track at McHenry. The two day event attracted a slate of seven drivers, who provided competition and excitement as they vied for prize money by racing homemade hot rods. Organizers and promoters, Gordon Bray, Leon "Speedy" Sites, and Bud Vanucci, began building the "Deep Creek Speedway" during the fall of 1952 on the present day site of Garrett County Fairgrounds. Garrett County drivers competing in the early races at McHenry included Don Glotfelty, Al Gatto, Dale Upole, Bill Herman, Junior Pritts, Charles "Speedy" Shahan, Dayton Alexander, Whitey Bennett, Red Frederick, Paul Thomas, Marlin Lawson, Park Tressler, Don Sisler, Ollie Beckman, and Frank Beckman.

Friendsville resident Marlin Lawson in his #119, '34 flat head Ford coupe with a supercharger. People couldn't always see what it was but they could sure hear it.

The speedway provided fans with wooden bleacher seating and a refreshment stand, while drivers were accommodated with a clay track and a $100 first place award in the feature race—quite a contrast to the high dollar venues NASCAR fans and drivers enjoy today.

Local drivers were sometimes offered limited support from local promoters and sponsors. According to Red Frederick, "You might find a sponsor who would give you ten or twenty dollars. I remember one ice cream store in Oakland that would buy me five gallons of gasoline. And to cut expenses, we towed our cars to race; we didn't haul them inside a trailer. Money was scarce." Paul Thomas, a competitor at the McHenry speedway, also recalled limited money being offered for his vehicle. "Coca Cola paid for the lettering on my Ford and that was it. I was never paid to race. The only money I got was from whatever I won in the race." Deep Creek Lake resident Frank Beckman echoed those memories. "A lot of drivers did their own work on cars in those days. They just put up their own money and built it from scratch."

Ralph Pritts Garage, Vetter Brothers, and Harvey Spiker consistently sponsored the McHenry drivers. Paul Thomas also remembered, "There were a couple of drivers who had a garage mechanic—one was from Pritt's Garage and another one was from Kern's machine shop. But most guys worked on their own cars."

Red noted that in the early days of McHenry racing a stock car was "a regular production model you drove right off the road. Guys then overhauled the engine. If the engine got too hot and blew up, you just went to the junkyard and bought another one." Drivers would "start by boring engines out to make more cubic inches. Sometimes a 239 cubic inch Ford would end up with 300 cubic inches. They also used aluminum fly wheels and changed the crankshafts. There were a lot of tricks." Another modification was the installation of hydraulic brakes. "The old mechanical ones didn't work very well. We used to take them from Dodges and Chevys to put on Fords because they (Ford) didn't come out with hydraulic brakes until later." He also noted that, "Most cars were equipped with a bigger radiator for cooling purposes and the steering was modified to make for quicker responses on the tight turns."

Paul Thomas made inexpensive modifications to his flat head, 1938 V-8 Ford coupe. "I used an aluminum flywheel and a highlift three-quarter inch cam. I also put in a roll bar; that was all I could afford. All modifications were made to suit the drivers because there were no classifications or restrictions on the cars. "We didn't have many rules back then. You just showed up and ran the heats. Nobody checked anything. You did to your car whatever you had

Even in the 1950s, roll bars were a necessity for safety. As shown above, the roll bar protected Frank Beckman from injury when his car overturned.

the money to do." Apparently the only consistent rules required a roll cage and a bucket seat equipped with a seat belt. Rear ends on the cars were also typically modified, so that both rear wheels would spin at the same time.

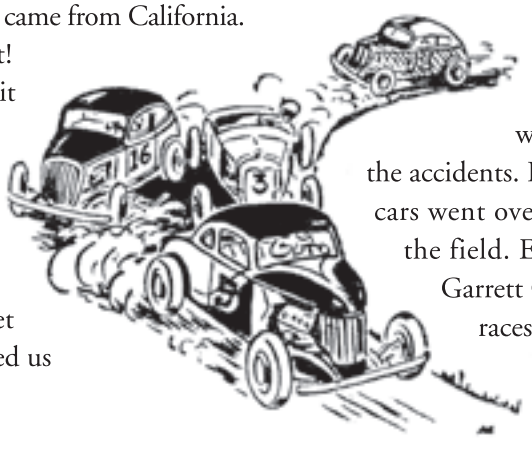
Friendsville resident Marlin Lawson raced the #119, '34 flat head Ford coupe that was modified by "using an Offenhauser head, turning over the cam, and installing a blower on the carburetor. We put on a supercharger and it caused more commotion than any other car in the county. People couldn't see what it was but they could sure hear it. We took the supercharger from a Frazier and then ordered a bonnet for it from Englewood, California. In the meantime we used a Prince Albert tobacco can to put over the four barrel carburetor until the bonnet came from California. The Prince Albert can worked great! When the bonnet came, we installed it by putting gaskets on the bottom and top. It worked too but the Prince Albert can was just as good. We were the only ones with a supercharger at that time because it was a high price item. The Frazier dealer let us have it for two seasons and it helped us win races."

During the 1950s American made cars were used exclusively by racing enthusiasts. According to Paul, "Most guys liked to race Ford coupes in those days; the favorite one was the '32 Ford. Those cars actually became scarce because so many drivers wanted them."

The Deep Creek Speedway fought for a competitive edge over nearby dirt tracks by offering special attractions like the 1953 "powder puff" (women's) races and dare devil drivers. Buddy Wagner's 1955 Tournament of Thrills promised spectators "22 Smashing, Crashing, Events." The spectacle returned in June, 1956 and promised race goers that brand new Fords would be featured. Despite added attractions, the McHenry races did not last beyond the 1956 season.

According to Paul Thomas, "Deep Creek was a few years ahead of its time. The racing didn't catch on with the people here." Another problem was the type of clay used for the track surface. "When they watered the track it was too slick. When it was dry it was just too dusty and dirty. People in the bleachers were covered with dust and drivers had a hard time seeing the other cars." Marlin Lawson remembered unique characteristics of the track. "You would roll to the outside every time you went into the lake turn. And when it wasn't too wet, it was too dusty. But in those days, we weren't choosy. We took what came to us. I was just glad to get out and race."

Hugh Umbel, business owner at Deep Creek and McHenry, was an avid fan of the races as a youngster and retains fond memories of the speedway. Hugh's father dropped him off along old Route 219 and he walked across the field to the bleachers. He recalled, "The track was usually dusty and it would have to be watered. Maybe that caused some of the accidents. I remember a couple of times when cars went over the rail and rolled down through the field. Even today when it's time for the Garrett County Fair, I have memories of the races I saw as a kid."



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Some of the racers and their cars at the Deep Creek Speedway during the 1950s. The Speedway was on the present day site of Garrett County Fairgrounds. There was limited sponsorship in those days — most drivers did their own work and used their own money.

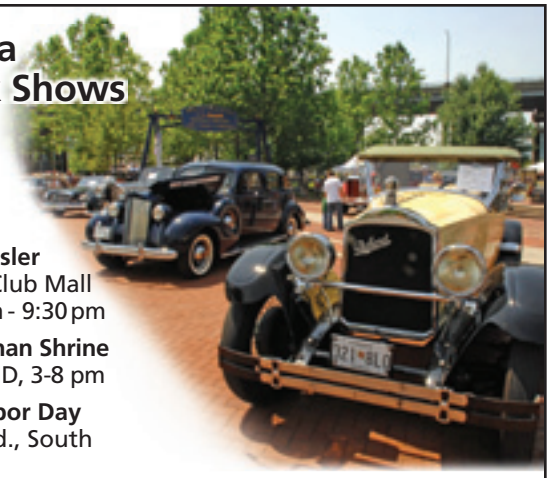
Bottom right photo: The #6-7/8 car was raced by Charles "Speedy" Shanan.

We would like to thank Hugh Umbel for suggesting this story and for supplying old news articles for our research and photos from his collection for use here.

Local tracks at Morgantown, Fort Ashby, Elkins, and in nearby Pennsylvania maintained their circuits until paved tracks and sanctioned NASCAR events attracted the attention of racing enthusiasts. Most small dirt tracks were closed by the 1970s as NASCAR exploded in popularity and increasingly attracted corporate sponsors. R.J. Reynolds' sponsorship of the 500 mile race at Talladega in 1971, later known as the Winston 500, marked the beginning of big money stock car racing. Paul noted there is "no comparison between the old dirt track races and today's NASCAR. They spend more money on one engine than all of us spent in an entire summer of racing." Marlin agreed, "Today's racing is about money; back then it was a hobby. If we won $30 in a race, it was a lot of money."

Times have changed and Deep Creek Speedway memories are exclusive to senior residents. Only the Allegany County Fairgrounds continues to host regional stock car racing on the half mile track at Fairgo. Perhaps the McHenry races were ahead of their time. As Hugh Umbel states, "The McHenry races were NASCAR before NASCAR was NASCAR. I always enjoyed them and hated to see the track close." Or perhaps the races reflected a time when shade tree mechanics could enjoy the hands-on experience of using wrenches, screw drivers, and sockets to modify what Detroit had manufactured. New vehicles don't offer the same mechanical opportunities because they are equipped with a sophisticated combination of components and software packages that restrict engine work to highly trained technicians possessing expensive diagnostic equipment. Or perhaps the races were simply part of the inevitable evolution toward the bigger, faster, stronger philosophy that influences all competitions. Regardless of the reasons for its demise, the Deep Creek Speedway provided fun and competition during a less hectic time when guys could still build 'em and race 'em just for the fun of it. Maybe that is the most important legacy of all.

Cumberland Area 2009 Car & Truck Shows



May 23 – Super Cruise Memorial Day Weekend Industrial Blvd., South Cumberland, 5-9 pm

May 29-30 – Jenkins Chrysler MOPAR Show – Country Club Mall (inside), LaVale, MD, 10am - 9:30 pm

July 25 – 7th Annual Ali Ghan Shrine Cruise-In – Cumberland, MD, 3-8 pm

Sept. 5 – Super Cruise Labor Day Weekend – Industrial Blvd., South Cumberland, 5-9 pm

Sept. 19 – 9th Annual Ford Model T & Model A Car & Truck Show – Downtown Cumberland Mall / Allegany Museum, 10am - 4pm

Sept. 26 – C&O Canal/Rail Fest 5th Annual Car & Truck Show – Canal Place, Cumberland, 10am - 4pm

For information call: 301-724-4339

Allegany Museum

81 Baltimore St., Downtown Cumberland

2009 Calendar of Events

May 15 **Allegany Museum Open House**
Exhibits New Museum Mission Refreshments, entertainment 5-9 pm

May 15 **Allegany Museum Opens**

June 13-14 **Heritage Days Open House**
Special tours and exhibits. Sat. & Sun. 10 am - 4 pm

May-Sept. **"Friday After Five"** Friday evenings 5 - 9 pm

May-Oct. **Bus Tours** – *Allegany Museum, Gordon Roberts House, Castle, etc.*

Sept. 19 **9th Annual Ford Model T & Model A Car/Truck Show**
Dash plaques, goodie bags, etc. 10 - 4

Sept. 26 **Canal Fest/Rail Fest**
Museum Antique Car/Truck Show, model canal boats, etc. 10 - 4

Nov. 6-15 **Cumberland Goes to War**
Tours, Military appraisals 12 - 4 pm

Nov. 20-Dec. 12 **Festival of Trees** 12 - 4 pm
Chefs, Children's Day, Ladies Night

Nov. 27 **Holiday Open House** 5-9 pm
Special decorations, quartet, carols.

Dec. 4, 11, 18 **Santa Claus Visitation**
Mr. & Mrs. Claus, carriage rides, photos, treats, etc. Free 5 - 9 pm

Dec. 31 **New Year's Eve Open House**
Music, exhibits, refreshments. 9 pm - 12 am

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LARRY PEASE
A Passion for the SKI PATROL

Written by **Sara Mullins**
Photo by **Lance C. Bell**

"I'm surprised to be here. My friends made bets that I wouldn't survive past 25."

SO SAYS LARRY PEASE, who has managed to reach age 76 after an adventurous life that includes 53 years of service with the National Ski Patrol. Most of those years passed with the Wisp Ski Patrol at the Wisp Resort near Deep Creek Lake, home of Maryland's only ski area. He often sports a black jacket emblazoned with the Wisp group's mascot, a black bull adorned with a red cross, and the group's motto: "You fall, we haul." The jacket was a gift Larry received in recognition for 50 years' service with the National Ski Patrol, most performed on a volunteer basis.

About 15 years ago, Larry and his wife Gail, also a member of the Wisp Ski Patrol, purchased a condominium adjacent to Garrett Community College. From the large, picture window in their living room, the couple enjoy a view of the Wisp's slopes. They also maintained a home in Silver Spring until relocating in 2004 to Jamaica, Va.

Larry's journey to the Wisp began in the Pacific Northwest, where he was born in 1933 as one of four children of college-educated parents living in Yakima, Wa. "I was a Depression baby," Larry says. After five years in nursing, his mother left her job to raise her children while his father gradually built a successful business as a grocer. Eventually the family settled in Corvallis, Oregon, where Larry's dad had purchased a grocery store. As Larry went through elementary, junior and high school, he found kindred spirits, joined the Boy Scouts and fell in love with the outdoors.

A Boy Scout camping trip in 1949 to Willamette Pass Ski Area provided Larry with his first experience on skis. "The first day was spent getting familiar with the skis and frequently falling into the snow," he recalls. "We tried the rope tow on the second day, which resulted in a lot of face plants." That night, the troop's tents collapsed upon the sleeping boys due to a dumping of heavy, wet snow. Undaunted, the boys attempted another round of skiing until, soaked and exhausted, they returned home.

After graduating from high school, Larry enrolled at Oregon State University but soon realized that college was not for him. He found work at Boeing in Seattle, where he was part of the team that built the first B-52 bomber. In his free time, he explored mountains in Oregon and Washington. While enjoying a recreational ski trip to Snoqualmie Pass with a friend, he first saw members of the National Ski Patrol in action when a friend broke his femur.

At this point, the National Ski Patrol (NSP) was a relatively new organization. Founded in 1938 by Charles Minot "Minnie" Dole, its members follow the creed "Service and Safety" by providing the ski and outdoor recreation community with emergency rescue, care and education services. Members must be accomplished skiers committed to ongoing emergency care training. The United States NSP does not charge ski areas or skiers for services rendered. During World War II, Dole established the famous 10th Mountain Division of the U.S. Army; many of its veterans have made significant contributions to the sport of skiing. Because of its altruistic legacy, the NSP was recognized with a federal charter by the U.S. Congress in 1960, an endorsement shared by only a few other American institutions including the American Red Cross, YMCA and Boy Scouts. The NSP reports directly to the Congress on an annual basis. Today more than 26,000 members serve over 600 patrols.

It wasn't long before Larry joined the ranks of the Ski Patrol, specifically the Santiam Pass Ski Patrol that serves the Hoodoo Ski Area, after being persuaded by some friends who were part of the organization. At this point he had returned to Corvallis for graduate study at the University. Initially his father was not pleased but Larry eventually won him over. He later became Patrol Leader.

Eventually Larry decided that earning some money was more of a priority than pursuing a graduate degree and so he returned to Seattle. He was hired as a National Park Ranger, served as a fire guard for a year, joined a summer rescue team at Mt. Rainier and joined the Stevens Pass Ski Patrol, where he served as a ski trainer and instructor on the proper use of toboggans for transporting injured skiers.

Some work for the U.S. Geological Survey (USGS) at Mt. Rainier, where he helped scout sites for hydropower dams in Alaska and Montana, eventually led to a job offer at national headquarters in Silver Springs, Maryland. Larry bought a car and headed to the Beltway. With assistance from a mathematician he was dating, he began using a computer to perform calculations for his job and after convincing his boss of this newfangled technique, became the first computer system analyst for the USGS.

Skiing had never left his mind and soon led him to a local chapter of the National Ski Patrol, formed by the Ski Club of Washington D.C. to provide weekend emergency rescue services for ski areas. Larry eventually became a National Ski Patrol Regional Director responsible for maintaining standards, and was appointed Training Chairman.

"It was a lot of hard work," he says. "It became an avocation. My joy was the ski patrol."

He realized that new ski patrol units needed oversight. Consequently he found himself spending more time working with the ski patrol than with his day job at USGS. He worked with ski areas in Virginia, North Carolina, Tennessee and Kentucky, and helped establish ski patrols at Canaan Valley, Blue Knob and Ski Liberty. As the Southern Representative to the U.S. Ski Association, a position he held for two years, he drove to every ski area in his region to "show the flag." Then the Ski Patrol Division Director, who managed the East Coast territory, asked Larry to be his assistant; so Larry added this job to his current responsibilities.

"I had my plate full," he says. When attending meetings, he often brought a handful of bananas to the podium and announced that he represented the "banana belt."

One of those southern ski areas was located in Garrett County, Maryland. In 1963, Larry boarded a train in Silver Spring and headed to Oakland, where he was met by Harold Ashby, leader of the Wisp Ski Patrol. Larry assembled a team to help with training; at the time, the American Red Cross Advanced First Aid was required of all patrollers. According to the Wisp Ski Patrol Web site, "communication was done with hand signals…. The first aid room was a corner of the old ski hut that had no heat, and there was no ambulance service. At that time, with the use of 'bear trap' bindings, lower leg fractures were common."

After the former Oregon Ridge Ski Area near Baltimore closed down in 1967, some members of its former ski patrol came out to the Wisp to help on weekends. By then, the Wisp Ski Patrol had 45 members (10 from Wisp and 35 from the former Oregon Ridge), a new first aid room, Cascade Toboggans and telephones on Beaver, Deer and Possum slopes.

After Wisp earned certification from the National Ski Patrol System as a "senior test hill," its patrol developed skiing and first aid training programs that served as models for patrols in Western Pennsylvania and the Southern

Appalachian Region. In 1990, the Wisp Patrol moved to its present quarters at the base station— also, as luck would have it, the location of the local Rescue Squad, a situation that allows for considerable cross-training. In 1996, the group was named the Outstanding Alpine Ski Patrol for the Eastern Division of the National Ski Patrol System.

Today the Wisp Patrol has grown to about 105members (95 are volunteers) who handle over 500 incidents each season. Many have more than 10 years of service, and some continue a multi-generation tradition as ski patrollers. Members must complete 80 hours of outdoor emergency care training, and because the patrol is considered a rescue organization by the Maryland Institute for Emergency Medical Services System, they must be Maryland First Responders.

Although members of the Ski Patrol come from all professions, Larry says, "It's a strictly maintained rule that nobody refers to anybody by title at the site of an incident. Being on the Ski Patrol allows you to be somebody else for awhile. You can have an alter-ego." He recalls a comment from a former head of the National Ski Patrol, who stated, "If I had the Ski Patrol as a company, I could run the country."

"It's a wonderful group of people at Wisp and everywhere," he continues. "We're professionals with a love of skiing and the hope that we can help. We do what we can to make the sport better. We work together and get the job done."

A Quote from Helmuth Heise, founder of Wisp

Helmuth Heise, fourth from left, with members of the Washington Ski Club. The building in the background is the original base lodge at Wisp.

The Ski Patrol has always been an important force for improving standards of safety and responsibility to enhance the adventure of skiing at Wisp. Our patrollers give us important feedback about conditions and the state of the slopes from the most important perspective, that of the actual skier, so we can groom trails better, developing and maximizing our advantages. The Patrol can be relied on to handle emergency situations professionally and to deal with daily problems, such as unruly rogue skiers and unwittingly dangerous novices, both firmly but kindly.

Larry Pease's thorough knowledge of the National Ski Patrol literature helped us to take practical advantage of the experience and knowledge contained in those guidelines, in implementing safety procedures as part of our standard practice and daily routine.

They are a great group of people, our Ski Patrollers! In addition to their professionalism and efficiency, the Ski Patrol's camaraderie and zest for the sport have been good advertising for all to see just how much fun can be had by skiing, and how much pleasure can be gained from doing it at Wisp.

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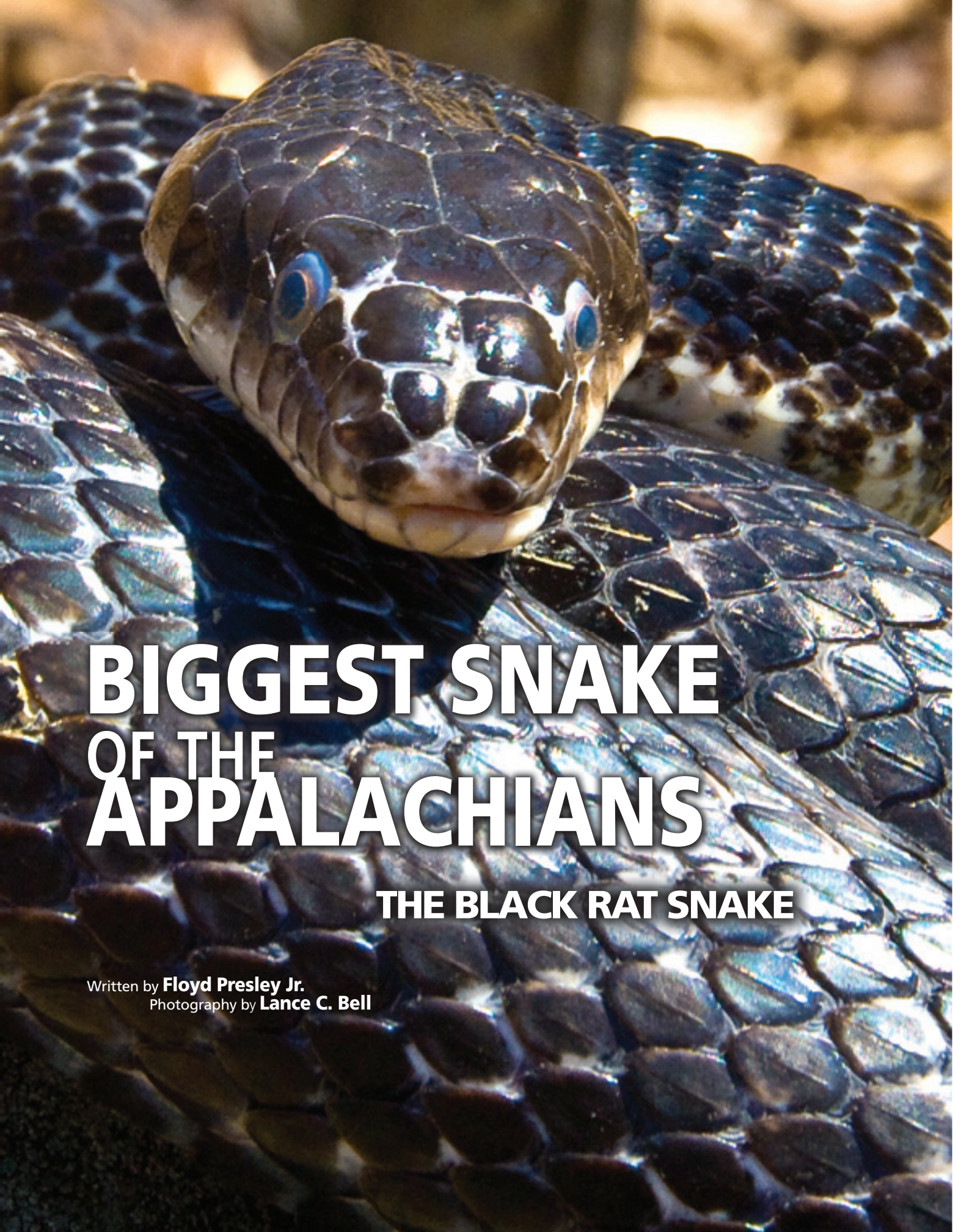


BIGGEST SNAKE OF THE APPALACHIANS

THE BLACK RAT SNAKE

Written by **Floyd Presley Jr.**
Photography by **Lance C. Bell**

IN THE CENTRAL APPALACHIANS numerous species of snakes exist. The largest of all Appalachian snakes is completely harmless. This giant reptile is the black rat snake. The record length of this snake is well over eight feet long.

Most outdoorsman know these snakes as black snakes. These non-venomous reptiles have long been recognized as beneficial by farmers. During the 1950s and 1960s, six and seven foot black rat snakes were commonplace. Today the largest black rats found are only four or five feet long because it takes about fifteen years for them to reach lengths of seven feet. Most of these conspicuous snakes are killed by cars while crossing highways, by predators, or by humans prior to attaining full growth.

Black rat snakes bodies are almost a solid black color, with faint, hard to distinguish white lines running across their body. This nearly solid black color absorbs sunlight and allows these cold blooded reptiles to thermo regulate on cool days. Interestingly all black rat snakes exhibit white lower jaws. Young black rat snakes are black and grey colored for camouflage purposes. They do not turn solid black until they reach three feet in length.

The appearance of black rat snakes is dissimilar to copperheads and timber rattlers, the only venomous snakes in the central Appalachians. These poisonous snakes display heavily blotched, contrasting colors on their thick bodies. Moreover they exhibit broad triangular heads and thin necks.

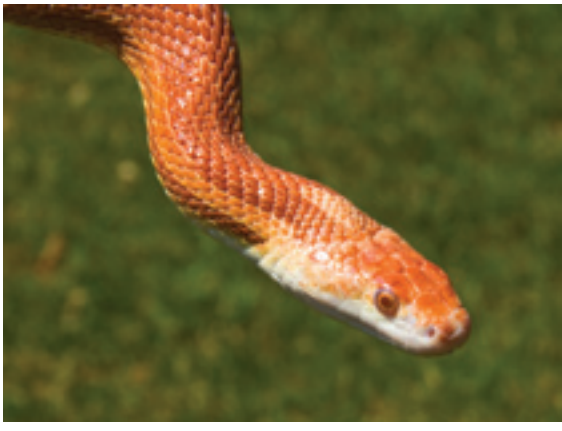
There is an old wives tale that black rat snakes can cross breed with rattlesnakes. This is completely untrue. Their genes are too far apart to splice. For example black rat snakes lay eggs, whereas rattlesnakes are live born.

Most agriculturists recognize the value of black rat snakes on farms because they destroy rodents with a vengeance; hence their name, black RAT snake. Wherever they live destructive disease carrying mice and rats are kept in check or eliminated.

The most powerful weapon of the black rat snake is their sense of smell. A good portion of their brain has olfactory bulbs which interpret chemical particles gathered by the flicking of their forked tongue. This sensory system is called the Jacobson organ, whose whole function is to sort out smells. Consequently a black rat snake can quickly determine without seeing, friend or foe, or food item. Many experts think a snake's ability to track a prey species is superior to a bloodhound. For example once a black rat starts on the trail of a mouse, the mouse is doomed. If the mouse climbs a tree the black rat will follow; black rat snakes are excellent tree climbers. If the mouse goes down a hole or into a tangle the black rat will pursue until seizing the mouse.

Black rat snakes have poor eyesight. They can only focus their eyes at one distance; this is usually the striking distance of their prey. Nevertheless, they see and react to movement. Their hearing however, is also limited. Black rat snakes mainly pick up vibrations of sound, most times from the ground as animals or humans approach them.

In Maryland, West Virginia and Pennsylvania there are a number of hobbyists who breed snakes for pets. They are almost a secret society. These snake breeders call themselves "herpers"; not to be confused with herpetologists. This group has developed at least twelve color variations of black rat snakes ranging from solid white to orange.



These snakes make excellent pets: raised in captivity, parasite free, and adapted to confinement. They take cool temperatures far better than boas or pythons; moreover, black rat snakes also can be hibernated.

Above left: Floyd Presley handles three color variants of Black Rat Snakes — the Rusty, Red Albino, and Leucistic.
Above right: A Red Albino Black Rat Snake.
Below: A Blue Eyed Leucistic Black Rat Snake.

A GREAT NEW SITE IS BORN!

Written by **Sara Mullins**

Regardless of where you are, whether it's your home, the office or on the road, you can now "visit" Garrett County and Deep Creek Lake via an exciting new Web site – www.deepcreekdiscoveries.com.

This user-friendly site (***right***) offers interactive virtual tours of "destinations" that include a variety of attractions and businesses located throughout the area. Each tour features stunning panoramic, 360° scenes that you can "enter" to explore different vantage points and hone in on whatever strikes your fancy, whether it be a fabulous pair of sunglasses or a sunset view of the lake. It's the next best thing to being there.

All you need is a computer, an Internet connection (preferably high-speed) and Internet browsing software such as Windows Internet Explorer or Mozilla Firefox with the QuickTime Player Plug-in enabled. A computer mouse is also helpful. Designed and produced by AAD-INC. and *Mountain Discoveries* magazine, the site gives Garrett County attractions and businesses a new and exciting way to showcase what they have to offer.

To begin your touring adventure, enter **www.deepcreekdiscoveries.com** in your Web browser to get to the site's Home page. If you don't have QuickTime Player installed on your computer, look below the *Deep Creek Discoveries* banner at the top to locate and click on the Support link next to the little wrench icon. You'll land on a Web page that tells you "How to Use This Site." The second paragraph includes a link that allows you to download and install the QuickTime Plug-in, plus instructions and contact information if you need more help.

To get the most from your virtual tour experience, it's worth taking a moment to read the tips offered in the first paragraph. After you've selected and clicked on a tour, the image changes from a black and white grid to blurred view to the fully rendered image. A word of caution: be sure to move your mouse s-l-o-w-l-y to avoid possible dizziness! If you want to hone in on a particular item or location for a closer look, click on the + sign below the tour image. When you're browsing a store's site, this feature gives new meaning to the term "window-shopping." Be sure to move to the bottom of each tour for the amazing "benchmark" that looks somewhat like a cross between a porthole and a circular mirror. The benchmark offers a "through the looking glass" view of each location, complete with GPS coordinates.

Now that you've figured out how to tour the site, click on the "View Tours" link for the Tour Directory listing all destinations in alphabetical order, along with GPS coordinates for serious trekkers. Color-coded icons featuring images appropriate for different types of destinations will help you, the "virtual tourist," quickly locate sites of interest. A nifty feature of the Tour Directory page allows you to see all tours in each category on a single page when you click on the desired category link. For example, to find attractions, click on that icon and – presto! You'll see virtual tours for fun places to go, all on one page.

Now that you've figured out how easy it is to get around, it's time to start touring!

Let's begin with **Attractions**. Garrett County's three state parks and the Savage River Reservoir lure thousands of visitors every year, in all seasons. If you're looking forward to some fun in the sun, you can view the beach and picnic areas at the state parks – *Deep Creek Lake, Herrington Manor and New Germany*. If you're thinking of an overnight stay with a touch of comfort, check out the cabin photos at the *Deep Creek Lake* and *Herrington Manor* sites. The *New Germany* tour offers appealing, sunny views of the

park's popular lake and its surroundings. You can almost smell the evergreens and hear the birds as you "move" through the parks. The *Savage River Reservoir* and *Savage River Tailwater* tours allow you to see, respectively, the reservoir and surrounding mountains above the Savage River Dam, plus the river itself, a popular whitewater paddling and world-class trout fishing destination. Avid paddlers can whet their appetites for watery adventure with a look at the two *Mountaintop Whitewater Course* tours. The first features the course and its immediate surroundings while the second view, from the holding pond area above the course, offers a larger perspective. The *Lodestone Golf Club* atop Wisp Mountain features stunning mountain and lake views from a challenging course for golfers at any level. Finally, there's a tour of a very different sort – *Smiley's Funzone Arcade* – where you'll get a glimpse of the 50+ games available for kids of all ages.

If retail is your thing, select the **Shopping** icon and let your fingers do the walking. The aptly named *Trader's Landing* tour highlights its lakeside location along Rt. 219 that's accessible by boat or vehicle. Here's where you can find sporting goods, furniture, IT services and restaurants. *Bear Creek Traders* carries such a large selection of merchandise that a single tour just won't suffice – so there are two. Check out famous label clothing, gourmet cookware, housewares, bath and body products, goodies for your pets, lawn and garden accessories, home décor and accents, books and stationery, puzzles and games, all-American toys and even an old-fashioned candy counter. If you're a fan of bookstores with a cozy, personal touch, browse *The Book Mark'et and Antique Mezzanine* tour that features a delightful children's nook and treasures from yesteryear.

Above are a few samples of how the panorama photos look when they are shot.

Top photo: Willow 'O the Wisp beach area, 2nd photo: The Silver Tree Suites lobby, 3rd photo: Savage River below the damn, Bottom photo: Herrington Manor Lake and activity area.

All of the "Panos" are high resolution and shot with professional cameras that capture high detail.

At left is a "Benchmark", which appears at the bottom of all panos and feature location and GPS coordinates, as well as a fish eye view of the pano.

Ladies and those who love them will enjoy window-shopping at Petticoat Junction, a boutique where fashion and fun unite. For haute "cou-tour," go to *Studio 24E*, an upscale "lifestyle gallery" for fans of the chic and unique. Two tours of *The McHenry Beverage Shoppe* offer a visual taste of the wines, liquors, beer, sodas, snacks and cigars available. *Deep Creek Foodland Fresh* merits the moniker "supermarket," with two tours showcasing its deli, bakery, produce section, fish market, salad bar and gourmet shop – along with the usual grocery items.

The **Dining** option includes tours of three popular restaurants. *The Four Seasons Restaurant* has two separate tours for its new lounge and dining area. Tastefully appointed with hardwoods, tile and stone, the restaurant is light and airy with large windows featuring terrific views of the lake. You'll find a rustic, casual atmosphere in the *Pine Lodge Steakhouse* and *Pine Lodge Saloon*. The spacious dining area features a log interior with lofts and a massive stone fireplace; be sure to take a look at the diorama tucked into one of the lofts. The saloon features a central bar area, plus options for indoor and outdoor seating. There's plenty of room at *Smiley's Pizzeria*, where you'll see ample seating options to enjoy Smiley's specialties like buffalo chicken wings, cheese fries and, of course, pizza.

After thinking about food and drink, it might be a good idea to think about touring the **Fitness/Spa** link, which will take you to the *Balanced Body Studio*. Scroll through for a glimpse of the room filled with Pilates equipment, a class in the exercise room, goodies for sale in the retail shop and a smoothie bar for post-workout treats.

The **Lodging** icon takes you to *Will O' the Wisp*, a resort offering condominiums and cottages for rent. The beach tour offers an overview of the resort's lakeside setting, while the pool and hot tub tour reveals an inviting, spacious area for relaxation.

Now that you've seen a bit of what Deep Creek Lake has to offer, you may be ready to click on the **Real Estate** link. You'll come to a site featuring the *Suites at Silver Tree*, offered by *Carol Wills & Sam Housley* of Long & Foster Real Estate. Four tours reveal views of the impressive lobby, with a main and a lower area, a luxury suite that includes a loft, and a spacious reading loft above the main lobby. During your main lobby tour, take a look at the stone inlay image of Deep Creek Lake that welcomes guests near the entrance. Don't miss the massive twin fireplaces nestled amidst the rafters in both lobby tours.

Now that you've navigated the sites that interest you, be sure to check back often so you won't miss new virtual tours as they're added to **www.deepcreekdiscoveries.com**. These tours will help you keep up with what's new in Garrett County and plan your next visit. And they're a lot of fun to navigate. Meanwhile, happy touring!

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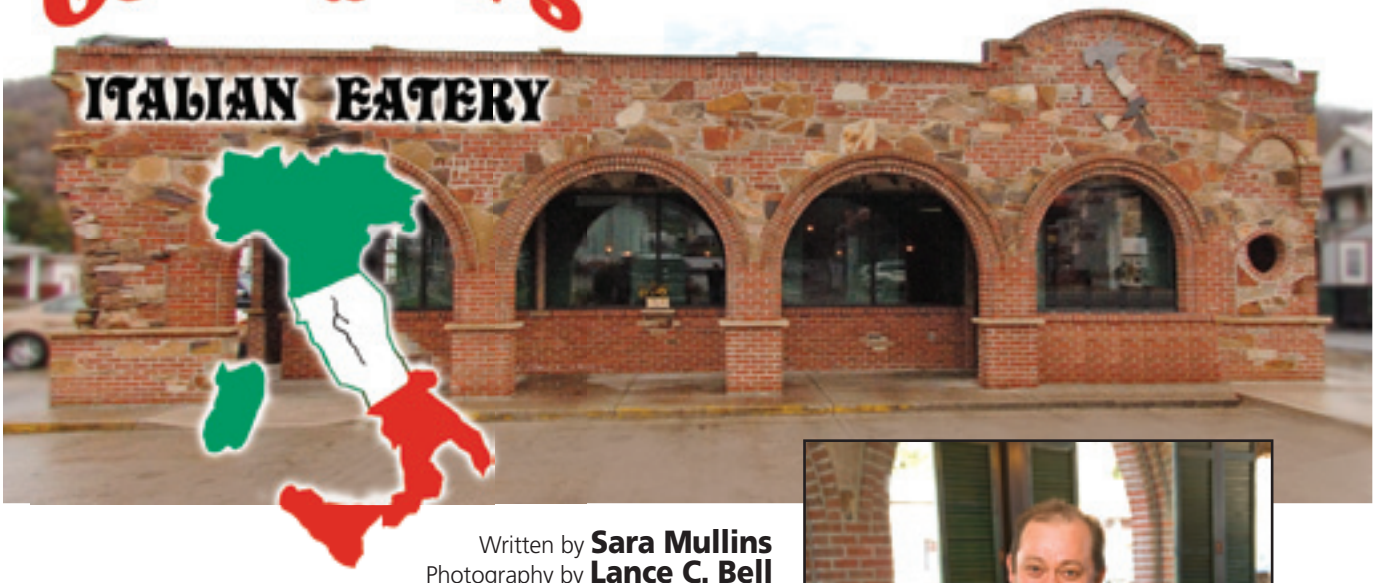

Written by **Sara Mullins**
Photography by **Lance C. Bell**

KEYSER, WEST VIRGINIA may seem like an unlikely place to find an authentic Italian restaurant, but Castiglia's Italian Eatery has flourished in this small college town for over a decade by offering a delectable combination of great food and friendly service in a convenient location that was once home to a Mister Donut.

Word travels fast among those who travel. In 2002, only five years after the eatery opened, noted journalist and food columnist David Shribman sang the praises of Castiglia's in the pages of *Fortune Magazine*. A copy of the article is posted in the entryway.

Situated at the busy intersection of Mineral and Chestnut Streets, Castiglia's (pronounced "Cas - tee - yas") offers an impressive variety of choices, all made from scratch with fresh ingredients. Specialty items like high-quality cheeses and meats arrive weekly by the truckload from a supplier in New Jersey. Portions are generous, so come hungry. Hand-tossed pizzas, Italian rolls and baked specialties like stromboli and calzone feature freshly made dough. Chef Gerardo Castiglia's homemade tomato sauce appears in a bevy of pasta dishes, including five varieties of spaghetti. Subs range from hot to cold, and hamburgers are made with Angus beef. Popular appetizers and side orders, several salad selections and a zuppa del giorno (soup of the day) round out the menu. For those with a sweet tooth, Castiglia's offers Italian favorites — tira mi su, cannoli and amaretto cheesecake. This is not low-cal eating, but who cares, with food this tasty?

Gerardo

For Gerardo (above) and his wife Rosaria (right), owning and operating a restaurant seems pre-ordained, given their family histories. Both were born into "restaurant families" with roots in Naples, Italy. At age 17, Gerardo moved to the United States from Naples where he and four brothers soon established restaurants in Front Royal, Culpepper and Winchester, Va. Rosaria was raised in Brooklyn, NY, by Neopolitan parents she calls "restaurant gypsies," who left the city to set up pizzerias in places like Bedford, Pa., Berryville, Va., and Lebanon, Pa. After Gerardo and Rosaria met and married, they settled in Winchester, worked in the Castiglia family restaurant and began a family. Their son Onofrio is named after Gerardo's father, and their daughter Giovanna, born a year later, bears the name of Gerardo's mother.

One day, Gerardo drove through Keyser and thought it looked like a nice, safe place to raise his children. The family moved there in January, 1997, and by the following September, Keyser's Castiglia's Italian Eatery was open for business. Several years later, daughter Maria – named after Rosaria's mother – was born. Rosaria's brother Tony joined them as part of the family team.

Rosaria

Now a loyal clientele packs Castiglia's on a regular basis. Gerardo oversees all food preparation while Rosaria greets customers with a smile, answers the phone and serves as general "troubleshooter and peacemaker" while managing it all with aplomb. At peak times, it's a challenge to find a parking spot, not to mention a seat within the restaurant.

And so Rosaria and Gerardo decided to renovate the restaurant to better accommodate a growing number of customers and realize their dream: to create a "rustic, old world" atmosphere reminiscent of their Italian heritage. To achieve their goals, they needed to find somebody simpatico with the right skills.

Fortune smiled upon them when they found Wes Boddy, a stonemason and bricklayer who had found his way to the Keyser area from Walkerton, Ontario 500 miles to the north in Canada. While driving through Keyser, Gerardo spotted Wes working on a building owned by a law firm. Gerardo was sufficiently impressed with Wes' handiwork that he asked Wes to help renovate Castiglia's.

Wes agreed and began by creating a stone arch within the restaurant, in a nook to the right of the counter where customers place their orders. Outside, he continued the arch theme via colonnades to the front and left side, with ceilings of barn wood salvaged from a local farm that are visible from inside. In the brickwork above the doorway, he crafted a stone map of Italy from a template he made from a pizza box. The outside wall of a future dining room incorporates native stones placed in random patterns amidst the warm brick colors, accented with a gothic arch,

Wes Boddy, stonemason and bricklayer in front of his skilled handy work at Castiglia's.

a doorway with Roman arch and a circle. Part of the master plan is a patio for outdoor dining ("an Italian custom," according to Rosaria) with a gate and a fountain. Rosaria has plans for the mixer that remains out front which was bought from an old bakery in Virginia – she wants to give it a new life as a fountain with a planter. Interior updates like new light fixtures, rustic colors of paint and a new sound system are also in the works.

"My name is on this," Wes says of the restaurant. He uses stones from near his home and throughout Mineral County, a treasure trove of distinctive stones and fossils. It's a stonemason's version of heaven.

continued on page 54

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Castiglia's continued from page 53

At age 14, Wes discovered stonemasonry while perusing the book "The Art of the Stonemason," tucked away in his father's bookshelf. "Everything I saw in the book came alive," he says. After working for several years in other trades, Wes decided to gauge his interest in stonemasonry by building a stone planter, arch and pillars in his family's back yard. "I found my niche," he says. For several years, he learned the basics of the trade from a third-generation stonemason from Scotland, established his own business – Stoneworks – and then took time off to complete a Heritage Restoration stonemasonry program at Algonquin College in Perth. With a toolbox of new skills, he went back to work, constructing custom homes, golf course bridges, pool decking and fireplaces, with a touch of rock carving along the way.

Wes decided to take a break from work and traveled to West Virginia, where his brother Tim had settled after marrying Rachel Pancake of Keyser. And that's how he met his wife Naomi, Rachel's sister. Wes and Naomi have two children, with a third on the way. He's now planning to build a home using, not surprisingly, mass masonry techniques – with a turret as the starting point.

Rosaria and Gerardo are more than pleased with Wes and his workmanship. "We can't say enough good things about this man," Rosaria says. "He reads our minds. It couldn't have been done any better. And we've become friends."

"It's been so much fun," says Wes. "Where do you stop? You figure it out as you go. There's so much opportunity for creativity. What matters is that it looks good."

The fact that the Castiglia family has embarked upon this renovation reflects Gerardo's commitment to his adopted West Virginia home. "We are so very grateful for the incredible support we have received form the Keyser community," he says.

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Historical Architecture

OF THE AREA'S PROUD PAST

PART II

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

Left: The Toll Gate House located along National Highway (U.S. Rt. 40) in LaVale, MD.

Below: The Western Maryland Railway Station on Canal Street in downtown Cumberland, MD.

DOWNTOWN CUMBERLAND'S business district also displays architectural styles associated with the late nineteenth and early twentieth centuries. Three significant buildings are located together in the public building complex at the center of town.

The City Hall building, located on North Centre Street between Frederick and Bedford Streets, is the only example of municipal-style architecture in Allegany County. Constructed during 1911-1912 at a cost of $87,000, the architect was influenced by neo-classicism which drew inspiration from the ancient Greek and Roman builders. The main entrance is flanked by double pilasters, while the cornice projects slightly to become part of the entrance embellishments. One originally planned feature, a dome that was to adorn the roof, never materialized because the $6,000 cost for the project was considered too extravagant by city officials. While the building's exterior is an understated neo-classical style, the marble interior is ornate and includes a stone and marble rotunda augmented by a 45-foot long Gertrude DuBrau mural depicting the early history of Cumberland. The first part illustrates George Washington welcoming British General Edward Braddock to Fort Cumberland in 1755, while a second section portrays President Washington's appearance in Cumberland during the Whiskey Rebellion in 1794. This painting is believed to be the only one depicting George Washington's first and last times of commanding troops in the field.

Adjacent to City Hall on the corner of Frederick and Liberty Streets is the old Post Office and U.S. Courthouse building. The building's architecture could be described as a modified Georgian Revival because federal architect James K. Taylor combined the dominant Georgian features with Romanesque and Beaux-Arts styles; it is the only example of early twentieth century Georgian Revival style architecture in Allegany County. The upper two stories are brick raised from a stone base, while the three center bays of the facade are defined by four Ionic columns. The

Left: City Hall building on North Centre Street between Frederick and Bedford Streets in downtown Cumberland.

Below: Interior views of the rotunda mural in the City Hall building. The 45-foot long Gertrude DuBrau mural depicts the early history of Cumberland, including George Washington welcoming General Edward Braddock to Fort Cumberland in 1755.

impressive building opened in 1904 and hosted a federal court and post office until 1932, when new facilities were built on Pershing Street. The building was subsequently occupied by the Cumberland Police Department until the late 1970s. Today the building is home to the Allegany County Human Resources Development Commission.

On the corner of Bedford and Liberty Streets stands the landmark Bell Tower building. The building, currently occupied by the Allegany County Chamber of Commerce, remains essentially unchanged since construction in the late 1880s. Sometimes referred to as a "General Grant" period building, the two-story structure has tall double windows, simple molded lintels decorated with scroll motifs, and a Second Empire Revival roof. In the center of the roof is a wooden bell tower that adds a late nineteenth century feature to the building and also provides the commonly used name for the building — Bell Tower. Ironically, the tower may not have originally held a bell because it was first used as a police headquarters and city jail until 1936, and its location

adjacent to the city fire department would have made a bell unnecessary. Nevertheless, the bell tower (which now contains a brass bell) provides "an interesting visual element to an already pleasing late nineteenth century building." (*Maryland Historical Trust*)

One block from Bell Tower is the Schwarzenbach building at 128-130 Baltimore Street. The structure is unique to the city's business district because it is the only one influenced by the Beaux Arts style of the late nineteenth and early twentieth centuries. The building was the commercial venture of George Schwarzenbach, a German immigrant who arrived in Cumberland and established a small retail business that later became an upscale men's clothing store. Designed by Cumberland architect Wright Butler and constructed in 1912, the Schwarzenbach building has four large dormers with double hung sashes and segmented pediments on the mansard, or hip roof. Above the third floor windows are a series of iron arches and scrolled brackets that highlight the Beaux Arts style. Schwarzenbach's men's clothing store closed in the late 1970s but the building was subsequently renovated to serve as offices for the Maryland state government.

Top: Old Post Office/U.S. Courthouse building at the corner of Frederick and Liberty Streets.

Bottom: Schwarzenback building at 128-130 Baltimore Street.

Located on Canal Street, near Baltimore Street, is the Western Maryland Railway station. Constructed in 1913, the station stands as a proud monument to Cumberland's transportation heritage. The station became the most important stop on the railroad line between Baltimore and Chicago.

The Western Maryland Railway station's architectural style could be described as commercial. The brick building is nine bays long and three bays wide. A massive cornice encircles the structure and dormers are set directly over three central bays on the longer façade.

The Western Maryland station fell into a state of disrepair during the 1970s after the rail line merged with CSX and ceased operations, abandoning the building. The Western Maryland Chapter of the National Railroad Historical Society led an effort to save the structure from possible demolition. In 1993 the State of Maryland created an agency to oversee historical development plans at the station and surrounding area. Today, the Western Maryland station is beautifully renovated and hosts Canal Place, a regional tourist destination site that includes the headquarters of the Western Maryland Scenic Railroad, the Allegany County Visitor's Center, the C&O Canal National Historical Park Cumberland Visitor's Center, a gift shop, deli, and offices of the Canal Place Authority. Each year thousands of visitors enjoy the transportation heritage displayed at the Western Maryland Railway station.

Left: The Bell Tower building at the corner of Bedford and Liberty Streets, downtown Cumberland.

Right: The Troug House at 230 Baltimore Street.

A short distance from Cumberland's commercial district stands a private residence referred to as the George Troug House, namesake of the skilled proprietor of the Maryland Etching Glass Works that rose to national prominence during 1893-1911. Originally built in 1902 at 230 Baltimore Avenue, the brick structure was unremarkable until its purchase by George Troug. Local architect Wright Butler collaborated with Mr. Troug to plan a thorough remodeling of the structure at a reported cost of $40,000. Mr. Butler's architectural skills combined with George Troug's artistic talents, transformed the house into one of the finest residences in Allegany County. The building's exterior reflects features one would find in Switzerland where Troug was educated, yet the overall design does not fall into any one category.

The recessed front porch spans the south façade behind three stone Gothic arches. Interior features include elaborate plate glass doors of colored and leaded glass with representations of grapevines. The house contains "numerous examples of the glassmaker's art, including windows, transoms, panels, and mirrors variously etched, chipped, engraved, beveled, stained, leaded, colored and painted." (*Maryland Historic Trust*). The house was purchased by Chuck and Joni Manto in 2003. The Manto's are planning to offer the Troug House as an executive retreat complete with lodging and meeting rooms.

Six miles west from the city of Cumberland on historic U.S. Route 40 stands one of the most unusual architectural structures in the region. The LaVale Toll Gate House was constructed in 1836 for the purpose of collecting fees necessary for maintenance costs associated with the government-owned highway. The state of Maryland continued to collect fees at the location until 1878 when the National Road and toll gate house became the property of Allegany County. Later privately owned, the building managed to avoid inappropriate renovations or demolition until it was purchased by the Maryland Historic Trust in 1955. Now restored, visitors can easily access the site via a parking lot and picnic area.

The Toll Gate House is architecturally unusual because of its two-story, seven-sided floor plan. These oddly shaped buildings were specifically designed for the purpose of collecting tolls, so function determined form. The five northern sides form equal angles, one to the other. The two southern sides are longer and meet at a right angle. There is a one-story porch that extends around five sides of the building and a decorative wooden cupola tops the roof. Lost over time are the wooden poles, called turnpikes, which extended from posts near the toll house for the purpose of halting travelers until the required fees were paid. While the pikes have not been used for more than a century, their name still applies to roads where fees must be paid.

The LaVale Toll Gate House is the only structure of its type remaining in Maryland.

The author acknowledges the Maryland Historical Trust for its records of historical sites and Sue Hughes for editorial review.

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QUEEN CITY
Transportation Museum

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

THE CITY OF CUMBERLAND established itself as a transportation center early in the 19th century. Starting with the National Highway, then followed by the arrival of the Baltimore and Ohio Railroad and Chesapeake and Ohio Canal, Cumberland developed into a regional transportation hub. Industrialization followed the transportation routes to the city, bringing growth and prosperity to residents for decades. Glass manufacturing, breweries, a tire company, a synthetic fabric manufacturer and a steel company called Cumberland home because of transportation advantages that connected the city with national markets.

The Queen City transportation Museum traces the development and forms of transportation through the region with a variety of displays ranging from an 1840 Conestoga wagon to a 1920 Buick Roadster. Vehicles appear within their historical context, including the early twentieth century ones that become part of a stroll along Baltimore Street, Cumberland's premier thoroughfare. Some of the town's most prominent stores, including Rosenbaum's, Schwarzenbach's, and McMullen Brothers, provide the backdrop for the vehicles that were typically found in downtown Cumberland. The museum is located at 210 South Centre Street in downtown Cumberland.

Jeff Nealis, Director of the Queen City Transportation Museum, also explains that the museum is more than static displays, because it includes hands-on experiences and educational programs. "We have programs that offer hands-on activities to students in elementary through high school. Building a section of the National Road, working on an assembly line, packing for a journey on a Conestoga wagon, and scavenger hunts are some of the offerings to students and educators at the museum.

Transportation is also highlighted in the Thrasher Carriage Museum located at Depot Center in Frostburg, Maryland. This remarkable collection of horse-drawn vehicles, once owned by Midland, Maryland, resident James Thrasher, is considered to be one of the premier displays of its kind in the United States. Mr. Thrasher began collecting carriages before World War II and continued to acquire them during the 1980s. Allegany County government purchased the collection upon Mr. Thrasher's death, thus keeping it intact and available for public enjoyment at the Frostburg location.

The Thrasher Carriage Museum is served by another form of transportation from May through December—the Western Maryland Scenic Railroad's Baldwin steam locomotive, which makes round trips between Cumberland and Depot Center in Frostburg. Passengers and visitors may watch the WMSR #734 locomotive as it enters the turntable to be positioned for a return trip to Cumberland.

Visitors and residents are invited to experience the schedule of activities and attractions offered by the Queen City Museum and Thrasher Carriage Museum. Contact information may be obtained at **thrasher@thrashercarriage.com**.

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