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



Fort Ligonier
1758 1766

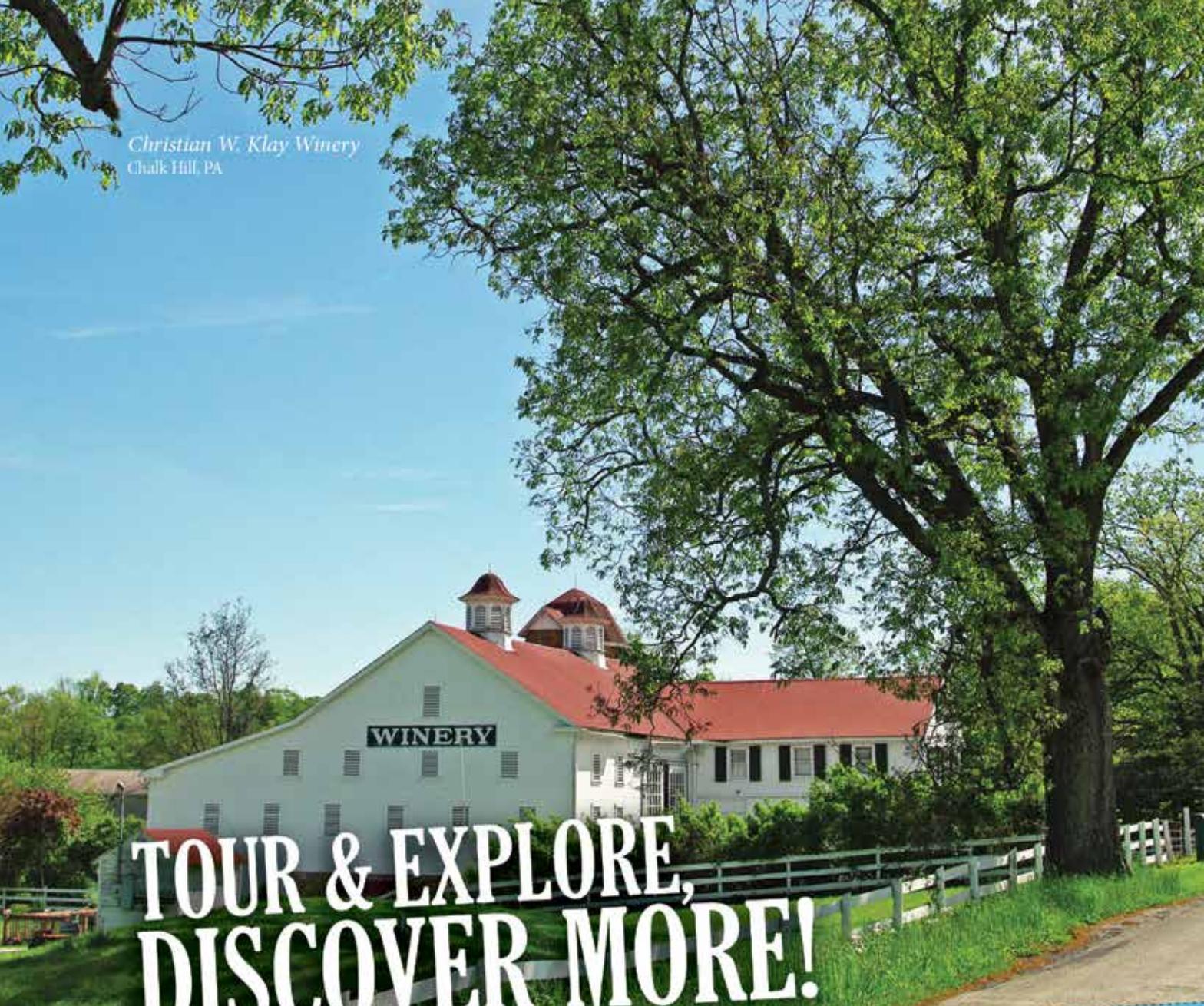
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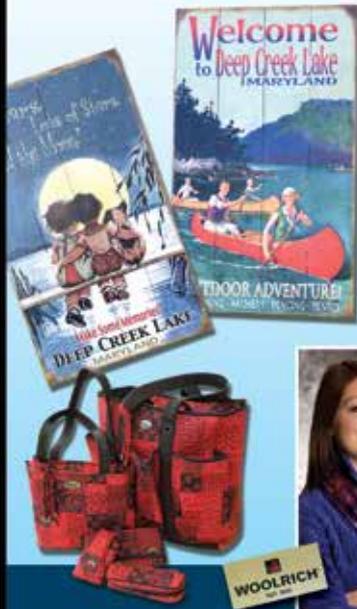


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Cover: Field cannon on the grounds of Fort Ligonier, Ligonier, Pennsylvania. See article on page 6.



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Mountain Discoveries magazine, as you might expect from its title, is all about exploring our Appalachian Mountain home, where the borders of Western Maryland, West Virginia, Virginia and Western Pennsylvania converge. Our Cumberland, Maryland location provides us with an ideal central base from which we set forth to explore our peaks and valleys, rich in heritage and spectacular beauty. Now in its 12th year of production, *Mountain Discoveries* magazine features a wide ranging mix of high quality stories and photography to entertain and inform our readers, near and far.

We are proud of our local roots; our stories are written by writers who live in our area, and our magazine's paper and printing come from regional sources. Advertising revenue from our loyal clients allows us to distribute copies of the magazine at no charge.

Our region was once a rugged frontier territory where battles fought set the course for the American Revolution. Today it offers us a powerful legacy of stories, attractions and activities to highlight within the pages of *Mountain Discoveries* for everyone to enjoy. We invite you to join us on our journey through a wondrous place, our home.

Nearby Forts of the French and Indian and Revolutionary War Periods

Written by **Sara Mullins** Photography by **Lance C. Bell** unless otherwise noted



Fort Ligonier
1758 ————— 1766



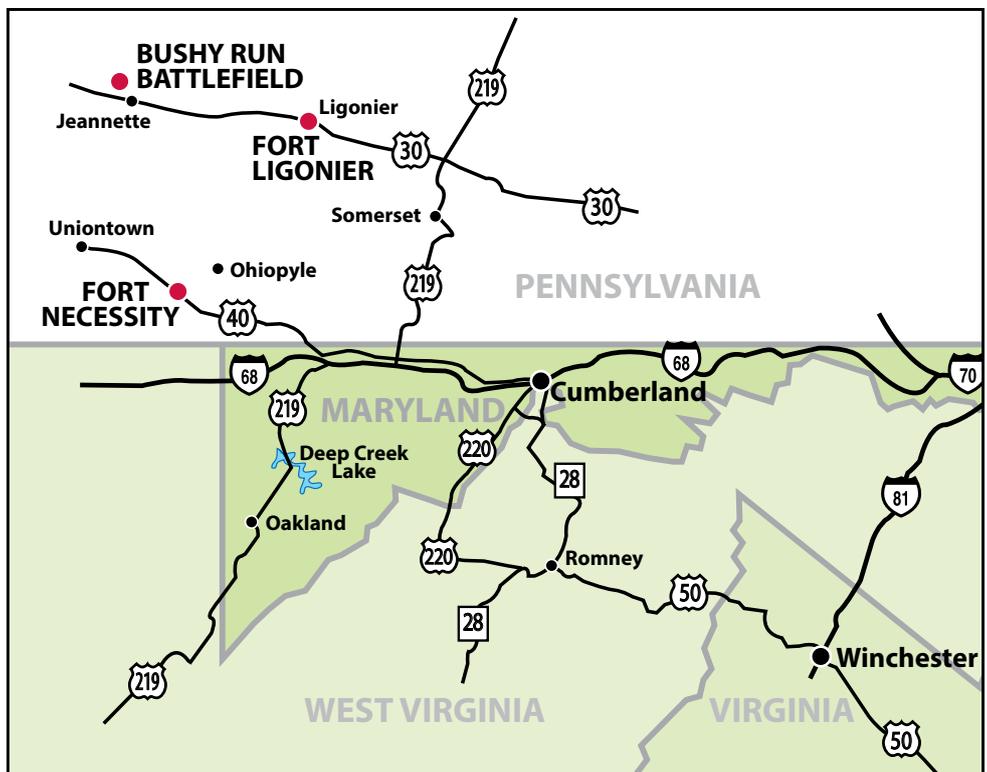
**NATIONAL PARK SERVICE
FORT NECESSITY**



**BUSHY RUN
BATTLEFIELD**

1763-2013

250 years



EDITOR'S NOTE:
Some photos shown here, taken by Lance Bell, were shot at Fort Frederick — a fort of the same time period as Fort Ligonier, Fort Necessity & Bushy Run Battlefield. These photos are used to show uniforms and armament of that time period.



Fort Ligonier at Ligonier, Pennsylvania.

A Battlefield Tour of Western Pennsylvania: Fort Necessity, Fort Ligonier and Bushy Run

“Remember, remember always, that all of us, and you and I especially, are descended from immigrants and revolutionists.”

— Franklin D. Roosevelt, in an address to the Daughters of the American Revolution, April 1938

President Roosevelt’s comment to the Daughters of the American Revolution, made in April of 1938, reminds us to honor the independent and courageous spirit exemplified by those who came to the New World with dreams of a better life.

Three battlefields — Fort Necessity, Fort Ligonier and Bushy Run — collectively tell a powerful story of our immigrant ancestors’ struggles for survival and supremacy in what was frontier territory in Western Pennsylvania. The engagements at Forts Necessity and Ligonier served as a military apprenticeship for George Washington, then a young colonel of the Virginia Regiment in service to the British Crown.

This story begins in 1754, when a battle between British forces and a coalition of French and Indian troops

at Fort Necessity became the first salvo in what flared up into the French and Indian War. By 1756, the war had spread to seven continents. Winston Churchill described the conflict as “the first world war.” For nine years, the 18th century superpowers, Britain and France, battled for supremacy. Britain’s victory was confirmed in February, 1763, with the ratification of the Treaty of Paris; the French surrendered all of its former North American territories east of the Mississippi River to Britain, with the exception of New Orleans.

After the War, British settlement policies inflamed the Native Americans to the point of rebellion. Under the leadership of Ottawa Chief Pontiac, a coalition of tribes went on the warpath, attacking forts, settlements and homesteads without mercy. Thinking it was a local uprising, the British did not respond until Pontiac’s braves attacked Fort Pitt in late May. Although unsuccessful in taking the Fort, they maintained a ferocious siege until August 1, when they left to ambush British forces on the march to liberate Fort Pitt. At Bushy Run, Pontiac and his warriors might have succeeded had they not fallen into a desperate, last-minute trap conceived by commanding



officer Colonel Henry Bouquet. Their defeat marked the beginning of the end for the Native Americans and signaled the opening of the region for colonial settlement and westward migration. Eventually British policies, particularly taxation and land treaties, would rouse the colonists' anger to the point of revolution and eventually, the birth of a nation.

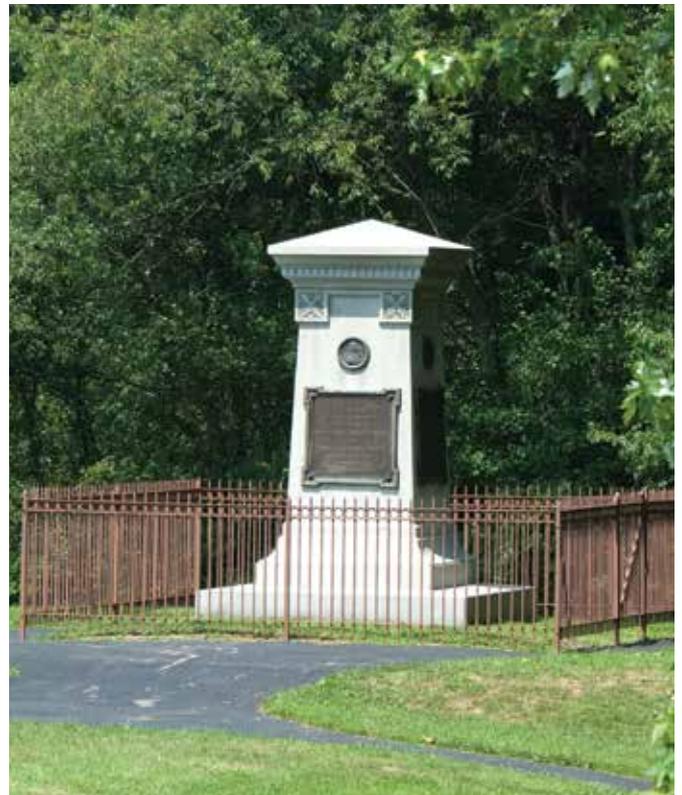
Today, to better understand the significance of this dramatic chapter of American history, we can embark upon a "tour of duty" to explore these three Western Pennsylvania battlefields. Visiting all three sites in one day is possible, with an early start. For those who prefer a more leisurely pace, lodging options nearby range from luxury resorts to rustic campsites (off-site only). Our tour is arranged according to the sequence of events beginning at Fort Necessity, moving on to Fort Ligonier and concluding at Bushy Run Battlefield.

First Stop: Fort Necessity National Battlefield

"The Volley fired by a young Virginian in the backwoods of America set the world on fire."

— Horace Walpole, *Memoirs of the Reign of King George II*

"We like to describe Fort Necessity as a small fort with a big story," says Tom Markwardt, a ranger at the Fort Necessity National Battlefield. Operated by the National



Top: Reenactors with their muskets, portraying the French during the French and Indian War.

Above: British Major General Edward Braddock's grave, located off U.S 40, The National Road, outside Farmington, PA.

Right page: One of the many field cannons at Fort Ligonier.

Park Service, Fort Necessity sits along U.S. Route 40, also known as the National Highway, near Farmington, Pa. The 900-acre Park and visitor's center are open year-round, except for designated holidays, from 9 a.m. to 5 p.m. Visitors will need about two hours to explore the main area of the Park.

Besides the Fort, the Park also includes the site of General Braddock's grave, the Mount Washington Tavern museum featuring life along the National Road, and Jumonville Glen. The best time to visit is summer, when all attractions are open. Five miles of hiking trails through forests and meadows allow visitors to imagine the sense of isolation experienced by early settlers and those who came before them.

The Fort Necessity story focuses on what Markwardt describes as "a small battle with a big result, the shift of power. It shaped the politics of world history." It turned out to be the first engagement in the French and Indian War.

This engagement was provoked by a skirmish in late May of 1754 at Jumonville Glen, a ravine near the Great Meadows where young George Washington and his troops had set up a base camp. Their destination was Fort Duquesne. After learning that French soldiers were camped near their encampment, Washington and his soldiers surrounded the French to learn their intentions. Suddenly a fateful shot was fired, setting off a flurry of gunfire that killed 13 Frenchmen, including their commanding officer, Ensign Joseph Coulon de Jumonville. To this day, nobody knows who fired that first shot.

Ultimately it didn't matter because the damage was done. Fearing "we might be attacked by considerable forces," Washington and his forces hastily constructed a circular stockade with an interior storehouse that he named Fort Necessity. They added protective earthworks around the stockade just prior to the arrival of the French. On July 3, a force of French and Native Americans attacked. By evening, Captain Louis Coulon de Villiers, captain of the French-led force and brother of the slain Jumonville, offered terms of surrender. Washington signed articles of capitulation in French that he later learned included a claim that he was guilty of Jumonville's assassination. A defeated Washington and his troops headed back to Virginia the next day. The French torched the Fort and left for Fort Duquesne. In an ironic twist of history, Washington later became owner of the former Fort's site, the setting for what was his first and only defeat in battle.

Extensive archeological work and historical research led to the reconstruction of the Fort, a simple structure

measuring a modest 53 feet across. Before touring the actual Fort, Park rangers recommend that visitors begin at the Fort Necessity/National Road Interpretive and Education Center to learn more from the 20-minute film, "Road of Necessity," a variety of exhibits, and educational talks. Outdoors, young children can visit the interpretive playground, where they can explore a circular fort, complete



with interior storehouse, and a Conestoga wagon. The National Park Service's Junior Ranger program allows older children to earn a badge after completing a list of activities.

Tours of the Fort and other Park sites are available, either self-guided with an audio wand, or guided by rangers at designated times. All tours are designed to present the varied perspectives of the British, French and Native Americans with their complex, often competing political agendas.

"It was a clash of cultures," Markwardt says. "The idea of land ownership was foreign to the Native Americans. All parties were trying to forge alliances."



During the past several years, the Park has been hosting a series of programs highlighting the involvement of Native Americans in the French and Indian War. “We ask them to tell their own story,” says Markwardt. Previous programs have highlighted the Cherokee and Odawa [Ottawa] Nations; the Seneca Nation will be featured in 2014.

Second Stop: Fort Ligonier

“Sparks from America soon set Europe ablaze....”

— François-Marie Voltaire on the opening of the Seven Years’ War, *Précis du siècle de Louis XV*

From Fort Necessity, it’s just over an hour’s drive along scenic, back roads to Fort Ligonier, “where the flag of His Majesty King George still flies.” Named after John Ligonier, a former field marshal of the British Army, the Fort sits upon a hill overlooking U.S. Route 30 at the edge of Ligonier. The Fort is open daily from mid-April through mid-November for self-guided tours.

During its eight-year existence between 1758 and 1766, Fort Ligonier played a significant role during the French and Indian War as a garrison, post of passage to Fort Pitt, and critical link for British communications and supplies during Pontiac’s War. The first fort built west of the Alleghenies by non-natives, it was never taken by the enemy. In early 1766, the Fort was decommissioned from active service.

“Fort Ligonier is a genuine historic site, rebuilt on the original location after excavations from the 1940s through 1960s yielded information,” says Annie Urban, the Fort’s



Left: Rendering of Fort Ligonier and surrounding area.

Above: Typical Fort artillery used during the French and Indian War.

Right: French and Indian reenactors.

Director of Operations and Development. “Maps confirm the Fort’s location as authentic.” Eight acres of the original site, strategically located along the Forbes Road, have been preserved.

“When you are inside the Fort, it’s like you are in the 18th century,” Urban says. Fort Ligonier is actually a fort within a fort. Atop its outer log walls are sharpened wooden stakes, set at an angle to deter enemies. Three gates allow entrance to the inner fort, defended by four bastions and surrounded by an outer retrenchment. Inside, visitors can explore the officers’ mess and quarters, barracks, an underground magazine designed to safeguard valuable gunpowder and prevent its explosion, and an armory. The outer fort area includes officers’ houses, including General Forbes’ hut, and natives’ lodges, along with critical support structures like the Pennsylvania hospital (two wards and a surgeon’s hut), smokehouse, bake ovens, forge and sawmill. An imposing collection of re-created, cast bronze British artillery and covered wagons is parked outside.

Visitors should allow an hour or so to explore the Fort, which includes an impressive museum where they can learn about its origins and role in the French and Indian War.

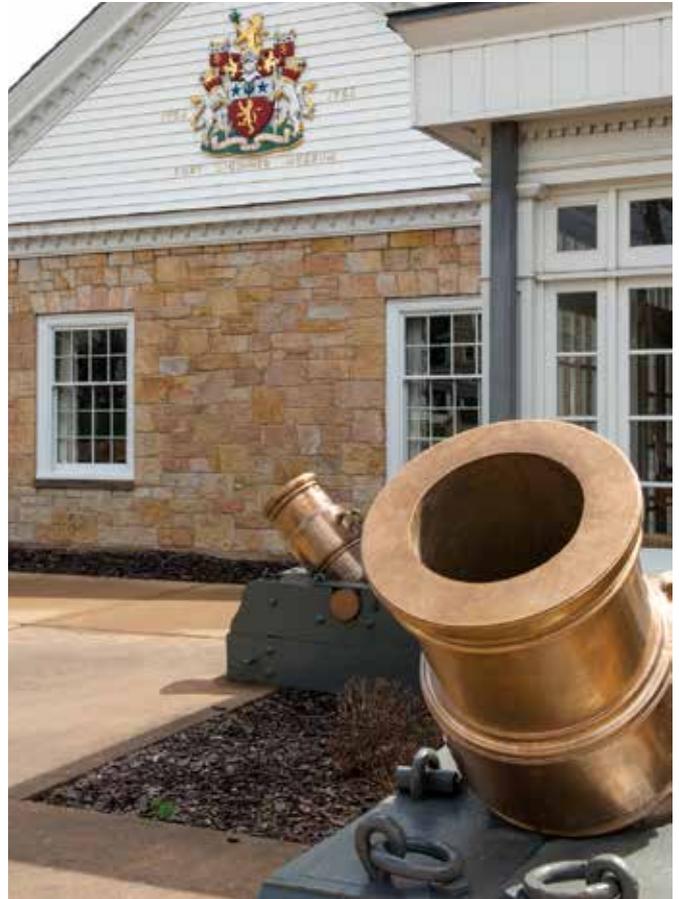


Imposing brass artillery positioned alongside the path greets visitors as they enter the museum. The History Gallery features hundreds of artifacts excavated from the original site. “It has the most extensive collection of leather items and shoes from the 18th century,” says Urban. “They help us understand who was here.” Fourteen original paintings of 18th century notables, including a young George Washington in his mid-20s, are on display in the Art Gallery. In The Hermitage, visitors can also see a parlor furnished with authentic period furnishings and artwork. It is the only remaining room from “The Hermitage” estate built by Arthur St. Clair, a former Major General in the Revolutionary War who also served as President of the Continental Congress.

“The World Ablaze: An Introduction to the Seven Years’ War” is considered the premier exhibit of the conflict, according to Urban. “All countries involved in the conflict are represented in the collection, along with objects from Native Americans involved.” More than 200 original objects from the 18th century are on display.

“Visitors are always amazed at the extent of our collection, especially our George Washington items,” says Annie Urban. Washington’s saddle pistols, a gift from the Marquis de Lafayette, hold a place of honor as the most valuable artifacts at the museum. Washington treasured them until his death. Eventually they were given to General Andrew Jackson, who considered them “sacred and holy relics.” Jackson later returned them to Lafayette’s family. In 2004, the Richard King Mellon Foundation purchased them for the museum in commemoration of the 250th Anniversary of the French and Indian War.

Also in the museum collection is Washington’s 11-page “Remarks,” in which Washington recounts his six years of service on the Pennsylvania frontier. “In his memoirs, he



Top: Fort Ligonier Museum.
Right: Typical British Infantry reenactors.



Top: Mortar wagon on the grounds of Fort Ligonier.
Left: Interior view of the Fort Ligonier Museum.
Above: British Infantry reenactment against the French and Indians.

claimed his life was in the greatest danger at Loyalhanna (the former name of Fort Ligonier),” Urban says. Ironically, that danger came from British soldiers during a friendly fire incident in November, 1758. Suspecting that a force of French and Native Warriors intended to steal British army cattle and horses, two detachments of British forces – one led by Washington from Fort Ligonier and the other by Colonel George Mercer – planned to surround the enemy to thwart their plan. But when Washington’s and Mercer’s forces met at twilight, they mistook each other for the

enemy. Washington ran between the lines amidst flying musket balls to stop the shooting that resulted in the loss of 38 soldiers and two officers.

Now operating as an independent non-profit organization, Fort Ligonier offers a wide range of activities to educational groups and the public. Highlights include two summer sessions of Fort Kids Camp and a free outdoor concert on July 29 by the Westmoreland Symphony Orchestra; music lovers are encouraged to bring blankets and picnics.



The crowning event of every year is Fort Ligonier Days, a popular three-day festival held throughout the town of Ligonier to commemorate the original Battle of Fort Ligonier on October 12, 1758, when the British repulsed French and Native American forces. Highlights include a visit from George Washington, portrayed by Dean Malissa, the official portrayer of Washington at Mount Vernon, plus artillery and battle demonstrations. Living history encampments, a community parade, craft booths, sidewalk sales, food, and live music attract throngs of visitors every year.

Almost five years after the battle that is still commemorated at Fort Ligonier Days, after the French and Indian War had ended, the Fort faced a new threat: Pontiac's War. A coalition of Native American tribes was repulsed at Fort Ligonier on June 2 and again on June 16 of 1763. Undeterred, they moved west to Fort Pitt.



Top: Bushy Run Battlefield reenactment; photo courtesy Bushy Run Battlefield.

Left: Indian reenactor.

Above: Colonists with period clothing and long rifles.



Above: Three dimensional model at Fort Ligonier Museum showing the hardships of crossing the terrain of the area.

Right: Impenetrable defenses at Fort Ligonier.



Third Stop: Bushy Run Battlefield

“I hope we Shall be no more disturbed, for if we have another Action, we Shall hardly be able to carry our wounded.”

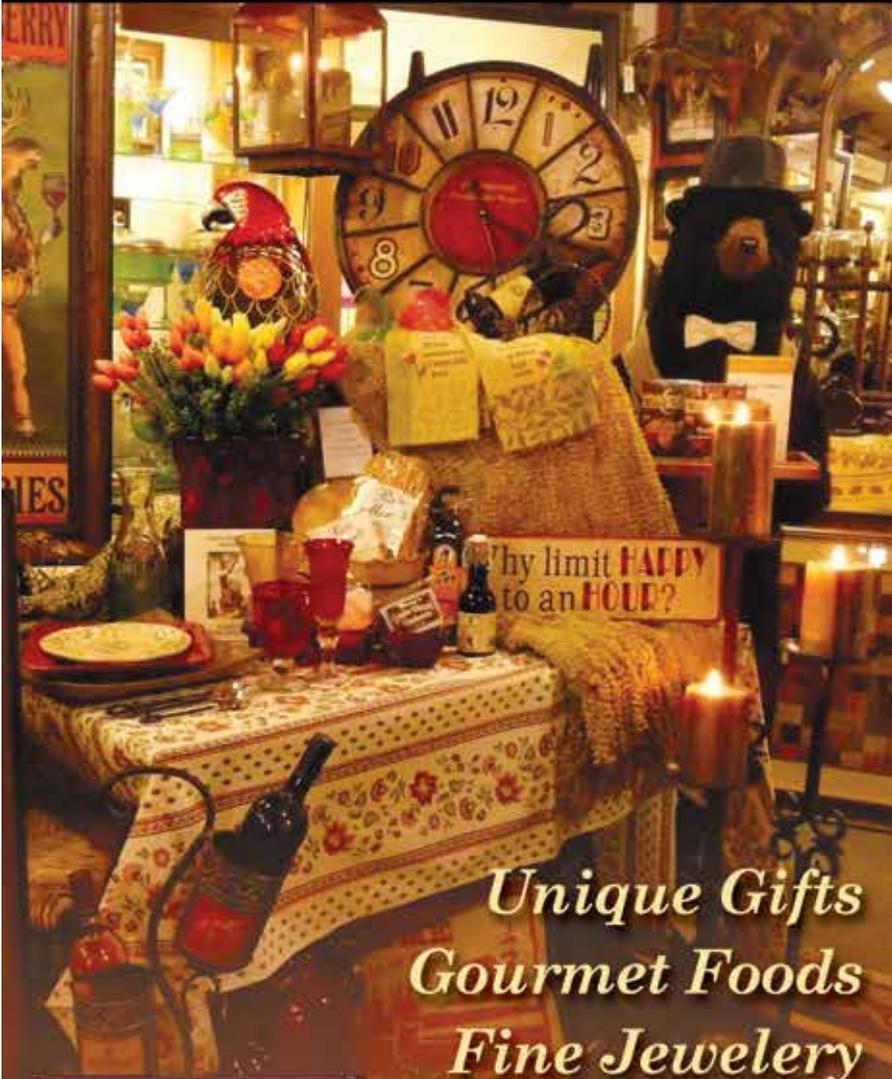
— Colonel Henry Bouquet, in a letter to General Jeffrey Amherst from Bushy Run, dated August 6, 1763

Bushy Run Battlefield State Park, our third and last stop of this battlefield tour, is the only recognized Native American battlefield in Pennsylvania. Open year-round from 8 a.m. to dusk, Bushy Run is located on PA Route 993 near Jeannette. From Ligonier, it’s about a 40-minute drive from Fort Ligonier to the battleground that marked the turning point in Pontiac’s War and fate of Western Pennsylvania.

The Battle of Bushy Run was an inevitable result of growing tensions between Native American and European cultures, especially the British. The French, mostly traders, posed little

continued on page 30

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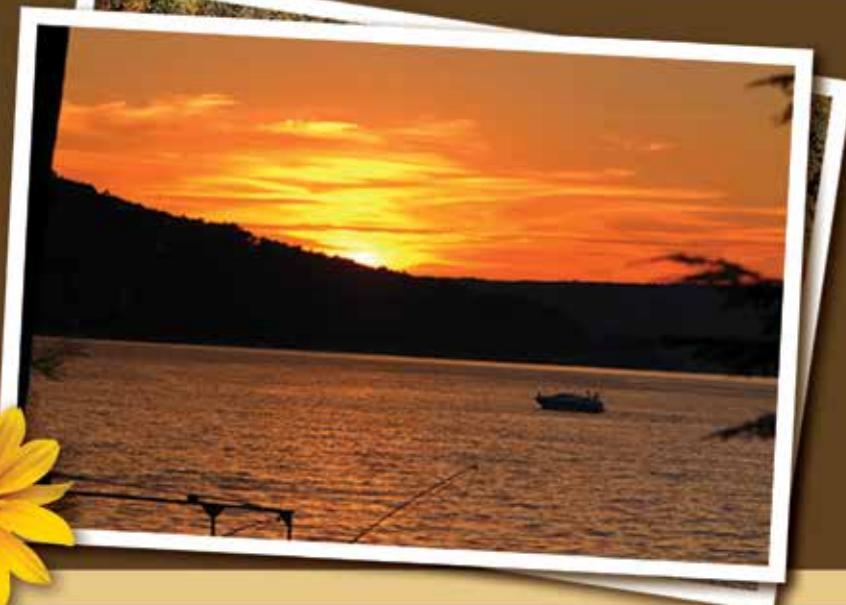
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100 Years In Oakland

Mabel Smouse

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

daughter of a Baltimore and Ohio Railroad employee and a housewife, Mabel has become one of the town's most beloved and well known residents.

Two sisters and one brother kept Mabel company during the adolescent years that were spent in Oakland. "We played near Kildow's Mill, Davis' Milling Shop, and the fields near the Youghiogheny River. Back then, we found things to do. In the winter we would sled ride down the hill where the Pizza Hut is today. There were very few cars, so we didn't have to worry about running in front of them. Everybody walked where they wanted to go."

Attending Saint Peter's Catholic School and Oakland High School provided Mabel with a formal education. "The Sisters of Mercy taught me in grades six and seven. I later attended high school but had to quit in 1928, after the third year. My mother had divorced, and times were hard. I went to work at the Blue Bird Restaurant when I was 16 years old." Employment opportunities later led Mabel to the Manhattan Hotel dining room, the William James Hotel dining room, the Pickwick Inn, the Green Palm Room, Cornish Manor, Edge O' Lake Restaurant, Allegheny Room Restaurant, Fireside Restaurant, and Pizza Hut.

The centenarian is an eyewitness to local and national events that most folks learn about through studying the past. "I remember when the CCC boys (Civilian Conservation Corps) who worked at Swallow Falls came to town for dances. Many of the local girls met their future husbands because of the nearby CCC camps." Mabel also recalls when the Baltimore and Ohio Railroad offered regular steam engine passenger service to Oakland, thereby creating a busy station. Other memories include family owned businesses that flourished in the downtown district including Sincell's Clothing Store, the H-P (Half-Price) Store, Gortner's Shoe Store, Naylor's Hardware, Offutts, and Shartzter's Meat Market.

The year of 1912 was an interesting time for Americans. Woodrow Wilson received the Democratic Party's nomination for President of the United States while the rival Bull Moose Party supported its energetic leader, Theodore Roosevelt. Republicans re-nominated William Howard Taft, and Eugene Debs became the Socialist Party standard bearer, thereby presenting Americans with a rare four-way contest.

On the local scene, Western Maryland residents concerned themselves with the necessary chores that made up daily living in the early 20th century. Walking was the preferred way to arrive at work, shop in town, and visit friends in nearby neighborhoods. For most folks motorized vehicles would remain a luxury for another decade. Homebuyers could choose from a variety of houses listing at \$1,600; upscale dwellings topped out around \$5,000. Outfitting a family in fine clothing could be accomplished at local merchants that advertised summer dresses for \$1.98 and men's suits for \$2.98.

The town of Oakland experienced a noteworthy event on July 25, 1912, when high winds and heavy rains destroyed several dwellings and demolished smaller wooden structures. The First National Bank, Hinebaugh Building, and Naylor Building were damaged by the storm.

A second noteworthy Oakland event occurred on July 25th when Mabel Shaffer Smouse entered the world. The

Unfortunately, not all memories concerned positive events. Western Maryland did not escape the influence of the Ku Klux Klan during the 1920s. “The KKK used to march through town and burn a cross on Ferguson’s Hill. The members marched through town with hoods over their faces, so I didn’t know who they were. At the time there were a few black families living in Oakland.”

Adolescence and formal schooling behind her, Mabel met and married James Flanigan in 1930. Two children were born to the couple before tragedy struck in 1940. “I was 28 when my first husband died. We had two children at the time.” After moving to a downtown apartment building, tragedy struck a second time when fire completely destroyed the family’s apartment and possessions. “I stayed with my aunt for a few weeks and then found a place to live in Mountain Lake Park. Life hasn’t always been easy.”

Always the optimist, Mabel did not allow the misfortunes to negatively affect her life or personality as she continued to raise her children while being employed. Good fortune returned when Mabel met and later married Ralph Smouse in 1947. The couple built a house in Oakland and remained together until Ralph’s passing in 1981.

Today, Mabel may be seen driving around town or volunteering at the Mary Browning Senior Center in Oakland, a task she has enjoyed for a number of years. The years of service at the senior center were formally recognized in 2001 when Mabel was inducted into the Maryland Association of Community Action Hall of Fame for Volunteerism.

A well-spoken personality, Mabel displays a quiet calm and pleasant persona. That aura has earned Mabel the recognition and respect of residents who go out of their

way to greet her. Let no one confuse the calm demeanor with a sedentary life style. Bob Boal, long time Oakland resident, notes that, “I see her driving downtown all the time and would ride with her.” Bob also comments that, “Mabel is a people person who enjoys being active.”

When asked the typical questions about her health, life, and longevity, Mabel attributes her success to “hard work, being active, and working around people. Being a waitress, I met a lot of people from all over the country and that helped me get along with everyone. We were taught the customer was always right and I always enjoyed my work.”

An interesting feature of Mabel’s life has been her refrain from coffee drinking. “I’ve never had a cup of coffee and have always been a tea drinker.”

Life is not all work for the centenarian who enjoys outdoor activities: “I have a garden every year and feed birds all the time. I still like to walk downtown.” Reading has been a passion for the Oakland resident, but lately, she says, “I can’t seem to find time to read. I have been too busy doing other things.”

Participating in church services and activities has been central to her upbringing and life style. “I don’t know when I last missed a church service, but it has been a long time.” Not surprising, Mabel is the oldest member of the congregation.

To celebrate Mabel’s century mark, family and residents filled the Southern Garrett Rescue Squad Hall on July 25, 2012, for a birthday party. “I knew there was going to be a birthday party but not one that big.” Her brother arrived from out of town and invited guests came from Florida, South Carolina, Georgia, and California. A ceremonial carriage ride through town with her brother on the beautiful day was an appropriate tribute to the lady everyone loves to know.

The 100 year mark has not slowed Mabel’s work habits or dimmed her outlook on life. She continues to visit with her son, Jim Flanigan, grandchildren, great-grandchildren, and friends. When visiting the town of Oakland, be sure to look for Mabel, but be quick because her schedule is busy and her time is limited!

Mabel and her brother, Joseph Shaffer, enjoy a carriage ride through Oakland on Mabel’s 100th birthday, July 25, 2012.



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The “Babe” Was Here!



Cumberland 1931 and 1932

Written by: **Dan Whetzel**

Two of the most memorable events in Western Maryland sports history happened more than eight decades ago when George Herman Ruth and his New York Yankees team mates played exhibition games at Community Ballpark in Downtown Cumberland. The games generated excitement among fans while providing a financial boost to the Cumberland Colts, a Class C team of the Yankees farm system and member of the Mid Atlantic League. Fans were not disappointed because the Yankees put on a show that has lived in Cumberland sports lore for eight decades. While the passing of time has erased eyewitness accounts of the games, a Cumberland resident treasures an artifact that keeps one of the Bambino’s exciting appearances very much alive.

The Yankees first arrived in town on September 3, 1931. While the Colts were winning games that season, the Great Depression was taking a toll on attendance. The Colts organization hoped the Yankees game would raise money while renewing interest in the local team. According to reports, financial arrangements for the September visit included a payment of \$1,583 to the Yankees.

Many fans would be afforded a stadium seat on the historic day, but others had to search for high ground outside the facility that would provide a view of the game. According to the *Cumberland Evening Times*, “From the time the gates were thrown open at one o’clock, a continual tread of customers streamed into the park. Long before game time the stadium was filled. Outside ... small boys crowded a shed in back of the left field rampart... (and

the lads were chased from their vantage point. But they could not be restrained. Babe Ruth was in town and that means something in the lives of those boys ...” In addition to the nearly 3,900 fans inside the stadium, hundreds of others lined roofs and windows along Wineow Street and nearby buildings.

The visiting team started the game facing a “safe” pitcher, a requirement by the Yankees organization who did not want to risk injuries caused by wild pitches. Vito Tamulis, the Colts pitcher, faced Earl Combs and Myril Hoag before the “Sultan of Swat” stepped to the plate amid a cheering crowd. Tamulis’ first pitch to Ruth ended with a crack of the bat that sent the ball sailing over the right field fence much to the delight of fans who knew they had just witnessed a magical moment in local sports history.

The Yankees proved to be generous guests as they played their stars for nine innings and accommodated autograph requests following the game. The team did not, however, respond favorably to invitations to tour the Kelly-Springfield Tire Company and Celanese plants. Instead the players retired to the Algonquin Hotel until it was time to meet the 8:40 pm train at the Queen City Station.

The Bronx Bombers agreed to a second exhibition game that was set for 3:00 pm on May 25, 1932, a travel day for the Yankees who were headed to Washington DC. Once again the Yankees appearance in Cumberland generated excitement among baseball fans and the community at large who hoped to catch a glimpse of the legendary



1931 Cumberland Colts

This photograph was taken at the Community Ballpark in Cumberland, Maryland.

Standing: Angue Davin, Chick Helmick, Bob Walsh, Bernie Connell, Leo Mackey – Manager, Col. Nelson Russler – President, Warren Duke, Max Posnak, and Bob Lynnatt.

Kneeling: Jim Dinsmore, Vito Tamulis, Dan Paremud, Jake McCay, Doug Hall, Bill Salamore, Pat Shea, Howard Braham.

Front: Jamie Eschelmann, mascot.

Vito Tamulis, the left-handed Colts pitcher who gave up a homerun to Babe Ruth in the 1931 game, joined the New York Yankees in September 1934. Tamulis later played for the Dodgers, Phillies, and Browns in a successful Major League Baseball career.



team. Although it was an inconvenient starting time, more than 1,000 fans passed through the gates along Wineow Street. One young man chose not pay the admission fee and decided instead to seat himself on a nearby railroad track, a decision that would have important consequences.

Cumberland resident Shirley Shaffer is well acquainted with Babe Ruth's second appearance in Cumberland because her father, John "Boots" Sapp, was the fan who seated himself on the Western Maryland Railway spur that spanned an area beyond the center field fence. Boots Sapp was not alone in creating an improvised seating arrangement because fans assigned themselves to convenient spaces all along the railroad and nearby vantage points.



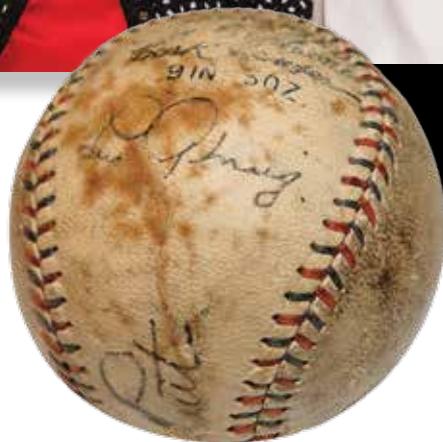
Top photo: Babe Ruth and teammate Lou Gehrig.

Bottom photo: John "Boots" Sapp showing his grandson, Greg Shaffer, the ball Babe Ruth hit out of the Cumberland Community Ballpark in 1932.



Shirley Shaffer relates the story of how her father, Boots Sapp, acquired the famous Babe Ruth ball to Cumberland baseball players, J.T. (left) and Allan Stevenson.

Baseballs at right are two views of the same ball displaying the Babe Ruth and Lou Gehrig signatures.



Scale model of Community Ballpark in Cumberland.

These photographs by: **Lance C. Bell**

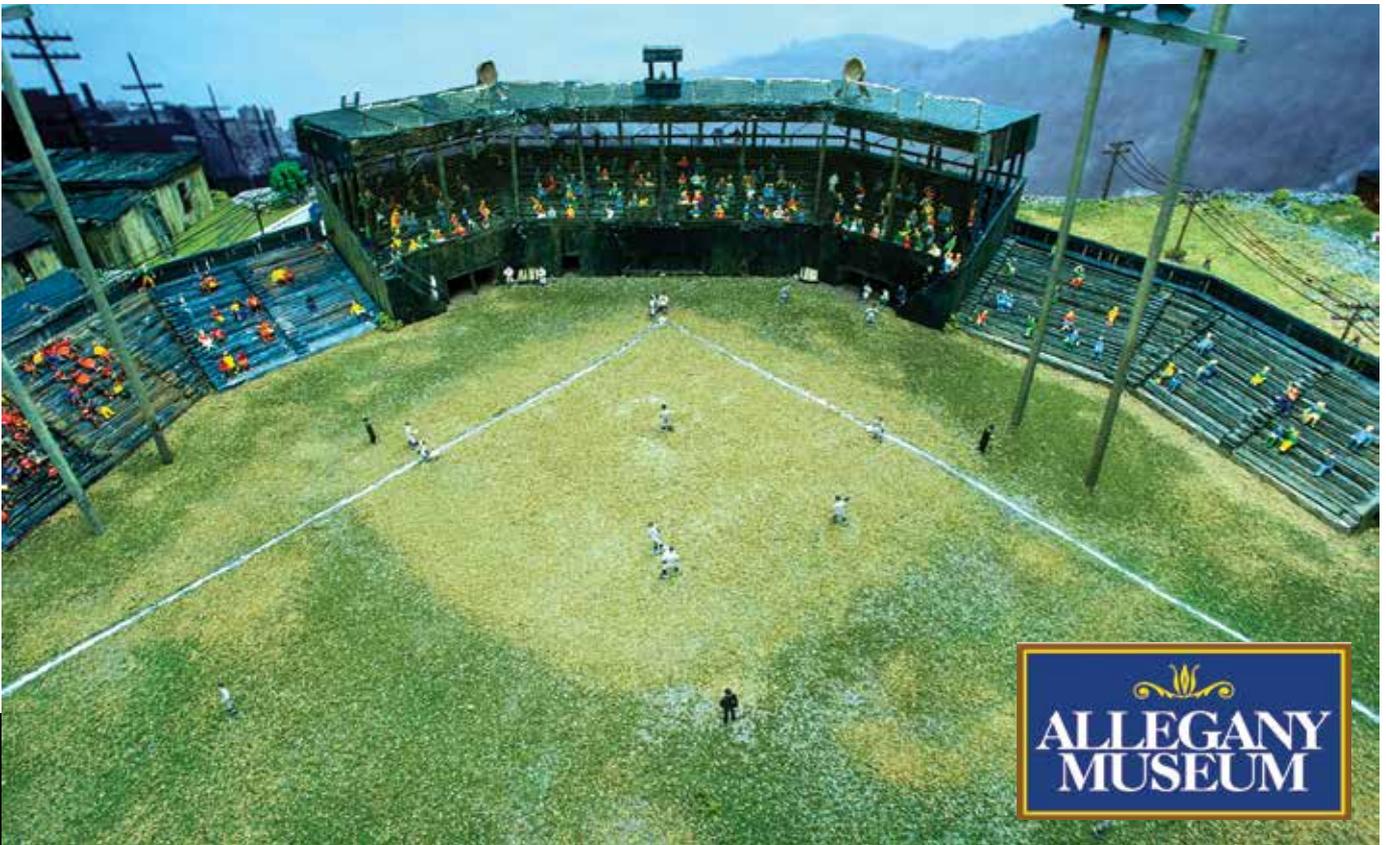
According to newspaper reports, the Yanks put on a show during the game but it turned out to be the pregame extravaganza that caused the most excitement. During batting practice the Bambino lined a pitch over the center field fence and onto an embankment near the railroad track, the only time a baseball ever cleared the center field fence at Community Ballpark.

According to Mrs. Shaffer, her father witnessed the record breaking long drive and brought home an artifact to prove it. “According to my father, Babe Ruth hit the ball over the center field fence, the longest ball ever hit at the stadium. All the nearby fans ran for the ball, but my father ended up on the bottom of the pile and was able to grab it. He later went around to the front office, and the officials allowed him inside to get it autographed. Babe Ruth, Lou Gehrig, and two other Yankees signed the ball.

The Babe Ruth and Lou Gehrig signatures remain legible but the other two have faded.”

The historical record notes the Yankees defeated the Cumberland Colts by a score of 5-1 in the first game and 19-6 in the second one—no surprises in those box scores. What the contemporary accounts could not capture, however, is the lore that Ruth, Gehrig, and the Bronx Bombers left behind to a grateful town. While eyewitnesses to the historic game have passed, the Shaffer family treasures a valuable artifact that will keep the Boots Sapp-Babe Ruth story alive for future generations to enjoy.

The Babe Ruth and Lou Gehrig autographed ball is secured in a safe deposit box and makes appearances as deemed appropriate by the Shaffer family.



This scale model of the Community Ballpark in Cumberland (1923-1946) was built by Andrew Sparber, and assisted by Rick Webb. It is located at the ALLEGANY MUSEUM, 6 Pershing Street, Cumberland, MD (www.alleganymuseum.org).

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

The Saville Gallery

Downtown Cumberland, MD

The Allegany Arts Council and the Allegany County Public School System recently presented the 9th Annual Allegany County Student Art Showcase at the Saville Gallery in Downtown Cumberland.

The event provided students an opportunity to display their work in a professional exhibition gallery. Artwork for the annual exhibition was selected by the art teachers and principals from each school and then delivered to the Saville Gallery for installation. Judges presented awards to nine student artists.

The Allegany Arts Council's Saville Gallery is a professional art space dedicated to the exhibition of local, regional, and national artists. Exhibits change every 3 to 4

weeks, so there is always something new to see and enjoy. In addition to annual events such as the Tri-State Photography Exhibition, Allegany County Student Art Showcase, Western Maryland Watercolor Society Spring Exhibition, Mountain Maryland Plein Air, Will's Creek Survey, and Members' Exhibition, the gallery also features solo, two-person and group exhibitions by a wide range of talented visual artists. The Saville Gallery is located at 9 North Centre Street (just off the Baltimore Street pedestrian mall), in the heart of Downtown Cumberland's Arts & Entertainment District. The Saville Gallery is handicap accessible from the front entrance, and all exhibitions are free and open to the public.

The gallery space is named after the Saville family who continue to be very generous supporters of the arts in Allegany County. The Allegany Arts Council's Saville



The Art-o-mat machine.



Gallery was originally dedicated on August 26, 2001, at 52 Baltimore Street in Downtown Cumberland. On June 14, 2008, the Saville Gallery was rededicated at its current location at 9 North Centre Street. Financial support was provided through grants from the Maryland Department of Housing and Community Development's Neighborhood Works Program, the Appalachian Regional Commission, and the Maryland State Arts Council. Thanks to the generosity of the Saville family, the gallery is also the host site for the first Art-o-mat machine in the State of Maryland. A unique adaptation of retired cigarette machines, the Art-o-mat machines vend artwork.

Upcoming Allegany Arts Council events include the 2013 Mountain Maryland Plein Air and Western Maryland Watercolor Society Exhibitions in June and July. For a complete listing of events see www.alleganyartscouncil.org.

Allegany Museum

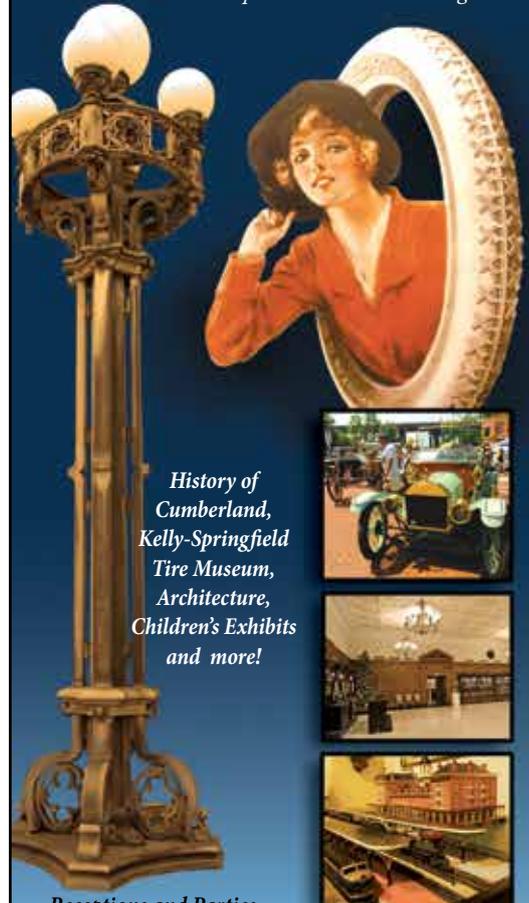
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- April 7 Musical Heritage – *Concert*
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- Sept. 21 13th Annual Ford Model T
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Whitewater

The world is coming to
Garrett County!

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

One of the preliminary events leading up the championships is the USA Canoe/Kayak (USACK) Senior Team Trials that will be held May 17-19, 2013, at the ASCI complex. According to Todd, “The ASCI course will offer participants the unique experience of competing on the only whitewater course that is located on the top of a mountain. Wisp Mountain in McHenry holds that honor. Also during the competition the Director of the International Canoe Federation (ICF) will be attending and our committee will report on plans for the 2014 World Championships.”

The USACK Team Trials will start on May 17, 2013, and the public is invited to attend free of charge. Most of the athletes will be from the United States although three Gold Medalists from Slovakia are expected to participate. Scheduled on the same date is a Media Day and all local and regional media are invited to attend and share a VIP lunch while watching the races.

According to Todd, “On May 18, Deep Creek 2014 will host a Community Open House so residents may see the improvements at ASCI, and May 19 has been designated The Children’s Series and Kid’s Day at the Races. Todd and the Deep Creek 2014 team are looking forward to the event because “it will be an opportunity for residents to come out and enjoy the races. Free hotdogs and drinks will be provided compliments of Deep Creek 2014. During all three days there will be food vendors, concessions, a beer garden with music, and a large score board to view the

The world is coming to Garrett County! More than 1,500 team members representing 35 countries will join 40,000 spectators at the International Canoe Federation Canoe Slalom World Championships to be held at the Adventure Sports Center International (ASCI) at McHenry, Maryland during September 16-21, 2014. This event will be the largest inbound sporting event to the United States in 2014. In preparation for the World Championships the host organization, Deep Creek 2014 LLC, has been busy crafting business plans and organizing preliminary events that will spotlight Garrett County as the epicenter of adventure sports.

Todd Copley, Executive Director of Deep Creek 2014 LLC Canoe Slalom World Championships, states that a number of community stakeholders have been preparing for the upcoming events. “Deep Creek 2014 is the team charged with organizing the events, and we report to a larger Host Organizing Committee made up of community leaders. Everyone is excited about Garrett County hosting the World Championships.”



race results. And we want everyone to know there is free admission for all three days.” The final day of competition will also determine the United States team for the 2013 World Championship to be held in Prague.

The Deep Creek 2014 team has announced sponsorship opportunities for the 2014 World Championship. The broadcasting range will be extensive and the total economic impact on the region is projected to exceed 20 million dollars.

With the May 2013 USACK Senior Team Trials and the September 2014 World Championships on the horizon, Todd and the Deep Creek 2014 team are both excited and prepared for the competitions. As Todd states, “Garrett County will be the world stage; with our legacy spanning 30 years we are truly the epicenter of whitewater sports.”

See www.deepcreek2014.com, phone 301-387-3701, or email info@deepcreek2014.com for more information.



DEEP CREEK 2014
ICF Canoe Slalom World Championships

World Team Trial Events

May 17: Media Day
11:00 am - 2:00 pm
Learn about opportunities for 2014 World Championships

May 18: Open House
11:00 am - 2:00 pm
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A Battlefield Tour

...continued from page 15

threat, in contrast to British settlers and speculators who laid claim to Native lands. In the 1758 Treaty of Easton, Native tribes agreed to end their alliance with the French in exchange for British recognition of lands west of the Allegheny Mountains as Native American territory. The Natives thus assumed that the British would abandon any British settlements, claims and forts in that area. But the British did not keep their word and imposed a number of policies that further inflamed the Natives. When the French and Indian War ended in February, 1793, the Natives realized that British settlement would continue. They had to strike, soon.

It was Pontiac, a charismatic Ottawa chief inspired by a Delaware prophet's vision, who led the charge to rout the British and reclaim land west of the mountains. After his forces laid siege to Fort Detroit, they spread out on a killing spree, sparing only the French. Other tribes joined the fight, successfully attacking forts, and destroying settlements and homesteads. The British brushed off the rebellion as a regional conflict until Fort Pitt became the next target. Although the attack failed, Native warriors laid siege to the Fort. By the end of July, its condition became desperate.

On June 12, General Jeffrey Amherst ordered Colonel Henry Bouquet to relieve the besieged Fort Pitt and restore British control of the region. Bouquet set forth on July 28 with an assortment of about 400 soldiers from the Scottish Highlander and Royal American companies, plus a few woodsmen from Cumberland, Md. They reached Fort Ligonier on August 2, transferred flour and other supplies to pack horses, and headed west on August 4.

The next day, Bouquet ordered a halt at Bushy Run to rest the troops and find water. Around 1 p.m., Natives ambushed the British and relentlessly harassed them until nightfall. By then, Bouquet had lost more than 50 men, and the rest were tired and thirsty. But Bouquet had a hilltop advantage. His men set up a circular encampment

of flour sacks as a fort to shield the wounded and offer some protection. At daybreak, the Natives resumed the attack, surrounding and terrorizing the exhausted soldiers with war cries. Knowing the stakes were high, Bouquet devised a plan based on his extensive experience with Native fighting tactics. He ordered a partial withdrawal of his troops into the woods as a ruse to feign a retreat, thereby enticing Native forces into an open area. His plan worked. Soon realizing they were defeated, the Natives took off running. After destroying most of the supplies, Bouquet and his troops marched west, reaching Fort Pitt by August 10. Although the British continued to face challenges from the Natives, Pontiac's Rebellion was broken.

"Many people don't realize how important this battle was," says Stephanie Sanner, museum facilitator at Bushy Run Battlefield Park. "But when they learn about it, they love the history of the battle."

Today the Park is operated by the Bushy Run Battlefield Heritage Society in partnership with the Pennsylvania Historical and Museum Commission. From April through November, the Bushy Run Visitors Center (open 9-5) offers a variety of exhibits that include a variety of artifacts, a fiber optic map showing troop movements during the battle, a film entitled "The Road to Bushy Run," and guided tours. A self-guided trail takes visitors through the woods to Edge Hill, where a massive granite slab stands, surrounded by stacked concrete "bags" representing Bouquet's flour bag fort. Attached to the monument are plaques with the text of Bouquet's letters to General Amherst and a battle map. Visitors can also explore five hiking trails on the Park's 213 acres.

This year marks the 250th anniversary of the Battle of Bushy Run. Plans are in the works for a bagpipe concert, lecture, luminary event, troop encampments, battle reenactments, a war gaming exhibition, log cabin programs, and the unveiling of a bronze monument featuring three bronze statues of a Native American, a Scottish Highlander and a Frontier Ranger.

FORT CUMBERLAND 1755

A limited edition, canvas print by Todd Price



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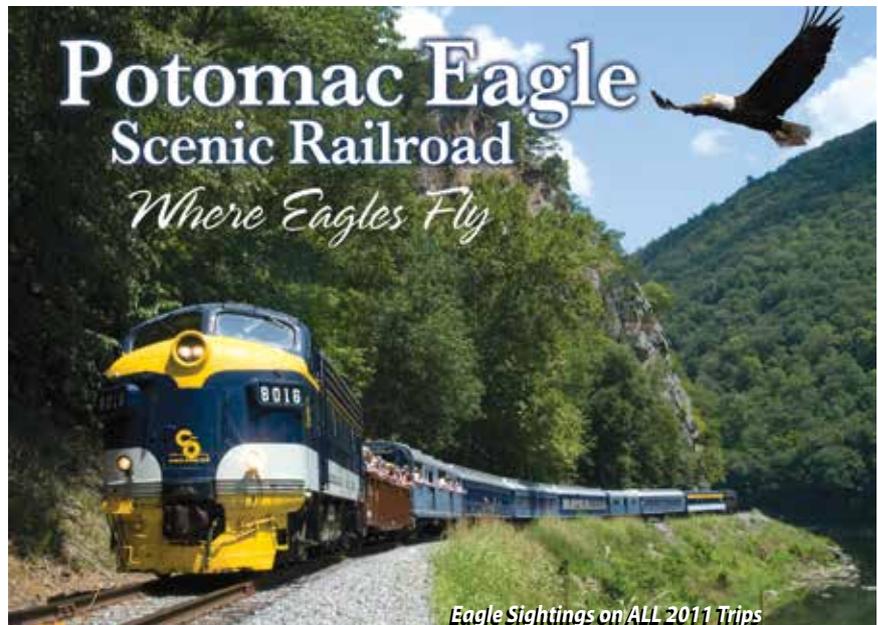
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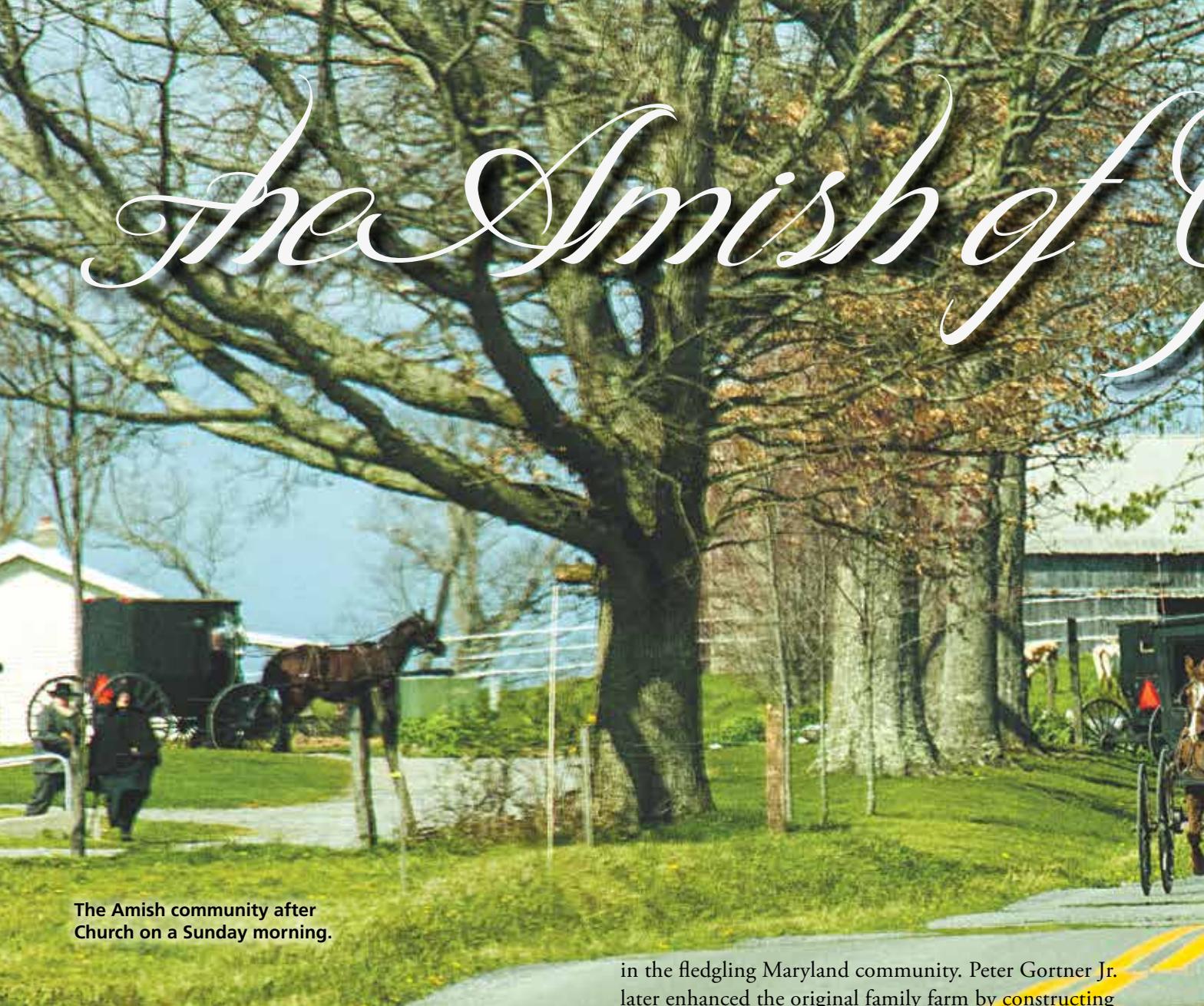
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The Amish of Gortner



The Amish community after Church on a Sunday morning.

The Gortner Amish Church

The Amish community located along Route 219 in Gortner, Maryland, has prospered for more than 150 years. Established by German immigrants in the mid 19th century, the community has remained viable by maintaining respect for traditional religious values in an increasingly complex society. Biblical teachings have always been central to the Amish community, and it is sacred scriptures that have guided them through decades of economic and social changes.

Peter Gortner, a German immigrant, is credited with being the founder of the Western Maryland settlement following a purchase of property there in 1849. Mr. Gortner and his wife, Barbara, were Mennonites in Germany but later joined the Amish church after establishing themselves

in the fledgling Maryland community. Peter Gortner Jr. later enhanced the original family farm by constructing grist and saw mills, a store, and a post office that was designated “Gortner” in recognition of the founding family. The settlement’s population increased significantly when the Amish from nearby Aurora, West Virginia, decided to join their brethren by moving to Gortner.

The most important institution within the Gortner Amish community has been the church. The Holy Bible directly guides and influences the values and life styles of members who adhere to teachings developed by Martin Luther, Menno Simons, and particularly Jacob Ammann in the 1500s and 1600s. This requires members to remain faithful by separating themselves from the world, including the use of conveniences such as television, internet service, and automobiles. To be separate from the world is to be removed from social evils and material possessions that weaken and distract ones faith in God. Acquisition of

Parrett County

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



material goods that characterizes much of modern American culture has been avoided by the Amish.

Those unfamiliar with the Amish believe they are uniform in lifestyle, including dress apparel and modes of transportation. Such is not the case because each congregation has autonomy to interpret certain teachings. The Ordnung, or Ordinances, provide the basic principles that help apply biblical teachings to contemporary life styles. Application of the principles varies among communities depending on the views of the congregations. Once decisions are made by the congregation, however, members are expected to obey.

While there is typically diversity among communities, the Gortner Amish are unique because they welcome Old Order minded and New Order minded members within one church body. Old and New Order Amish hold differing views on the use of electricity, dress styles, Sunday School, participation in mission work, Bible study, and the use of certain conveniences. Amish congregations are typically





small, uniform in practices, and centered on bi-weekly services held in members' houses. The more inclusive approach taken by the Gortner church has created the

largest Amish congregation in the United States; seventy-one households regularly attend worship services in their church located on Mason School Road.

Above:
The Reuben
Peachey farm.

Inset: Menno
Brennamien
working at a
barn raising.



Garrett's Amish Today

Diversity within the Gortner congregation began to appear during the 1960s when health regulations were implemented by the state of Maryland governing the production and distribution of Grade A milk. Old Order Amish refrained from using electricity that would be required to operate automatically timed and temperature controlled dairy equipment. The traditional method of collecting milk in two handled metal containers was regulated out of business. Since most Amish owned dairy cattle, the use of electricity was vigorously debated because acceptance would influence their traditional lifestyle and occupations.

Those in favor of electrical service held the view that its use was vital to their livelihood. One long time church

member recalled the discussions. "Those favoring the use of electricity believed that if we couldn't make a living on the farm, we would be losing a place to raise our children. It wasn't that we welcomed the change; it was more of a necessity. Farming is important to the Amish because the work we do there is a good way to teach children responsibility."

Another member holding Old Order views considered the issue differently and expressed concerns that electrical service would bring the Amish closer to modern conveniences and a worldlier lifestyle. He stated, "I told them if electricity came, it wouldn't stay in the barn for long. And it didn't. The change wasn't necessary for me."



Faced with the economic realities of agri-business and reduced opportunities to purchase land, some Amish entered nontraditional occupations including, carpentry, baking, masonry, and construction. Most Amish, however, chose to remain in farming and accepted the use of diesel tractors to increase efficiency while their commercial brethren embraced telephones and fax machines to communicate with customers. Acceptance of electric ovens, lights, and refrigerators were also gradually integrated into some Amish communities even though they were not essential for economic survival.

Above: Schrock Equipment of Oakland, MD.

Inset: Women from the Sewing Circle gather at the Pleasant Valley Community Center to make comforters for CAM (Christian Aid Ministry).

Most members of the Amish community eventually agreed to accept the limited use of electricity. In the spirit of cooperation, the church did not divide into two districts but instead elected to become a New Order congregation that would embrace Old and New Order minded members.

State regulations were not the only cause for change in the community. One of the most pressing concerns was figuring out how to be competitive with limited crop yields. In recent times the American economy experienced small farm consolidations leading to agri-businesses and more efficient operations.

Gortner's adaptations to contemporary life have evolved in a systematic manner. According to Curtis Duff, a member of the Gortner Church, "We understand that changes will occur. At the same time, we hold certain principles as being important to us. We use those principles to blend the past with the present. Church and family are important to the Amish, so we strive to maintain a simple lifestyle keeping focused on them."

Defining the meaning of a simple lifestyle has become increasingly difficult because of the proliferation of electronic devices that enhance business operations while fostering social interaction; one is not easily separated from the other. Recent discussions focusing on cell phones



Amish students are joined by family and friends for a day of fellowship during “Family Day” at Swan Meadow School.

could be considered an extension of past conversations concerning telephone use. While most Old Order Amish refused to embrace the devices, others sometimes used a communal telephone or an English (non Amish) neighbor’s private phone. As one member of the local church stated, “The Amish were using phones that belonged to their neighbors, so using telephones was a practical change for the Amish. As long as we don’t compromise biblical principles, we are not opposed to the phone service. The device was never the issue; it was more of a concern about what the device might bring.”

Acceptance of the telephone has been eclipsed by more recent discussions concerning internet service. According to a resident, “Our guiding principle is whether the device will promote or destroy a sound Christian life. We have to visualize what technology will do to our children. We know our children will find things on the internet that are not good, so we do not allow it.”

Internet service has grown to affect many aspects of contemporary life. One congregation member recently decided to change occupations because internet service was his only means of accessing a spare parts inventory and related correspondence for his business. Conscience and

biblical principles were paramount factors in reaching the decision that was brought before the church.

Devices that are considered useful for work or personal safety are not a problem for church members, nor is it correct to assume the Amish automatically reject all new technology. “Cell phones and fax machines have gained acceptance in recent years for business purposes and for use by farmers who are often working alone in the fields. Mennonite historian John Hostetler correctly summarized our approach toward new technology when he stated the Amish want to control technology, not have technology control the Amish,” stated Mr. Duff.

According to Mr. Duff, “The necessity for change has affected most Amish communities because farming has been changing for years. Our family recently bought additional land to expand but in some Amish communities, additional land isn’t available, and the existing farms have been subdivided for two or three generations, so they can no longer be divided. Cottage industries have developed, and we have some of that process in Gortner.”

Recent changes have involved the application of sophisticated agricultural skills and methods, such as Yoder’s Tomatoes where family members utilize hydroponic technology to nurture the fruit. The cultivation of plants grown in nutrient solutions defies the traditional image of a rural landscape.

Amish and Mennonite owned businesses in the Gortner area now include a variety of enterprises: Elijah Bender’s Farrier Service, Yoder’s Fabrics, Paul Yoder’s Pioneer Seeds, Blue Ribbon Concrete, Schrock’s Equipment, Pleasant Valley Dream Rides, Pleasant Valley Greenhouse, Beachy’s Barns, Sugar and Spice Bakery, Valley View Country Store, Albark Kennels, Eastern Horizon Enterprises, Kinsinger Central Tractor, Matt’s Diggin’s, Mt. Valley Produce, Ridgidply Rafter, Yoder’s Tire, Lynndale Greenhouse,



Children at play (clockwise from left): Joanna Beachy, Alivia Swartzentruber and Eric Swartzentruber.

**Inset below:
Susannah Kauffman.**



Kards by Karen, CN Metals, Pleasant Valley Custom Butchering, Sam Yoder's Produce, and Mark's Welding. A survey of all Gortner businesses reveals that most are service related, thereby emphasizing the diverse economic environment of the region.

Change has not diminished volunteer efforts that have been a hallmark of Amish life. The Gortner Amish actively support the Christian Aid Ministry (CAM), a non-profit umbrella organization for conservative Mennonite and Amish churches that responds to natural disasters, supports overseas missions, and coordinates a number of relief efforts that minister to the physical and spiritual needs of individuals. Gortner Garment Charities, located in the old Amish church building, annually accounts for more than 2,000 bags of clothing that are directed to needy individuals by CAM. The volunteer efforts are accomplished quietly and without material rewards. As one church member explained, "If people see God in your life, they will ask about Him."

Quilting and sewing also remain a vibrant part of the women's community. The "Sewing Circle," formed in the 1960s, involves a monthly gathering at the Pleasant Valley Community Center where creativity is combined with fellowship. Daughters typically learn the quilting skills following the 8th grade of formal schooling and may participate in the sessions. Quilts may be offered as wedding

gifts, donated for benefit purposes, treasured as family keepsakes, or sold to provide money for making comforters for CAM.

More common than quilting is the crafting of comforters, a type of two layered blanket typically made with insulating materials between the fabric layers. The layers are fastened in place by "comfort knots" that also help to form

a decorative pattern. While quilting takes time and enhanced skills, producing comforters is faster and more easily taught. According to a Sewing Circle member, "On a good day we can complete 15-20 comforters. We work on the comforters for the purpose of donating them through CAM to needy people in the Balkans countries and other locations. We only quilt when there is a request. Most of the time our Sewing Circle works on comforters and baby bundles." Baby Bundles are packages also donated to CAM that contain blankets, diapers, shirts, and other materials that a new mother would typically need for a new born child.

Frolics, an Amish term for volunteer work gatherings, are ongoing and recognized by the general public when barn raisings occur. Less labor intensive frolics occur regularly and draw volunteers from Somerset, Pennsylvania, and other nearby churches.

Amish traditions have been well documented in an oral history project completed by the students and staff at Swan Meadow School in 2008. "Piece of Quilt of Gortner," a 98 page booklet, is available for reference use at public libraries in Allegany and Garrett Counties and the Swan Meadow School located along Route 219 in Gortner.

Successfully adapting to changing realities has meant growth for the local Amish community and members

across the country. The Amish population is currently doubling every twenty years, thereby accelerating the move into nontraditional occupations. And there is no reason to believe the growth rate will slow. Balancing traditional values and economic survival in the modern world will require continued vigilance, thoughtful discussions, and application of biblical principles. The Gortner Amish Church has always met those challenges in the past and continues to embrace them when looking to the future. "We are used to change, and we act on it as a community. That is how we grow and prosper," summarized Mr. Duff.

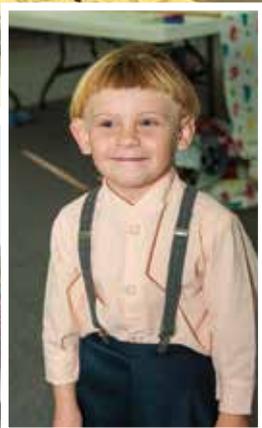
"The Amish of Garrett County" and accompanying photographic images were prepared and published with the cooperation and approval of the Gortner Amish community.



Below: Students of Swan Meadow School enjoy a game of baseball during "Family Day."

Right page (clockwise from top left): Martha Yoder, Elsie Peachey, owner, and Rachel Kauffman prepare goodies at Sugar and Spice Bakery; Ray Miller of Pleasant Valley Dream Rides with one of his young colts; Ruth Yoder of Yoder's Fabrics; Jason Bender; and Pleasant Valley Greenhouse with its summer bonnet of petunias.





Gortner's Swan Meadow School

Swan Meadow School has been an integral part of the Gortner Amish community since opening its doors in 1892. The number of students, referred to as scholars, grew quickly after the school's establishment thereby causing overcrowded conditions. To accommodate the larger enrollment, scholars were initially divided into two groups that attended classes every other day. Community members decided that a better solution would be to enlarge the school building by about one third. The school house still stands along Route 219 where a visual inspection reveals where the addition was connected to the original structure.

By the mid 1950s overcrowding and an aging facility became a concern for Garrett County officials who considered closing the school and transporting students to Oakland. The proposal created a dilemma for the Amish who typically enroll their children in schools operated under the authority of their local church. Swan Meadow School had been providing for a unique educational program where the scholars attended a Garrett County Public School populated predominately with Amish and Mennonite students. Although Swan Meadow was subject to state and county authority instead of the Gortner Amish Church, the community fully supported the school and organized to save it. Parent Teacher Organization (PTO) meetings and prayers were directed to keeping Amish scholars in their community and at the Swan Meadow School.

An agreement was reached whereby community members agreed to provide volunteer labor for building a new Swan Meadow School, thereby reducing costs to local government. In 1958, the arrangement was approved and work began on a new brick building located adjacent to the original structure.

Today Swan Meadow School provides educational programming for students through grade 8 and remains part of the Garrett County Public School system. Since the Amish typically end formal schooling at the end



Scholars at work.

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

of grade 8 the arrangement has proven to be successful. The school population is more diverse than in year's past but Amish, Mennonite, and Brethren pupils still make up a significant part of the enrollment.

Swan Meadow teachers follow the state curricula and students are subject to state assessments, including the use of computer technology. While Amish students are restricted from accessing the internet, instruction in computer skills is recognized by the community as an important life skill.

If state assessments are considered as one measure of success then

Swan Meadow students are at the top of the class because scores are consistently above average for Maryland's public schools. And if a satisfied staff and parent population remains a measure of success, then Swan Meadow School continues to remain a valued and important community partner.

Nicole Beachy

2012-2013

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Swan Meadow follows state curricula and students are subject to state assessments including computer technology. The facility also has plenty of room for exercise and fitness.

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Amish and Mennonite Share Many Beliefs

The Amish and Mennonites are Christians that share many religious beliefs and have common historical roots. Both religious groups can trace their beginnings to the 16th century when opposition to the Roman Catholic Church was widespread across Europe. Certain Christians believed that only adults should be baptized into the faith and were commonly referred to as “Anabaptists” or “re-baptizers.” This was a radical belief at the time and Anabaptists were often persecuted by other Protestants and Catholics. Menno Simons (1496-1561), a priest from the Netherlands, became an important leader in the Anabaptist movement and his followers became known as Mennonites.

As the Anabaptist movement continued into the 17th century, certain groups living primarily in Switzerland, Germany, and the southern Rhine River region objected to what they believed were liberalizing practices of the Mennonites. Jacob Ammann (1640-1720) became a prominent leader in the movement and followers are still identified by his name. The Amish suffered religious persecution and fled to sparsely populated areas in Switzerland and Germany where they developed a farming lifestyle and worshipped in members’ homes.

While generalizations are always open to exceptions, the two groups share commonalities. Both practice adult baptism, wear plain clothing, and believe in non-resistance (abstaining from military service, litigation, and sometimes



politics). Old Order Mennonites (more conservative Mennonites) and the Amish speak a German dialect erroneously called “Pennsylvania Dutch.”

The term Anabaptist is still commonly used to categorize the Amish, Mennonite, and Brethren churches but it is misleading since members are baptized one time. Only the early Anabaptist converts experienced two baptisms.

Differences between the two groups developed over the years as the Mennonites became more accepting of modern technology and higher education. Technology, including modern forms of transportation, is viewed as a means to evangelize. Mennonite worship services are held in church buildings and conducted in English. Mennonites are also more likely to blend in with the world around them and accept modern conveniences.

The Amish remain influenced by an eighteenth century lifestyle as they seek to separate themselves from the material world and modern technology. While the Amish are diverse, most groups use horse and buggy transportation, hold worship services in members’ homes, conduct religious services in German, limit formal education to eight years, avoid political party affiliation, and favor conservative clothing.

Thanks to our friend Al Boxley for his suggestions on this article.

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Augusta Motor Speedway

How long does it take to mow your lawn?



How long does it take to mow your lawn? A half hour? Maybe an hour? Now think, how long would it take you to mow the lawn if your mower raced at speeds of 30 miles per hour?

Not everyone has a 25 horsepower lawn mower that can travel at speeds in excess of 30 miles per hour, but if you want to see one visit the Augusta Motor Speedway in Augusta, West Virginia, during the racing season. At Augusta, the enjoyment created by competition and

Augusta, West Virginia

Written by: **Dan Whetzel**

Photography by: **Lance C. Bell**

tinkering with riding mowers creates old time fun that is guaranteed to bring smiles. “Souped up” mowers raced by 16 to 60 year old drivers roar around the track to the cheers of a packed house. This is a wild sport that enthusiasts and low-geared weekend warriors readily relate to; “I wonder how long it would take me to cut the grass if I had one of those mowers?”

Competitive lawn mower racing has grown in popularity, and there are currently 45 local clubs chartered by the United States Lawn Mower Racing Association (USLMRA), the governing body of such events. Regional racing events have been held in the Winchester, Virginia area for a number of years and have recently expanded

Top left: The “General Lee” built and owned by Jeff Lamb.

Below: Overhead valve mowers pacing, ready for start.



to the Augusta Motor Speedway under the promotional leadership of Terry and Susan Carlyle. The venue has attracted enthusiasts from the Tri-State region who are attracted to the twice monthly racing schedule.

One of the regulars at Augusta Motor Speedway is Jeff Lamb, a resident of Winchester, Virginia. Why does Jeff race lawn mowers? “My buddies raced mowers, so I had to have one. I started driving, and then my dad began helping me. We have worked together on building and racing mowers since 2006.” Their efforts have paid off because the father and son team has captured 3 circuit championships and 77 feature races.

Modifying the mowers can be time consuming and expensive. According to Jeff, “Some drivers will use bigger pistons, drill out the carburetor jets, use hotter fuel, mount aluminum wheels, and buy special tires and other equipment. Actually, everyone’s mower is a little different because we all try different things to get more speed.”

Innovation is a major part of the fun in building and racing the mowers. One invention mounted on Larry’s mower was born of necessity. “I was thrown off the mower many times because of the speeds we drive. So, we took an arm from an old metal chair to make what we call a ‘hip catcher.’ We welded the chair arm to the frame and it keeps me in the seat.”

A modification called “staggering” the tires is commonly practiced by drivers. “We stagger the tires to get the mower turning with the track. I run 5 inch tires on the left side and an 8 inch set on the right side.”

The speeds reached by the mowers can be impressive, more than 50 miles per hour in extreme cases although 30 miles per hour is more common. The 1/5 mile banked clay track at Augusta Motor Speedway allows for speeds at the lower range of the spectrum.

Jerry Miller, a lawn mower driver and racing promoter from Winchester, was instrumental in bringing the events to Augusta. He was also involved in creating rules for the crowd pleasing events. “Basically, we don’t have many rules in the Outlaw Division. This is real redneck racing; that’s what everyone around here calls it. The few rules we have are for safety reasons.”

The rules established by Jerry and his brother are part of the Appalachian Blue Ridge Northern Virginia Outlaw Racing Mower League (ABNORML). The local leagues’ rules are not necessarily the same as USMLRA. For example, the national organization limits the horsepower rating to 20, but ABNORML permits drivers to run with 25 horsepower engines. Other rules govern height, width, length of the mower, and kill switches. All cutting blades must be removed. In addition to the Outlaw group, there are two more restrictive divisions called Overhead Valve (OV) and Valve in Block (VIB).

In addition to lawn mower racing, the Augusta Motor Speedway features a full summer schedule of Go Kart racing in multiple divisions. Terry Carlyle, spokesperson for the speedway, noted, “The Go Kart races are really competitive and the drivers and crews take it seriously.” Divisions include Flat Karts, Champ Karts, Cyclones, Quarter Midgets, and others.

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Go Karts are governed by rules and must be equipped with roll bars, seat belts, and limited horsepower engines. The fuel is a hot burning alcohol that increases the 5 horsepower engine's performance.

Crowd size has increased at the Augusta Motor Speedway over the past two years. According to Terry Carlyle, "The new clay track has been well received by fans and drivers. One of the other factors in the increased size of crowds has been the addition of lawn mower racing that we have twice a month."

The Augusta Motor Speedway operates through the efforts and goodwill of volunteers who enjoy the family oriented events. The Ruritan Club operates the concessions and has been able to support scholastic scholarships and community

Right: Track Champion, Trevor Larrick leading Nathan Davis in Black Plate Champ class.

Below: Dalton Dillman working on his Cyclone Miniature late model.

service projects because of profits realized at the races. "The money is put back into the community, and everyone benefits," according to Susan Carlyle. "I see the fun kids and families have at the race track. The races are an inexpensive way for families to enjoy themselves. We stress the family atmosphere at Augusta Speedway with reasonable admission prices and a no alcohol policy. We want everyone to come out and have a good time." For additional information, see www.Augustamotorspeedway.com.





2013 Augusta Motor Speedway Schedule

APRIL

Friday, 5th Practice
 Sunday, 7th 1st Point Race – Karts & Lawn Mowers
 Friday, 19th Karts, Cyclones & Bicycles
 Sunday, 28th Karts, Lawn Mowers & Bicycles

MAY

Sunday, 12th Karts, Lawn Mowers & Bicycles
 Friday, 17th Karts, Cyclones & Bicycles
 Sunday, 26th Karts and Cove View Shoot Out

JUNE

Sunday, 9th Karts, Lawn Mowers & Bicycles
 Friday, 14th Karts, Cyclones & Bicycles
 Sunday, 30th Karts, Lawn Mowers & Bicycles

JULY

Friday, 5th Karts, Lawn Mowers & Bicycles – Double Points
 Sunday, 21st Karts and Cove View Shoot Out

AUGUST

Friday, 9th Karts, Lawn Mowers & Bicycles
 Wednesday, 14th Karts, Lawn Mowers & Bicycles
 Friday, 23rd Karts, Lawn Mowers & Bicycles – Double Points

SEPTEMBER

Sunday, 1st Karts, Lawn Mowers & Bicycles
 Friday, 6th Karts, Cyclones & Bicycles
 Sunday, 15th Karts, Lawn Mowers & Bicycles (Last Point Race)
 Sunday, 22nd Karts

OCTOBER

Saturday, 12th Mountaineer Clash
 Sunday, 13th Mountaineer Clash



Top left: Outlaw Class mower.
 Top right: Future racers start young.
 Above: Jeff Lamb and his General Lee mower, ready to race.
 Left: Jacob Chroussis in his #88 Junior Sportsman Class Flat Car.



Garrett County Artist Charles “Chip” Evans

Scenes of Historical Interest

Chip’s wife, Mary Evans and daughter, Rebecca McClive, with the 1890-era town of Oakland painting on display at the museum.



The Garrett County Museum of Transportation is hosting a series of paintings that depict scenes of historical interest. Garrett County artist Charles “Chip” Evans completed the works over a series of years in response to commissions from John and Christine Blundell who reside during the summer months at Alpine Lake Resort, Terra Alta, West Virginia.

Mr. Evans’ oil paintings are best described as realistic. According to Mary Evans, wife of the artist, “My husband preferred to paint a scene as it would have actually appeared. He didn’t paint *en plein air* (in the open air) or in impressionistic styles. What a person would have observed at the location at a particular time is what he depicted. Chip had a great eye for detail.”

In addition to historical works, Chip Evans enjoyed painting night time urban scenes, rainy landscapes, and occasionally portraits. Mrs. Evans reflected on the variety of subjects painted by her husband. “Chip was interested in a variety of time periods. What mattered was an accurate portrayal of the scene he was painting. He would take time to research a subject to make sure it was presented in an authentic way, particularly with the train paintings that are in the Transportation Museum.”

Chip Evans was born and raised in Washington, DC and after a 25 year career in the US Navy, as a Gunner’s Mate he retired as Chief Petty Officer. He then moved his family to Garrett County where his primary occupation was that of a master electrician working for Helmuth Hiese at the Wisp Ski Resort. According to Mary, “Chip had fond memories of going to the airport in DC, with his father and loved to depict scenes from his childhood and decided to paint the airport where the Pentagon was later built. Mr. Blundell saw the painting in the local art gallery and that is how the commissions began.”

Robert Boal, President of the Garrett County Museum of Transportation, welcomed the paintings as an important addition to the region’s railroad heritage. “We have five of Mr. Evans’ oil paintings that relate to rail transportation and were commissioned by Mr. Blundell.”

The first painting visitors notice when they arrive at the museum is a rendering of a 4-4-0 Baltimore & Ohio steam locomotive pulling a passenger train into the town of Oakland. According to Mr. Boal, “Chip completed extensive research on the town and other locations prior to painting, so we know the train is heading west toward Terra Alta, West Virginia, and beyond. Important to this painting are the stores and hotels along Railroad Street, as well as the passenger boardwalk and nearby water tank.” Also noticeable is the Oakland train station and a gathering of townspeople enjoying a summer day in 1890.

The second painting depicts a B&O passenger train arriving at the Terra Alta Station, as the sun sets in the west. The Terra Alta view is circa 1920.

Mr. Boal describes the third painting as a B&O freight train “crossing over the Cheat River Bridge at Rowlesburg, West Virginia, just 30 miles west of Oakland. Interestingly, the bridge shown in the painting was destroyed in the flood of 1985.”

In the fourth painting, a circa 1940 B&O passenger train, approaching Terra Alta from the west, is shown passing a freight train in the Cranberry Glade between Oakland and Terra Alta.



Visitors interested in timbering operations will enjoy the “Swamp Angel,” the name of Mr. Evans’ fifth painting on loan at the museum. The 13 ton, upright boiler Climax locomotive was known for its low gear ratio that enabled it to be a rugged and reliable machine in remote areas. Mr. Boal noted this Climax “was built for Sylvester Rinard, ran on wooden rails from the Cranesville area to the lumber mill at Rinard (now Hopemont), and could pull six log cars, three in the front and three behind, over the 11 mile long track. The Swamp Angel, the name given to the Climax locomotive, operated through what is now the Alpine Lake Resort.”

Mr. Boal expressed appreciation to the Blundell family for their support of the local museum. “John and Christine Blundell now live in Florida for seven months of the year and we are free to borrow the paintings whenever they are away.”

The Garrett County Museum of Transportation is located on Liberty Street in downtown Oakland. See their website at www.garrettcountymuseums.com for information and hours of operation.



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

“Our mission is to reduce the number of motorcycle related fatalities and injuries in the State of West Virginia. To accomplish that mission we are striving to increase awareness of motorcycle safety through education and training programs.”

Harry Anderson’s recent statement about motorcycle safety programs in the State of West Virginia not only highlights the educational curricula that have been developed but also the partnerships between state and private organizations. As ATV/Motorcycle Program Coordinator for the West Virginia Department of Transportation, Division of Motor Vehicles, Mr. Anderson oversees the programming and partnerships dedicated to making motorcycle riding safer and more enjoyable.

One key public/private partnership has been forged between The West Virginia Motorcycle Safety Program (WVMSP) and the Motorcycle Safety Foundation (MSF), a non-profit vendor, that provides ongoing training, technical assistance, and required equipment and materials to training sites throughout the state. According to Mr. Anderson, “The partnership has reduced the cost of motorcycle training for the state and riders.”

The motorcycle training curriculum was written by the MSF which is recognized and valued for similar programs throughout the United States and all training sessions are conducted by staff that are certified by the organization. There are seven sites that offer the safety program: Glendale, Morgantown, Elkins, Parkersburg, South Charleston, Martinsburg, and Shady Spring.

According to Donnie Hale, West Virginia Motorcycle Safety Program (WVMSP) Training Coordinator, “At each of the seven sites we offer a 17 hour Basic Rider Course (BRC) for riders who are at least 16 years old. Depending on the amount of interest, each program is offered on Fridays, Saturdays, and Sundays from April through

October. Classroom instruction is delivered by ‘Rider Coaches’ who combine classroom teaching with hands-on riding skills instruction. We are also pleased with our motorcycle dealership partners that make available motorcycles for training purposes.”

Once riders complete both components of the course, they must pass written knowledge and skills tests to earn a certificate of completion. The course is a benefit to license applicants because the West Virginia Department of Motor Vehicles will waive the motorcycle skills test for those holding the BRC certification. An additional benefit of passing the course is that some insurance companies offer discounts for MSF certified riders.

Rick Kelley has worked with the West Virginia motorcycle program as a Rider Coach for the past seven years and believes it is vital to motorcycle safety. “It is a life saving course that is hard to assign a value because we are providing riders with a core foundation to build on as they continue to gain experience.”

Students must demonstrate proficiency on the BRC designed obstacle course and it is Mr. Kelley’s responsibility to provide the necessary instruction. According to Rick, “There are 17 exercises that students have to master by the end of the course including maneuvering in a limited space, controlled swerving, quick stopping, and cornering. The final evaluation is based on a number system that assigns points for rider errors.” The Rider Coach instruction has proven to be successful because very few students who complete the course fail to earn certification.

Halle Troup, a 17-year-old student from Keyser, expressed positive comments about her experience in the BRC hosted at Romney Cycles, a motorcycle dealership located at Industrial Park in Romney, WV. “This is my first time handling a bike on my own. The instructor and course are easy to follow and have taught me how to safely ride the bike. Mr. Kelley takes his time and makes sure that we are comfortable with everything before we ride. This is a great course.”

In addition to the BRC, more specialized classes are offered where instructors present effective mental strategies and riding skills that form a solid foundation for safe, enjoyable riding. For the younger and more adventurous riders, a one day Dirt Bike School teaches fundamental riding skills in an off road environment. Experienced motorcyclists are offered opportunities to enroll in a five hour Experienced Rider Course (ERC) that builds upon existing skills and knowledge. According to Chuck



John Leighty, Wayne Lockard, and Bobby Hite demonstrate motorcycle safety while enjoying a beautiful day.

Carpenter, ATV/Motorcycle Safety Program Coordinator, “participants are brought up-to-date on state and federal laws, advances in motorcycle technology, mental strategies, traction, risk management, braking, cornering and swerving techniques. The course helps experienced drivers to refresh their skills.”

Mr. Carpenter also notes that the demographics of motorcycle riding have changed over the years. “Many baby boomers have started riding. We also know that a large percentage of the new riders are women who no longer want to sit on the back of the bike. Women want to experience the freedom of motorcycle riding on their own.”

Another innovative program and partnership offered through the Motorcycle Safety Department is dubbed “Smartrainer” and features a simulator where the rider is seated on a motorcycle frame to experience maneuvering under a variety of conditions. As Donnie Hale explains, “The Smartrainer enables instructors to teach crash avoidance skills and other safety skills in a controlled environment. The Smartrainer is another example of our partnerships with the private sector. We were able to purchase eight of the units through Motorcycle Safety funds after Honda

Motor Company designed and built the unit while collaborating with MSF. Keyser High School in Mineral County currently has one of the Smartrainers and the instructor is working to develop a secondary school curriculum, so the students will meet the appropriate state requirements when taking the course. There are only a handful of states that have the Smartrainers.”

Delivering instructional programming to rural areas is a challenge that is also being met with the Mobile Training Unit, a classroom on wheels. In 2012, the mobile unit created a classroom environment for students in three locations, including Franklin and Romney. The self contained classroom enables instructors to provide a full range of programming and appears at special events around the state.

Another outreach program is “Cycle Talk,” a Saturday radio show aired on WCHS in Charleston, West Virginia. The show features Chuck Carpenter’s commentary on motorcycle safety and related contemporary information.

Motorcycle safety is not solely a state responsibility; riders must also be aware their own actions have consequences. Craig Schlottmann, a member of the American

Bikers Aimed Toward Education (ABATE) and president of the Fraternal Order of Eagles 2883 Riders, believes the state has an important role to play in motorcycle safety, particularly regarding enforcement of the helmet laws, addressing distracted drivers on cell phones, and promoting educational programs. “But riders can also help themselves. Some guys don’t wear approved helmets and that is a safety concern. Riders should also know their limits and not act aggressively.”

Donnie Hale believes riders can make themselves safer by following basic guidelines. “Some riders are wearing helmets without a lining; we call those ‘brain buckets.’ If

a rider can afford a \$40,000 motorcycle he can afford an approved helmet. We also stress wearing clothing that will reduce injuries in case of an accident. Clothing is an important safety factor because it increases the motorcyclists’ visibility. A bright orange, green, or light colored vest will make it easier for motorists to see the rider. Some riders think it isn’t cool to dress that way, but light colors protect riders.”

Motorcycle safety programs necessarily involve awareness information for motorists. “We are trying to get the message out to motorists. Increasing driver awareness has been one of our ongoing strategies in the State of West



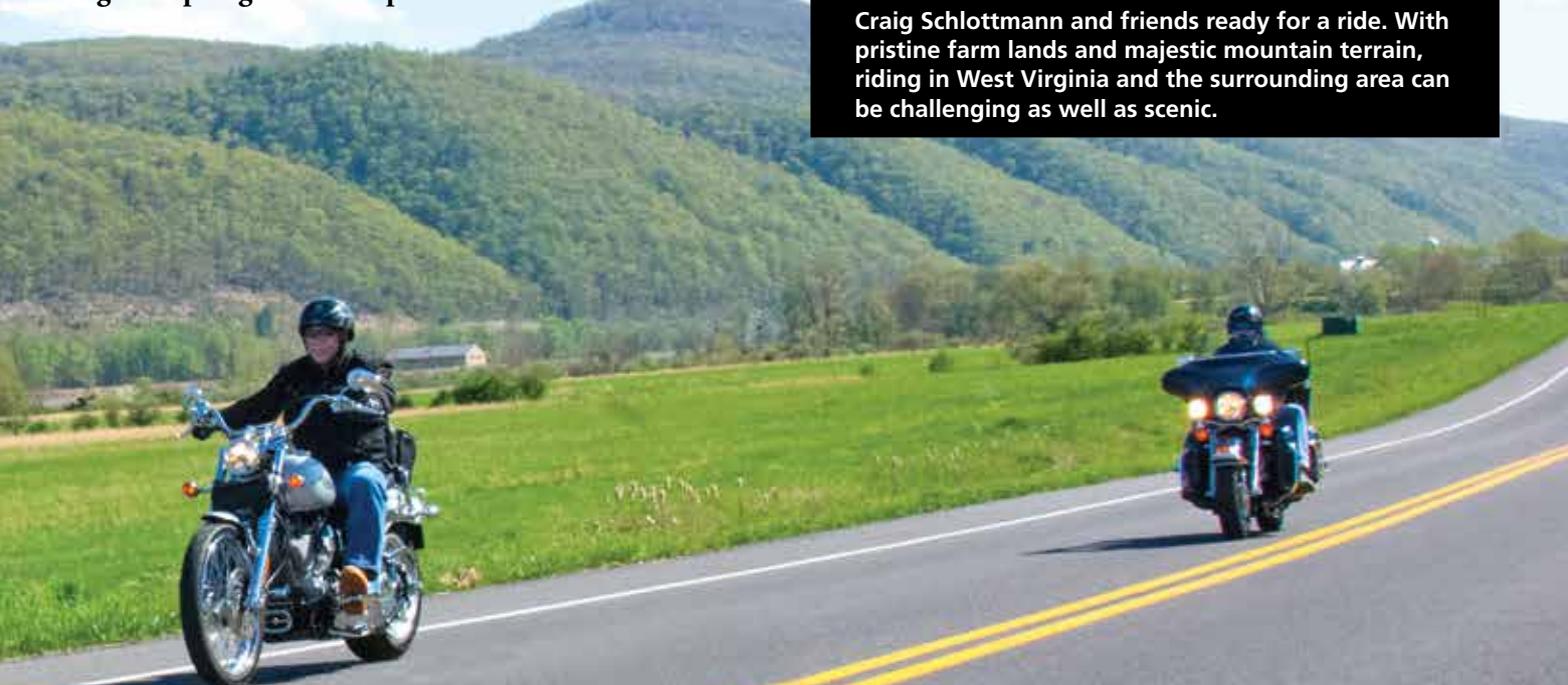
Virginia. We often see accident reports where the driver of a car stated he didn't see the motorcycle," stated Mr. Carpenter.

The West Virginia Motorcycle Safety Program stresses that safety doesn't have to be viewed as boring; in fact, it is a matter of attitude and knowledge. By practicing safe habits, acquiring the necessary skills, and using common sense, motorcycle riding can be an enjoyable pastime and means of transportation.

For more information see www.transportation.wv.gov/msp/Pages/MSP/.aspx



Craig Schlottmann and friends ready for a ride. With pristine farm lands and majestic mountain terrain, riding in West Virginia and the surrounding area can be challenging as well as scenic.



Above: The Mobile Training Unit carries cycles for training and testing to various locations throughout the state.

Left photos: The motorcycle testing course is designed so riders have to perform a variety of actions, including riding clockwise and counter clockwise, in order to pass the test.

Far left photo: Motorcycle instructors help educate as well as test new riders.

Schoolhouse Earth

Deep Creek Lake

A Unique Experience



The Johnstown School, circa late 1800s was at the location of the current Schoolhouse Earth. This original area was called Johnstown but was later changed to Hoyes.

Sales Associate, Mandy and owner Stephen Rodeheaver, with canine helper, Sebastian.

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

Traveling two miles from Deep Creek Lake brings visitors to a small group of shops that host Schoolhouse Earth, a business founded by Nancy Graham in 1986. Purchasing the rustic buildings offered Nancy an opportunity to start a business based on the philosophy that shopping should be a serene experience that transcends the typical work-a-day world. Schoolhouse Earth has become that experience for thousands of visitors because it incorporates Garrett County's scenic beauty with selected merchandise.

Nancy Graham purchased the tract of farmland with the dream of creating a unique enterprise. On the property were several buildings, including one that was used as school house in a bygone era. The rural landscape and a small cluster of buildings blended perfectly with her belief that we learn and draw experiences from the earth. What better place to combine philosophy and business! Using determination and talent, Nancy Graham opened Schoolhouse Earth where visitors can appreciate the quiet surroundings while acquiring unique items.

Nancy Graham's passing several years ago meant that Schoolhouse Earth came under the direction of Stephen Rodeheaver, friend of Nancy and former Home Division Manager of Neiman Marcus, the famed department store. While the founding philosophy remains the same, Stephen decided to implement several changes to the business. "We made the store more open and a little less rustic than it was originally. We also included quality jewelry selections, gourmet food, and a larger selection of interior design oriented merchandise. All of our items are carefully selected and thoughtfully displayed in the spirit of the original business. We are always striving to bring customers the most unique shopping experience in the region."

Browsing the three separate buildings reveals an eclectic selection of items that are not likely to be found elsewhere in the Tri-State area. Children's toys, books, stuffed animals, games, and a large selection of collectibles

are complemented by a Baby Department that offers blankets, tableware, and clothing. Gourmet food selections include soups, grilling sauces and marinades, pastas and sauces, dressings and pestos, jams and jellies, and seasonings. Decorative ideas for summertime are offered in the Pottery Shed while the Christmas Shop offers one of a kind ornaments, tableware, wreaths, garland and tableware for the holiday season.

Stephen summarizes the selection of goods by noting, "In the three shops you can find almost everything. It is difficult to describe unless you have had the experience of coming to our location."

And it is the location that makes Schoolhouse Earth special. "Our customers' experiences wouldn't be the same if the shops were located in an urban setting. The rural setting of Garrett County provides a serenity that complements our business beliefs."

Integrated into the setting is a Petting Zoo where animals are not just pretty faces; each has a name and is appreciated by staff and visitors. According to Stephen, "The Petting Zoo is a big attraction for adults and kids. We have many repeat visitors who stop by to see our friends."

Has Nancy's idea of combining shopping with a rural landscape been successful? Stephen believes it has worked out extremely well. "We have been here since 1986 and many positive comments from our customers affirm the business philosophy of Schoolhouse Earth. 'This is the best shop I've ever visited,' 'What a great idea,' 'You should open a shop near where we live,' and 'This is great!' are some of the comments we hear on a regular basis."

To experience Schoolhouse Earth, turn onto Route 42 at the Maryland State Police Barrack located in McHenry. Continue to 1224 Friendsville Road. The shops are open daily from 10:00 am to 6:00 pm every day of the year except Easter, Thanksgiving, and Christmas. See **schoolhouse earth.com** or phone **1-800-223-4930**.



McKee's Sky Ranch

Vintage Motorcycle Event
July 25-28, 2013

Terra Alta, West Virginia

Written by: **Dan Whetzel**



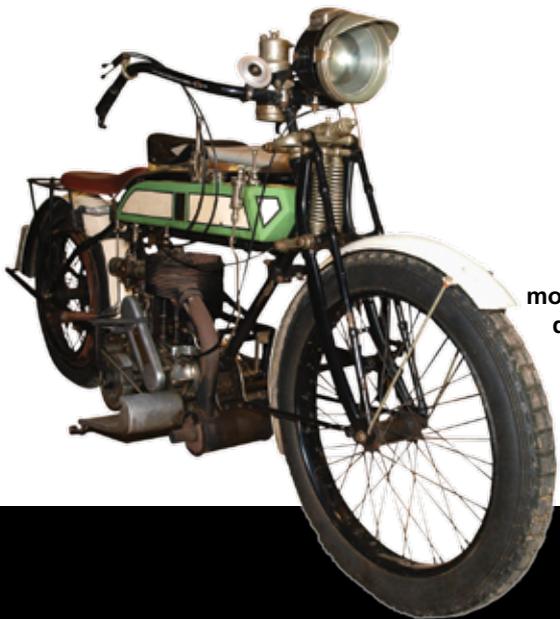
Top photo: AHRMA natural terrain motocross.

Above: Tom and Debbie McKee with their 1948 Indian Chief motorcycle.

Tom McKee has been passionate about motorcycles since he was a youngster growing up in Baltimore, Maryland. Since that time Tom has developed a keen interest in collecting, preserving, and promoting motorcycles, a hobby that he eagerly shares with fellow enthusiasts at events around the country. As Tom's interest in the hobby increased, so did plans to promote it in a variety of ways that would be accessible to the general public as well as enthusiasts. Ideas were developed and put into action in more recent times at his home in Preston County, West Virginia, and riders from around the country responded. Tom now looks forward to initiating programs and facilities that will culminate in major events at his home in Terra Alta.

The first event on Tom's home turf was an all brands motorcycle event that utilized the 225 acre McKee Sky Ranch, home to Tom and wife, Debbie. According to Tom, "Terra Alta is our home base for development. In Terra Alta, we are located near interstate highways and metropolitan areas but are able to safely ride rural roads with vintage motorcycles."

A decision was made to name the 2012 inaugural event *McKee Sky Ranch*. It featured a dual sport ride, swap meet, bike show, moto rally, and American Historic Racing Motorcycle Association (AHRMA) competition events. Participants enjoyed the 100 mile vintage motorcycle "Moto Rally," a back-to-roots motocross course designed by Dick Mann, member of the Motorcycle Hall of Fame, and two-time winner of the American Motorcycle Association Grand National Championship, and



Vintage motorcycle displays.



Dick Mann speaking to the Director of West Virginia Tourism, Betty Carver, and assistant Jane Bostick.



AHRMA vintage cross country.



AHRMA vintage trials.



Dual sport ride.

a five mile cross country race. The natural terrain at Sky Ranch provided excitement for cross country participants and spectators who arrived from California, Louisiana, Michigan, Georgia, and the New England region.

As plans move forward for the *2013 Mckee's Sky Ranch*, Tom has announced a schedule for the dates of July 25-28. Thursday's Dual-Sport/Adventure Tour Ride will offer riders picturesque back road routes that may be enjoyed at a leisurely pace. Friday's street biker Moto Rally will feature a winding 100 mile loop through the West Virginia hills, while Saturday's AHRMA National Cross Country and National Motocross presents multiple opportunities for competitors and spectators. Two of the best courses on the AHRMA schedule will challenge riders, and spectators can witness classic motorcycles rarely viewed outside of a museum. Events will wrap up on Sunday with more AHRMA National Cross Country races and AHRMA post vintage motocross competitions.

In addition to the competitive events, organizers are planning a four day swap meet and vintage bike display. Vendors plan to sell bike parts, antiques, and other items, and classic machine owners are invited to bring their bikes



AHRMA vintage motocross.

regardless of condition. As Tom notes, "Dust and dirt are welcome at Sky Ranch." Based on the 2012 results, Tom expects more than 500 motorcycle riders to attend, thereby making it one of the biggest regional attractions of the summer months. Campers are invited to set up tents on the ranch property, and RV owners can choose from a number of level spots, although no hook-ups are available.

For more information regarding the July 25-28 *Mckee Sky Ranch* event, visit www.mckeeskyranch.com.

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The Iron engine at left was built by Stephen Pagenhardt; see *Mountain Discoveries* Spring/Summer 2012.

Small Museums have Hometown Features

The Williams Community Museum has become a showcase for highlighting the heritage of Westernport and the Tri-Towns area. Since opening in 2010, residents have generously donated artifacts that have enabled the Westernport Heritage Society to carry out its mission of collecting, preserving, and interpreting the community's history. Exhibits have been created so that visitors may discover the unique industrial heritage of the Tri-Towns that began with the opening of coal mines and railroad operations in the 19th century.

Exhibitions are organized by themed galleries titled, the Westernport Room, Home and Hearth, Business and Industry, Military Room, Early 20th Century Barber Shop, School Room, Library, and Archives. Reference materials include a selection of local history books, Westvaco (paper mill) Christmas books, Bruce High School yearbooks, and the Oliver H. Bruce Journals, ledgers that provide extensive documentation of the 1871-1921 time period

Westernport, Maryland

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

in Westernport. Mr. Bruce served as town clerk of Westernport, teacher/principal of Westernport's first elementary school, and civic leader. *Reflections, Remembering A Beloved Hometown*, a publication of the Westernport Heritage Society, Inc., provides an extensive survey of the town from its first recorded history in the mid 1700s to contemporary times. The book is also offered for sale.

The museum's success has been made possible by the generosity of residents, friends who have moved from the area, and by dedicated local volunteers. According to Patrick McCarty, treasurer, the museum project proceeded quickly. "We initially raised money by sending letters and the response was excellent. Our second plan is to pay off the balance of the mortgage. Both local and former residents have been most generous."

Western Maryland Railway Station Museum

The former Western Maryland Railway Station was acquired by the Westernport Heritage Society in 1996. Members successfully collected artifacts and memorabilia that were cataloged and displayed during special events and by request. Since the Williams Community Museum opening in 2010, the railway museum has served as a repository for railroad and coal mining artifacts while displays capturing other aspects of the Tri-Town's life and culture are now featured at the 135 Main Street facility.

The Tri-Towns were an important link for railroads that offered passenger and freight service for nearly a century from the coal rich George's Creek Valley. The George's Creek, Cumberland and Pennsylvania, and Western Maryland railroads directly served Westernport and Piedmont while the Baltimore and Ohio Railroad interchanged with those carriers a short distance away.

Residents have generously donated railroading tools, rails, switches, control panels, a full size "speeder" that railroad crews used to transport workers, and personal items. Coal mining artifacts include lunch pails, carbide lanterns, and mining augers. A large photograph collection represents a cross section of Tri-Town's life.

The Western Maryland Railway Museum is located at 117 Maryland Avenue in Westernport and is open on Saturday 1:00-4:00 p.m. during the months of April-October and by appointment.



Western Maryland
Railway Station Museum

The officers and board members strategic plan is to increase the number of exhibits and programs that will engage students and residents of all ages. To continue expansion of programming, the museum staff relies on Jack Fazenbaker, Milt Hart, John Daniels, Sarah Jane Albright, and Dan Laffey among others.

The Westernport Heritage Society officers are Terry LaRue, President; Kitty Mitchell, Vice President; Kelly Sydow, Secretary; and Pat McCarty, Treasurer. Directors are Michael Cleveland, Thomas Clayton, Ronald Wiltison, and Jack Fazenbaker.

The Williams Community Museum is located at 136 Main Street, Westernport. Hours are Tuesday, Thursday, and Saturday, 1:00-4:00 p.m. and by appointment. The phone number is **301-359-0683**. Also see www.westernportheritagesociety.com.

Civil War Collection – Westernport

Mike Cleveland, board member of the Westernport Heritage Society, has collected Civil War artifacts since the mid 1980s. Most of the artifacts were found in Washington County, Maryland, particularly near Antietam. After acquiring a sizeable collection, family circumstances caused the collection to be sold to an antique dealer. Always regretting the sale of artifacts, Mike later began to search for replacements. With good fortune on his side, Mike located his collection through an online search. Amazingly, most of the artifacts were found in the original case and appeared just as they did when he arranged them. The collection includes a variety of bullets, belt buckles, uniform buttons, and pieces of artillery shells. Mr. Cleveland's collection will be on display at the Williams Community Museum in the near future.



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