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**Cover:** Rodeo queen, Jessica McKnew, carrying the American flag, leads the riders into the arena at the Garrett County fairgrounds to start the season of the Maryland High School Rodeo Association. This year's Garrett County Fair will be held July 29 through August 5, 2017. See article on page 6.



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# Calling all Cowboys and Cowgirls

Written by: **Mary Reisinger**  
Photography by: **Lance C. Bell**

Another rodeo has begun, and for two days, elementary, junior high, and high school participants will be displaying their Western skills.

From August to October and March to May, students from all over Maryland gather about twice a month for weekend rodeos. The season starts in Garrett County during the county fair, and continues at other state and regional locations. In June and July, junior and senior high school national competitions are held.

Rodeo is very much a family activity. With opportunities for children from kindergarten through high school, all the school age children in the family can compete.

Most people don't associate Maryland with Western riding, but there is strong interest in rodeo in the state. Four years ago, a group met in Crofton to explore the possibility of establishing a Maryland chapter of the National High School Rodeo Association (NHSRA).

Sherri Trenary and one of her clients saw an announcement about this effort and decided to attend. After the meeting, Katie Nechamkin learned that the start-up organization could use someone with her skills, so she offered her expertise. Kurt Walbert heard about it a few months later and joined to help other families whose children wanted to learn and compete in Western riding. All three



**Sam Darby ropes a calf in the Tie-Down Calf Roping event at the Garrett County Fair.**

continue to hold leadership roles today.

Sherri, who grew up in a farm environment, cares for her family, raises horses and cattle (including Corrientes, a hardy Mexican breed used in rodeos), teaches riding, coaches a local college equestrian team, and conducts a therapeutic riding program, but she still finds time to serve the Maryland High School Rodeo Association (MDHSRA), formerly as secretary and now as president. She rode Western herself when she was young, traveling all over the country to compete. She is delighted to be part of bringing Western horsemanship skills to Maryland.

Katie Nechamkin also grew up with horses; her family breeds and races thoroughbreds. She rode English during her childhood, and never experienced Western riding until she was about twenty and working in Wyoming, where she came to love Western culture. She moved back to Maryland and became the manager of a multi-location advanced care veterinary medical practice. Since her initial work with the MDHSRA, Katie has also served as president and is currently treasurer.

Kurt Walbert had horses when he was growing up, but he abandoned this hobby while he was raising a family and working as a crop insurance claims adjuster. However,

when his teenage son wanted to try bull riding, Kurt had to search in other states for ways to train and compete in this Western sport. When Kurt heard about an organization that would provide these opportunities in Maryland, he eagerly signed on to help other parents support their children's dreams. He currently serves as a National Director.

The NHSRA runs programs for junior and senior high students in the United States, five provinces of Canada, and Australia. Local chapters have the option of extending to children in the elementary years, and Maryland has chosen to do this. At both the national and state level, the major focus is on the students.

Young people who want to be part of the NHSRA must be enrolled in school or home school, submit report cards regularly to show that they are succeeding in education while competing in rodeo, and register for each rodeo weekend in advance. If they miss the deadline, they have to sit out the competition and watch others ride. Katie says this usually only happens once!

Students must demonstrate they have worked on skills, and they must have access to horses and practice space. Most families do not have cattle or goats for roping; children practice on dummies or even on siblings. The organization provides workshops and clinics such as beginner bull riding on "hand cranked" mechanical bulls, and through connections with other organizations, students can access several kinds of specialized training such as light rifle and trap shooting. In its first few years, the Maryland chapter has had between thirty and fifty members, with students living around the state.

It is possible to learn skills that will be marketable in future college rodeo teams, professional rodeo, or television and film roles. Rodeo riders will see new places and sometimes meet inspirational people such as Amberley Snyder, a rodeo performer who was paralyzed in a truck accident and continues to compete through adaptive techniques. Sponsors provide prizes and funds for scholarships, and both national and state scholarships can be earned by students, not only for winning events, but for qualities such as leadership,

horsemanship, and sportsmanship. Most of all, though, the kids relish the challenge and camaraderie of rodeo.

Morgan Meekins began English riding at age 5 or 6 before switching to quarter horses. Like many participants, she has been active in other sports; she played softball and was on a travel team before deciding to turn her full attention to rodeo. She joined the MDHSRA as a sixth grader when some friends told her about it.

Morgan has been active in the organization, attending board meetings and serving in officer positions while in the junior high division. She decided to run for president of the high school division because she saw it as a learning experience. Morgan was elected in May 2016 and has enjoyed her year. She is considering running for secretary for this coming year and then perhaps trying for president again in her junior or senior year of high school.

She practices roping with a "sled," a dummy calf pulled by a golf cart; this requires some help from a driver. Morgan



**Jessica McKnew and horse, Smokey, competing in Breakaway, during the Maryland High School Rodeo Association sponsored event at the Garrett County Fair.**

competes in breakaway, an event in which a rider ropes a calf. The time it takes to rope the calf is measured from the instant the rope "breaks away" from the saddle. Her other favorite events include goat tying, where the rider jumps off the horse, flanks a goat, and ties up three of its legs; pole bending, where the rider weaves a round trip pattern around six poles; and barrel racing, where a rider speeds around three barrels.

For Morgan, others in the rodeo community are like a second family. No matter how competitive they are, they



will always help a fellow contestant. She has found that rodeo teaches responsibility, social skills, leadership skills, respect for animals and people, sportsmanship, humility, and the most important lesson of all: Never give up, even when you have a rough season.

Morgan appreciates the opportunities she has had through MDHSRA to travel and to earn scholarships that she hopes to apply to college. She hopes to become a veterinary pharmacist.

Jessica McKnew is another student who joined the MDHSRA in its early days. When Jessica was young, her family bred and showed Clydesdales. She became a top English rider while still young, winning hunter, jumper, dressage, and eventing four years in a row starting at age 9. These wins qualified her for international competition, but she did not meet the minimum age requirement of 17.

A trip to a rodeo at the J Bar W Ranch inspired Jessica and her sister to take up barrel racing, which prompted their mother to research places to learn, practice, and compete in rodeo events. When Jessica's mother discovered the MDHSRA, and saw that it allowed every child in the family to participate, the family signed up for their first rodeo.

Jessica laughs that she and her siblings "stuck out like sore thumbs" when they started. They rode a pony they had used in pony club competition, and they wove poles the way an English rider would. Nevertheless, they were hooked.

Jessica still does barrel racing, as well as sorting, and pole bending, but has come to prefer breakaway, goat tying, and team roping. In team roping, two people, a header and a heeler, rope a steer's head and two hind feet. Jessica first did team roping with her older brother and now partners with her younger sister. Jessica has been very successful, placing as champion or reserve champion in several events, and qualifying for national competition.

Last year, Jessica served as student secretary of the MDHSRA, and this year she has been queen. She could have kept her secretary position, but decided to pass that role to her sister so that she could really focus on the duties of the queen.

Jessica says that when she was three years old and sat on a horse for the first time, she never imagined being a rodeo queen. Nevertheless, she decided she would like to try for queen after watching the prior queen, Madison Iager. Contestants for queen complete a



**Top photo:** Tanner Naylor competing in the Junior High Boys Tie-Down Calf Roping event.

**Bottom photo:** Brittany Coldiron and her horse, Jet, compete in the pole bending event.



written test on the rules at the state and national level, interview with a panel of judges, speak on a topic they choose (she spoke about bucking broncs and what happens to them after their performing days are over), model Western dress, and perform a horsemanship demonstration that includes skills such as circles, spinning the horse, flying lead changes, and carrying the flag.

All rodeo events have a dress code, but the modeling portion of the queen contest requires a separate special outfit. Jessica and her mother found a dress being sold by a former queen who had had it custom made. Jessica's dress was dyed peach and "beadazzled" with blue and green sequins. Katie Nechamkin jokes that in fancy western attire, "if it sits still, it has a rhinestone on it." Jessica's outfit was completed with a white hat and boots handpainted in peach.

The queen is crowned in May and reigns through the following May. Duties of the queen include choreographing grand entries, making announcements and alerting participants to rule changes, supervising other riders, speaking to elementary students about MDHSRA, and generally spreading the word about rodeo.

After state queens are chosen, they compete at the national level. Jessica also competed in rodeo events and sold lots of fundraiser raffle tickets, so it was a busy but "definitely fun"

**Above left: Morgan Meekins preparing for the Breakaway Roping event.**

**Above right: Courtney Casper shows her skills at a Barrel Racing competition.**

**Inset: Darby Conrad heads for the finish during a Pole Bending event.**

experience. According to Jessica, "It's great being queen!" She has enjoyed traveling, meeting people, and gaining in confidence and character.

This is Jessica's last year with MDHSRA as a student, because she is a senior in high school. After graduation, she would like to keep helping out with Maryland rodeo, and to continue competing. She plans to combine full-time work with college, majoring in Chinese Studies and Biomedical Engineering. She hopes one day to work with stem cell research.

High school rodeo preserves Western skills and culture. It promotes wholesome family participation and healthy competition. It emphasizes education and personal growth. Although rodeo is a fiercely competitive sport, its generous and supportive environment wins enthusiastic supporters.

*continued on next page*

## Calling all Cowboys and Cowgirls

*continued from page 9*



**Jessica McKnew, a senior at Southern High School in Harwood, Maryland, is the current MDHSRA Queen.**

Katie says that “coming from other disciplines, seeing how these kids work together, even though they’re competing against one another, is really a highlight for me.” Kurt feels it is an “awesome program” with wonderful students whom he considers his “adopted kids.” Sherri went to that first meeting purely for informational purposes, but has become “passionate” about high school rodeo. Both Morgan and Jessica describe it as a blessing. All highly recommend rodeo riding as a wholesome family and community activity.

The new season’s first rodeo will be held during the first weekend of the Garrett County Fair (July 29-30, 2017); spectators are welcome. If you or someone you know would like to learn more about student rodeo, you can begin at the national website, <https://www.nhsra.com>, or the Maryland website, <http://www.mdhsra.org>.

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# HANNA'S TOWN

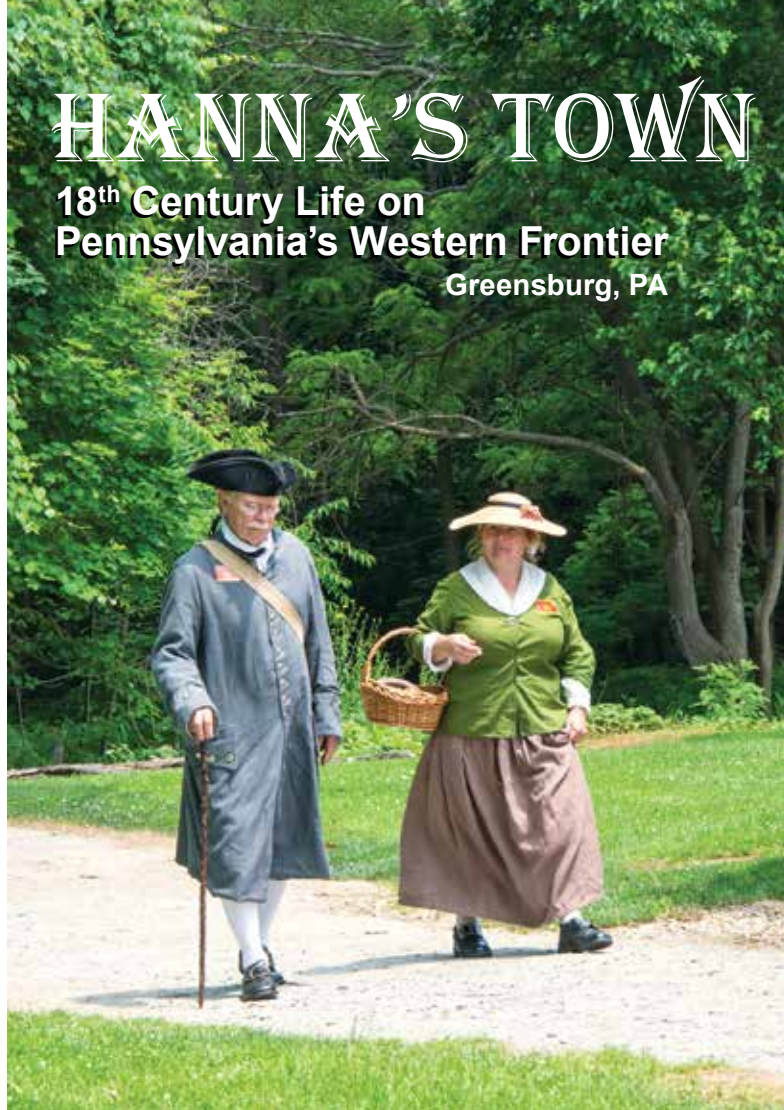
## 18<sup>th</sup> Century Life on Pennsylvania's Western Frontier

Greensburg, PA

Back in the days when American colonists were taking up arms against the British government, the fledgling community of Hanna's Town, located in the western frontier of Pennsylvania, played a significant role during a critical period in our nation's history. It was a turbulent time, when settlers formed militias to safeguard the colonies – and their homes – from Native American attacks. With the onset of the Revolutionary War, militia groups were organized to fight the British and their Indian allies in the western campaign.

Hanna's Town began in 1769 as a small settlement along the Forbes Road that bore the name of its founder, Robert Hanna, who built a tavern and created lots for a new village. In 1773, the settlement became the first county seat of Westmoreland County and thus the site of the first English courts west of the Alleghenies. Hanna's Town became a popular stop for travelers seeking comfort and rest along the otherwise rugged, heavily forested terrain of the road over the Allegheny Mountains.

Others seeking a new life sought refuge from the surrounding wilderness to establish homes. In 1775, the town's size rivaled that of Pittsburgh. Many of these newcomers shared a fierce passion for independence; "They were bold, aggressive, hardy, courageous and self-reliant. They often had little respect for authority or title. Having experienced arbitrary and capricious government in England, they were zealous defenders of personal liberty and self-government." (Westmoreland County Historical Society) In May of 1775, many of these folks gathered in town to adopt the Hanna's Town Resolves, a document challenging British authority



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

and asserting the settlers' commitment to protecting their rights, in armed conflict if deemed necessary, against British oppression. This was more than a year before the Declaration of Independence. The town became a recruiting center for militia fighting in the western campaign against the British and allied Native American tribes. On July 13, 1782, during one of the final battles of the war, several hundred Seneca and a few British allies raided and set fire to Hanna's Town and its surroundings, and killed most of the livestock. The devastation obliterated the

town, and with no source of sustenance remaining, those who survived soon abandoned the area.

The former town's site conversion to a single family farm in the early 1800s turned out to be a fortuitous circumstance for future generations. "Because the site became farmland, it was protected from development and so its archaeological history was preserved," says Lisa Hays, executive director of the Westmoreland County Historical Society. In 1969, Westmoreland County acquired the property, and the site was placed on the National Register of Historic Places in 1972. Historians and archaeologists, aware of the site's significance and potential, soon converged on the site to begin excavations and research. Ongoing work from these professionals, assisted by trained students and volunteers, continues to shed light on the story of Hanna's Town.

Today, Historic Hanna's Town celebrates the original town's legacy as a partially reconstructed 18th century village, a county park now managed by the Westmoreland County



**Above: Members of Proctor's Militia conduct musket drills.**  
**Right: Gail Barrell demonstrates spinning wool into yarn.**

Historical Society. "We tell the story of how people lived on the frontier during the crucial period surrounding the Revolutionary War," says Lisa. "Hanna's Town also tells the story of the western campaign. Everyone already knows the story of the eastern campaign." Structures include the Hanna's Tavern/Courthouse, a fort, three log homes, and a wagon shed that houses an authentic 18th century Conestoga wagon.

Visitors can learn more about Hanna's Town and its historic impact through guided tours describing life on the western frontier and the challenges facing its hardy settlers during the American Revolution. Special events feature various aspects of 18th century life.

Opening day this year is set for May 6, with hours from 10 a.m. to 4 p.m. Highlights include an encampment by the Proctor's Independent Battalion in the fort and two seatings in the early 19th century Klingensmith House

for full tea accompanied by "savories, scones, sweets and pastries." Seating for the tea is limited and reservations are required.

For children ages 7 through 11, Colonial Camp offers a taste of daily life on the frontier of Southwestern Pennsylvania during the Revolutionary War. This year's camp will be held from June 12 – 16. Campers learn through activities related to the town's period in history and include music, dance, crafts,





PHOTO ABOVE & RIGHT COURTESY  
DANIEL BOGESDORFER



Step back in time to the early days of Hanna's Town for a deeper understanding of our nation's heritage.

Hanna's Town signature event is Frontier Court Re-enactments – June 24 & 25 this year. Experience militia encampments, living history demonstrations, drill and musket demos, reenactments of court cases, music, kids station, food and more.



open-hearth cooking, trades, games and Native American life.

Hanna's Town's signature event is Frontier Court Re-enactments, on June 24 & 25 this year, which includes militia encampments, living history demonstrations, drill and musket demos, colonial kids station, kitchen garden talk, and the reenactment of court cases heard at Hanna's Town 1773-1786. Other interesting special events include "Three Centuries of Christmas in America," and "Stimulating Beverages."

From July 17 through August 19, visitors can observe archaeologists at work during the Indiana University of Pennsylvania's 2017 Archaeology Field School. The Tavern Kitchen Garden features vegetables and herbs typically grown during the Colonial period, usually in raised beds. Visitors can purchase souvenirs and gifts in the Museum Shop.

Volunteers are always welcome to help as tour guides, Museum Shop clerks and garden helpers.

2017 marks the 44th season of the famous Hanna's Town Antiques & Collectibles Sales, beginning May 14 and continuing on the second Sunday of each month through October 8. Bargain hunters can enjoy browsing through items displayed by 100 to 180 vendors. Proceeds from parking and vendor fees support the Forbes Road Volunteer Fire Department and the Westmoreland County Historical Society. Pets are not permitted.



Hanna's Town invites the public to take a trip back in time to gain a deeper understanding of our nation's heritage. The park is open to the public, with a small admission charge, according to the following schedule:

**May, September and October** – Saturdays from 10 a.m. – 4 p.m. and Sunday from 1 – 4 p.m.

**June, July and August** – Wednesday – Saturday 10 a.m. – 4 p.m. and Sunday 1 – 4 p.m.

**October 28** – The final weekend for guided tours.

A special evening Candlelight Tour features fears of the 18th century frontier.

**November 2** – Candlelight Open House in the Museum Shop and Tavern.

For more information see [www.westmorelandhistory.org](http://www.westmorelandhistory.org)



Club members accurately modeled Helmstetter's Curve, one of the most photographed locations on the Western Maryland Scenic Railroad. The curve was originally built as part of the Connellsville Subdivision of the Western Maryland Railway.



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

The Maryland/West Virginia Model Railroad Association invites you to journey through time by enjoying its model train display at the Allegany County Fairgrounds near Cumberland, Maryland. The layout features rail operations and authentically designed landmarks that bring back memories begging to be shared with others.

"Look, there's Helmstetter's Curve," and, "It's the Western Maryland train station," are comments frequently made by visitors who quickly become engaged with the train action and scenery.

The HO scale layout depicts a time period that loosely spans the transition from steam locomotives to recent diesel power, thereby providing visitors with the unique experience of observing a time when several railroads operated locally. The Baltimore & Ohio, Western Maryland, Chessie, and CSX railroads are typically running on what is undoubtedly the largest train layout in the Tri-State area.

Located in the former jockey club building adjacent to the old horse racing circuit, the 1,400 linear feet of track covers a 40 x 80 foot area. Mountains tower to the ceiling, bridges span local streams, and roads are busy with automobile traffic. The layout leaves no doubt that Allegany County was an important rail and commercial center! The Maryland/West Virginia Model Railroad Association has been meeting in the jockey club building for the past 30 years, and will remain there through a mutually beneficial

arrangement with Allegany County officials. More than 40 members are dedicated to HO scale, the most popular scale of model railroading in the world and one that lends itself to building elaborate track plans in a reasonable amount of space. The term "scale" means it is scaled down from the real train called a prototype. HO is 1/8 inch scale or 1:87. In other words, an HO train is 87 times smaller than a real train. Another popular scale is "O" which is about twice as large as HO and often represented by Lionel electric trains.

The rail layout was designed by two club members and presents a condensed representation of the B&O mainline from Cumberland to Ohiopele and the Western Maryland Railway subdivision from Cumberland to Connellesville. The scenery remains a work in progress but major features are nearly complete.

Downtown Cumberland is represented by a variety of time period buildings that includes the main thoroughfare of Baltimore Street, once the retailing hub of western Maryland. A short distance away is the old B&O South End shop complex, currently the regional center for CSX maintenance and repairs. Traveling out of Cumberland, one notices the B&O Viaduct that was built in the nineteenth century to carry trains over busy city streets and Will's Creek. Following the Western Maryland line spectators will quickly recognize one of the most famous railroad



landmarks on the East Coast, Helmstetter's Curve. According to Richard Arnold, club member and layout craftsman, "We spent over 100 hours researching primary sources of information and building Helmstetter's Curve. We also spent a lot of time on the Connellsville Subdivision at Deal and Sand Patch." Scenes are labeled, so the journey is informative and busy as up to eight model trains may be operating simultaneously.

Tim Kane, club member who is concentrating on building the downtown Cumberland district notes that, "Downtown Cumberland and Baltimore Street are large areas that would take us beyond our layout if we kept to scale, but we have the main streets and buildings represented. One of our downtown highlights is the B&O freight shed that stood near the Baltimore Street crossing. It was built by Richard Arnold and is a scale model of the building that stood on the site into the 1960s. We are now in the process of building and arranging other businesses along the main streets in Cumberland."

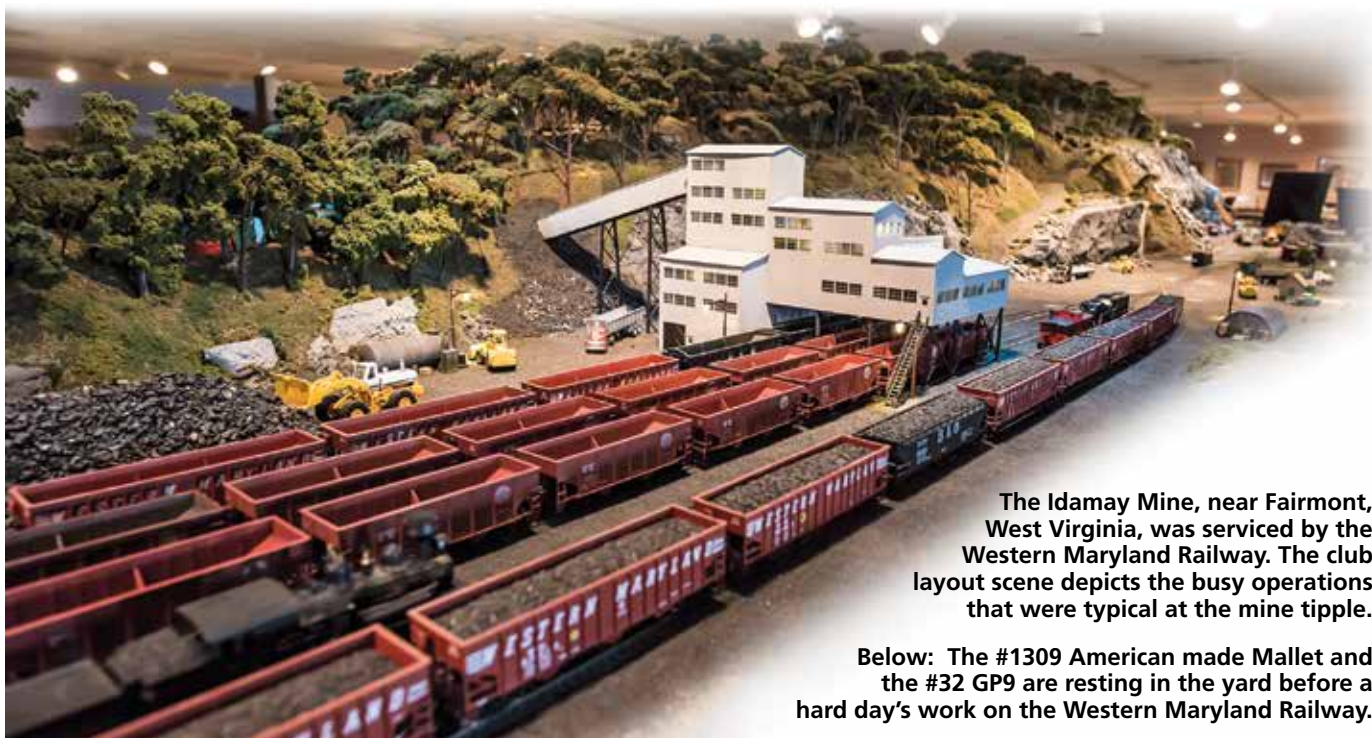
Members may bring their own trains to operate because not all time is devoted to construction. And the excitement of running your personal trains on such an impressive layout is one reason members enjoy the club. Another reason



**Richard Arnold, club member, combined three Walthers' freight kits to create an accurate model of the Baltimore and Ohio freight depot that was located near the mainline at Baltimore Street in downtown Cumberland, MD.**

is the comradery of sharing experiences. According to Kim Bradley, president, "Our mission is to preserve local railroad history and promote model railroading as a hobby, and we do that through sharing our experiences and the layout. We have visitors from all over the country that stop to watch the trains and visit with us. The largest crowds happen during the Allegany County Fair, DelFest, and the Western Maryland Street Rod Roundup, although the Christmas holiday season also attracts a lot of repeat visitors. Kids really like to watch the trains, and we hope it will inspire them to join the hobby—it is a great learning experience."

There is an added attraction to the layout that has carved a niche of its own—the carnival display owned and operated by Kevin Kamauf, fairgrounds general manager. The



The Idamay Mine, near Fairmont, West Virginia, was serviced by the Western Maryland Railway. The club layout scene depicts the busy operations that were typical at the mine tipple.

Below: The #1309 American made Mallet and the #32 GP9 are resting in the yard before a hard day's work on the Western Maryland Railway.



detailed models of carnival rides are appropriately scaled and complement the surrounding railroad scenery. The number and variety of tents, rides, and accessory buildings is impressive and easily the most extensive in the region. Mr. Kamauf notes, "Many of the metal models came from Cummons Scale Amusements in Bay City, Michigan, and one of every available model is represented in the display. They are all detailed cast metal replicas of rides from the 1970s and 1980s and remind us of the Reithoffer shows from days past." Kamauf first met Don Cummons in 1988 at a Florida fair event and the two have maintained a friendly relationship ever since.

In addition to the metal models, Kamauf purchased an extensive hand-built circus display from a local hobbyist.

"The detail in the hand-built set is amazing and was a labor of love. I felt honored to be offered the display. Now it is available for the public to view whenever there is an open house."

Club plans for the immediate future call for completion of several sections of scenery and, of course, having fun running trains with friends!

***The Allegany County Fairgrounds is located approximately 3 miles south of downtown Cumberland on US Route 220. The train display is open to visitors during major events at the fairgrounds and during weekends of the holiday season.***



Above: The crew of the Chessie Steam Special locomotive is taking a well-deserved break while stopped in front of the Meyersdale, Pennsylvania, train station in this summer scene reminiscent of the 1970s.

Right: The fire department is responding to a 3rd story fire in downtown Cumberland, MD.

Below: City scenes, including a 1950s police stop-and-frisk of a speeding motorist (inset), are highlights of the displays.



Right: Kevin Kamauf's display of carnival rides depicts the Reithoffer era at the fairgrounds during the 1970s and 1980s.





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**Coach:**

Adult (13-59)	\$50	\$90
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Child (4-12)	\$20	\$30
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\*Club includes: a 3-course meal on the Trough Trip; a light lunch plus a 3-course meal on the All-Day Trip.

**Legend:**

- Yellow: 1:00 PM - Trough Trip
- Green: 10:00 AM - All-Day Trip to Petersburg
- Red: 10:00 AM & 2:30 PM - Trough Trips
- Blue: Special Trains (see website for details)

(No Color - No trains running)

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# Classic #1309 American Mallet Vintage Steam Locomotive – *Full Speed Ahead*

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



**#1309 American Mallet steam locomotive being rebuilt after sitting idle for over 60 years.**

The Western Maryland Scenic Railroad met the challenges of 2016 and now looks forward to its most exciting season in history. The 2017 season has been much anticipated by staff members and railfans because the WMSR is going to offer service that no other railroad in the country can match—a ride on the classic #1309 American Mallet, a vintage steam locomotive that has been out of service for more than six decades. Make no mistake; this is a big deal for the WMSR and railroad buffs from around the world who have been hoping for the locomotive's renaissance since its arrival in Cumberland.

What makes the locomotive so special? The #1309 is one of the last steam locomotives of its type to be built in the United States. Manufactured in 1949 by Baldwin Locomotive

Works during the transition to diesel-electric power, the engine was purchased by the Chesapeake and Ohio Railway Company (C&O) for service in coal fields. A downturn in coal production coupled with the transition to diesel locomotives meant the #1309 was taken out of service within seven years, stored, and ultimately shipped to the B&O Railroad Museum in 1972. In 2014, the massive engine was formally acquired by the WMSR for restoration and operation, a process that has proven to take a great deal of time, skill, and money.

John Hankey, curator for the WMSR stated, “We were able to overcome the landslides that curtailed operations in 2016. Now we are looking forward to seeing the #1309 operating under steam for the first time in more than 60 years. It is really a new day on the Western Maryland Scenic Railroad.”

John Garner, CEO, determined to get it right the first time around regarding the #1309's restoration. The locomotive underwent what is called a “return to specification” process, meaning the locomotive had to meet original specifications or superior ones before returning to operation. John Hankey uses the pins and bushings as examples of improvements on the engine. “The old bushings were egg-shaped from wear and had to be pressed

out. The new ones are case hardened and polished to a mirror finish that will reduce friction. The new ones are much better than the original equipment. In other areas we have created forced lubrication systems that will also reduce friction at critical points. The engine will be better and more reliable than it was in 1949.”

The rebuild was a major undertaking. According to Hankey, “There were 300 flexible and 70 rigid bolts requiring manufacture and installation, cab and floor fabrications, new tubs and flue installations, and more. Basically, the #1309 and coal tender had to be disassembled, repaired or rebuilt, and then reassembled. This process would normally take about five years but the WMSR crew will complete the job in less than two. We estimate more than 100,000 labor



The new cab for #1309, almost ready for installation, sits alongside the old #1309 cab.

hours requiring a high degree of precision and skill on a massive scale were necessary to rebuild the engine. In many cases, craftsmen were working to one ten-thousandth of an inch tolerances. This was literally rebuilding a steam power plant on wheels.”

The project proved to be a unique situation where old world technology blended with digital processes. Designed by draftsmen laboring over drawing boards equipped with pencils, the engine was labor intensive from the start. The pouring of molten steel that transformed the drawings into a living, breathing machine highlighted the best traditions of classic American manufacturing. But assembling the hundreds of components into a four square unit is something most people have no reason to reflect upon today.

Think of it— how did workers square and level the massive engine parts, so they would not work against themselves!

The time tested way of squaring, called tramming, was accomplished by stretching and measuring steel wires, a time consuming process that could take weeks. By using laser technology, the WMSR crew cut the time to a couple of days. The #1309s restoration proved to be an outstanding example of traditional technology and skills being combined with state-of-the-art equipment.

An official roll-out date for the 4-6-6-2 engine has not been determined at press time. Please check the WMSR website ([wmsr.com](http://wmsr.com)) or call for information.

John Garner credits community partners for seeing the railroad through difficult times in 2016. “We would like to thank our state delegation and county commissioners for putting together funding to complete the locomotive restoration and repair the landslides. Over the next year the WMSR will bring 40,000 guests to western Maryland who will support local businesses.”

Guests will now have more options when boarding the train, as additional stops are planned along the Cumberland to Frostburg route. Additional summer runs will allow short layovers at the stops while year round service will offer special trains during the winter months. And more special announcements are forthcoming!

It's full speed ahead for the WMSR in 2017!

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# *On with the Show!*

## at the Washington County Playhouse Dinner Theater & Children's Theater

Written by: **Sara Mullins**

*"It is not in the stars to hold our destiny  
but in ourselves."* — William Shakespeare

Owning and operating a dinner theater is an ambitious undertaking, especially for a couple of newlyweds, but actors Shawn and Laura Martin of Hagerstown, MD, rose to the challenge in 2015 when they became owners of Hagerstown's Washington County Playhouse Dinner Theater & Children's Theater. Now beginning their third season as owners, the Martins are celebrating the iconic theater's 33rd continuous season, highlighting classic musicals, comedies, and Saturday matinees for children, along with occasional musical reviews, dramas and contemporary works.

Serendipity, good timing, and a lot of pluck allowed the Martins to realize their shared dream of owning and operating a dinner theater. Laura had recently retired from teaching at a private school to pursue freelance opportunities. Since 1995, Shawn had worn several hats as cook, actor and director at the Playhouse while working a full-time job. The Playhouse was the setting for their first encounter during a rehearsal when Laura showed up to help a friend with makeup. Both active in local theater, the couple discovered a shared passion. The stars aligned after they received a private Facebook message from the Playhouse owners, who were ready to retire and looking for someone in the local theater community who would continue the Playhouse tradition. The Martins were ready for the challenge.

From their own involvement with the area's theater scene, they knew they could find assistance within a community of kindred spirits. "There's an immense amount of talent in the region, among actors and technicians," Laura says. "We draw people living within about an hour's drive – from Maryland, West Virginia, Pennsylvania, Virginia and D.C. Theater groups in the area have formed their own alliance. We meet to share ideas and resources like sets and props, which are costly. We live in an area where no man is an island. We share the same audience."



PHOTO BY LANCE C. BELL

**Laura and Shawn Martin, actors/owners/operators of the Washington County Playhouse Dinner Theater & Children's Theater.**

A location within a supportive community with a long-standing commitment to the arts has been a critical factor as well. "Washington County is blessed with advocates for the arts," Laura says. She serves on the Hagerstown Arts & Entertainment District Management Board and the Playhouse also receives support from the Washington County Arts Council.

Currently the Playhouse has about 200 season ticket holders. "Our subscribers are like extended family," Laura says. Each season features six shows. Season tickets with discounted rates are only available during the final three productions of a season. Individual tickets can be



A sampling of previous productions at the Washington County Playhouse Dinner Theater & Children's Theater — Mel Brooks' *The Producers*, 2017 (top); *The King & I*, 2015 (right); and Theatre for Young Audiences, *Cinderella*, 2015 (bottom right).

Photos by ADAM BLACKSTOCK.

purchased by telephone. Children must be five or older to attend Mainstage productions.

For adults, a Playhouse show offers a relaxing option for a date night or outing with friends or family. Patrons can enjoy a meal plus a show within an intimate setting without the worry of having to go from one venue to another. All food is prepared in-house, with Shawn acting as menu planner and head chef. Mainstage shows and select matinees include meals served buffet-style before performances, featuring a 20-item cold salad bar, hot buffet selections, rolls, and dessert. For adults of legal age, drinks from a full bar are available separately. Children's Saturday productions are open to children three and up, and include lunches featuring pizza or hot dogs with chips. Beverages are available separately.

As a former teacher with a focus in theater education, Laura is passionate about offering children opportunities to become involved in the theater arts, including acting and all aspects of production. "One of our lighting designers



is 14 years old,” she says, highlighting the importance of theater technician as a viable career path. “This is where the money is,” she says. “It’s often a more reliable income source than acting.”

During the summer, Laura offers a summer theater academy. “Every year, we get a parent who tells us that their child is a different sort of kid, and we tell them that child is probably a ‘theater kid.’ It takes a special person to be a thespian. We watch these kids follow their passion, says Laura.” A certified instructor of Hatha Yoga, Laura incorporates yoga into the summer academy curriculum to help children gain better body awareness. “The body is an instrument,” she says.

Laura’s five-year plan includes developing an after-school program in theater for area schools. “We’re interested in working with talented youth, and giving them a place to go after school. We want to develop their talents and give them opportunities. They gain life skills and confidence and think, ‘Hey, that’s another thing I can do!’”

With a strong legacy of community support, a plentiful pool of acting and technical talent available, and a growing audience of all ages, the Playhouse future looks bright under the Martins’ management. Laura is excited to see others share her and Shawn’s passion for theater. “We knew this was going to be a family business, but we didn’t realize how big our family was going to become!”

For more information, visit the website at

**[www.washingtoncountyplyhouse.com](http://www.washingtoncountyplyhouse.com)**

or call 301-739-7469.

A variety of six different shows are featured each season; enjoy one show or all six plus a meal within an intimate setting.

***The Marvelous Wonderettes*, 2015 (top); Theatre for Young Audiences, *Cinderella*, 2015 (above left); *Perfect Wedding*, 2016 (above right); and *Deathtrap*, 2016 (bottom).**

Photos by ADAM BLACKSTOCK.





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# Colonial Games

Written by: **Mary Reisinger**  
Photography by: **Lance C. Bell**

What do soldiers, trappers, patrons of taverns, social groups in homes, and children of all ages have in common? They play. About twenty years ago, Ryan Cuba was inspired by fellow military re-enactor Tad Miller to incorporate games of the era into his living history presentations.

As a re-enactor, Ryan focuses on the French and Indian War. He also volunteers at Fort Frederick State Park in Big Pool, Maryland, and he has traveled to many other gatherings that celebrate colonial history, from Fort Niagara to Fort Ligonier, from Michigan to West Virginia. Ryan often uses games to engage visitors at these events. Two children of other re-enactors, Elisa Rogers and Morgan Taylor, spent their growing up years providing much appreciated assistance by demonstrating the games in period costumes.

Many games have ancient roots, and they come from all corners of the globe, but Ryan makes sure that the ones he introduces were common in the Colonial era from the 1750s to about 1770.



**At John Stewart's Tavern in Short Gap, West Virginia, Ryan Cuba, French and Indian War re-enactor, demonstrates some of the games that were common in the Colonial era from the 1750s to about 1770.**

Initially, Ryan built on Miller's research to learn about dice, cards, and other pastimes of soldiers. The military frowned on games that involved gambling, but soldiers then as

now were innovative. They made crude dice from musket balls, for instance. Then Ryan expanded his scope to include games played by others, at taverns and in homes.

He lists a variety of leisure activities: billiards, cribbage, chess, draughts (checkers), backgammon, dominoes, dice, faro (a lot like roulette), cards (there were no numbers in the corners in the 1700s), battledore/shuttlecock (badminton), quoits (a precursor to horseshoes), skittles/ninepins (bowling), horse racing, ice skating, cock fighting, wrestling, boxing, cudgeling, hoop and stick rolling, and many others. Children played with marbles, dolls, tea sets, jaw harps, tops, cup and ball sets, bilbo catchers (ornate wooden handles ending in a platform and spindle with a string attached to a ring), and puzzles. They also played games such as blind man's bluff.

Some entrepreneurs printed board games on sheets of paper that were easy for people to take with them—and also needed to be replaced from time to time. One such game, Goose, was played on 64 squares, with four playing pieces. Turns were controlled by dice throws. Landing on certain squares might entail a stay in jail, loss of a turn, the requirement to take a drink, and so on. Is anyone else thinking about Monopoly? A version of Goose for children, with no gambling or drinking, was also printed.


For those who are interested, Ryan heartily recommends visiting the Allegany Museum in Cumberland; Fort Frederick for Garrison weekends, the Market Fair (late April), or Colonial Children's Day (June 3); and the many Heritage Day festivals in the area. Look for Ryan. He'll be the guy in Colonial costume, possibly playing games.



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# The Automobiles of Western Maryland and Surrounding Area

***Chuck Berry summed up the romance of the automobile in these immortal words from "No Particular Place to Go."***

*Riding along in my automobile  
My baby beside me at the wheel  
I stole a kiss at the turn of a mile  
My curiosity runnin' wild  
Crusin' and playin' the radio  
With no particular place to go...*

**"It's all about having fun with cars!"**

Larry Humbertson's enthusiasm about membership in the Western Maryland Street Rod Association is shared by thousands of car buffs around the country and easily explains why automobile clubs remain a popular form of enjoyment. Americans have been taking pleasure in motorized vehicles since they began rolling off the assembly lines in the early 20<sup>th</sup> century. Car buffs from the Tri-State area have expressed their enthusiasm by forming clubs where members have fun while helping the local community.

Car clubs are as eclectic as the individuals who create them and are commonly organized around manufacturer or model, classic or street rod, or activities like off road adventures. Members also hold public events called meets where expertise and stories are easily exchanged between knowledgeable "motor-heads" and anyone else who shows an interest in the vehicles. Meets are highlights of the calendar year and may be part of an annual vacation where members socialize and even participate in activities not related to motor vehicles.

The digital age created opportunities to expand memberships. Traditional clubs began to maintain websites, while new online communities continue to attract thousands of members who Instant Message, participate in seminars, and share photographs of vehicles. The online forums may also organize traditional meets, thereby blending established routines with new ones.



**1957 Thunderbird  
owned by Wade Phillips.**

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

The Tri-State area's senior car club is appropriately focused on collecting the oldest cars. The Queen City Region of the Antique Automobile Club of America (AACA) stipulates vehicles must be 25 years or older from the date of manufacture for inclusion in formal registers. Originally part of a Winchester Virginia AACA group, the local club received its own charter in 1963 through the efforts of Allegany County enthusiast Mac Wilson.

As the name suggests, AACA members prize originality. No "chopping the top" or bright paint colors are permitted or appreciated on the vintage cars. Ken Northcraft, club member, states that when the AACA evaluates cars, "Judges want to see the car as it was produced at the factory. If the owner installed a chrome air cleaner, points will be deducted. If there is an accessory included that wasn't originally on the car, points will be deducted. Everything is focused on originality." The standards pose both a challenge and quest because parts for many prewar cars have become increasingly scarce. A vehicle's advanced age and originality, however, does not prevent club members from enjoying "rides and rendezvous, (club terms for touring and dining) even when

motoring in a Model “A” Ford. A great place to appreciate the antique cars is at the club’s prewar event held on the Cumberland, Maryland, Downtown Mall during Heritage Days (June 10-11).

The Western Maryland Street Rod Association started in 1972 and received a charter from the National Street Rod Association in 1973. According to Larry Humbertson, president, members customize vehicles made before 1972. “Each person customizes to his own tastes and there is no wrong way to do it. But members may request their car be submitted to a 100 point NSRA inspection that is more stringent than the state one, so safety is a common factor when building.”

Members are encouraged to use their imaginations when modifying a vehicle, including state-of-the-art technology. And customized paint work may depict cartoon characters or items of personal interest to the owner—as Larry Humberston stated, there is no wrong way when it comes to building a street rod.

Street rodders frequently participate in “roundups,” where owners blend a show-like atmosphere with cruising local roads, competitive events, and campsite comradery.

One of the largest car roundups in the region is held at the Allegany County Fairgrounds and sponsored by the Western Maryland Street Rod Association during the week of Labor Day. The club is already planning for more than 700 vehicle entries and 4,000 visitors that are expected to participate in the 45<sup>th</sup> roundup.

Enthusiasts who enjoy cruise-ins and related events belong to the Classy Chassis Car Club. Formed in 1991 by a small group from Mount Savage, the club receives praise for its annual Cruisin’ Main Street event in Frostburg, Maryland, where more than 500 car owners register. A 2.8 mile loop for drivers and curb-side seating for hundreds of

spectators make Cruisin’ a major community event on the town calendar.

What cars do the 140 Classy Chassis members favor? “Muscle cars, older cars, street rods, all kinds of cars. In fact, you don’t even need to own a car to join the club—just have an interest in cars and you are welcome,” states David Pyles, member. “We have a real comradery and an extensive pool of knowledge to draw from if anyone needs assistance with their car. Members also enjoy the social aspects. We meet and bring a covered dish for dinner. It is great to be with people who share a similar interest.”

The Tri-State Cruzers also favor a stand-alone club status and variety of vehicles within their group. “If you have an interest in cars, the manufacturer, model, or style doesn’t matter to us. We are car enthusiasts and enjoy sharing the fun with club members and the public,” states George Minnick, trustee. Formed about three years ago, the more than

70 club members maintain the busiest schedule of events. “We will have over 20 cruises planned for this summer and maintain a busy schedule twelve months a year.”

Garrett County car buffs enjoy the Mountain Top Cruisers Car Club, an organization based in the county seat of Oakland and

dedicated to driving mountain roads and enjoying cruise-ins and shows around the area. According to Bob Gnegy, member, the club is a stand-alone organization that began with a few meets in nearby Terra Alta, West Virginia, but for many years has headquartered in Oakland. “Most of our members have an interest in antique and classic cars, although a member doesn’t have to be a car owner to participate.”

The club coordinates events throughout the year with the local museums, fairs, and service organizations but the largest happening occurs during the Autumn Glory Festival held every October (this year October 11-15). The festival has

*continued on page 36*



**1930 Ford Rumble Seat Coupe  
owned by John Haus.**

# *Western Maryland Street Rod Round-Up*



One of the oldest and largest "roundups" in the region has been held at the Allegany County Fairgrounds each Labor Day holiday continually since 1972 and is sponsored by the Western Maryland Street Rod Association. Shown here are some of the hundreds of participants.



# Western Maryland Street Rod Association



Above: 1959 Chevrolet Impala owned by Bill Wilson, Cumberland, MD.



Right: 1955 Chevrolet owned by Larry Humbertson, Cresaptown, MD.

Right: 1937 GMC Panel Truck owned by Andy Abernathy, Cumberland, MD.



Left: 1972 Chevrolet Nova owned by Patrick Leedy.

**Editors Note:** Seven regional clubs and shows (Western Maryland Street Rod Association, Queen City Antique Automobile Club of America, Classy Chassis Car Club, Tri-State Cruzers, Mountain Top Cruisers Car Club, Classic Car Wash Super Cruise, and the Ford Model T & Model A Show) have been asked to choose 3 or 4 member's cars from their clubs and events to represent them in this story. With all of the car clubs and shows in this area, this was a daunting task. All of the groups and members have first class cars, trucks, and customs of every description.

It has been a pleasure to photograph all of these cars and meet everyone involved. I photographed hundreds of cars of every description, but some cars shown on these pages are not affiliated with any clubs or groups that we could find.

Thanks everyone for your cooperation and help.

— Lance Bell  
Mountain Discoveries Magazine



1937 Ford owned by Ken Deneen.

## Tri-State Cruzers Ridgeley, WV



Above: 1954 Chevrolet owned by Ken Deneen.



Left: 1932 Ford "Deuce Coupe" owned by Rocky Stafford.



Left: 1975 Chevrolet Nova owned by Joe Gaither.

Right: 1966 Ford Ranchero owned by George Minnick.



been recognized as one of the premier fall events in the United States and draws thousands of visitors. The Mountain Top Cruisers Car Club is an integral part of the festival and attracts more than 300 entries to its car show. “It draws a nice group of people to talk with. We all share a common interest in cars,” states Bob Gnegy.

A local club that has been around for well over two decades stresses inclusiveness. Club member Allen Haines summarizes, “Fire and Ice Rods and Customs is a bit different from the norm, where ‘clubs’ would be described. We have no meetings, rules, membership fees, or official charter. All events are open to one and all.”

Fire and Ice members are skilled and extend their assistance to out-of-the-area events. “A few, as Maryland Safety Inspectors, contribute their time at various events locally and as far away as York, PA, and Louisville, KY, inspecting street rods closely, pointing out safety issues,” notes Haines.

Among the group members is a representative to the West Virginia House of Delegates, a Keyser resident, who also serves as national chairman of the State Automotive Enthusiast Leadership Caucus, a group of non-partisan state legislators headquartered in Washington DC, representing each of the 50 states. Fire and Ice also extends its reach to a national audience through the publication written by a “Fire and Icer” for nearly a quarter of a century. Circulated world-wide, modified car and truck owners are introduced to the area as a result.

One major car event is unaffiliated with a particular club and the result of two local residents who had the vision to expand an established cruise-in at Classic Car Wash, located along Industrial Boulevard in South Cumberland. Leroy Nixon, Classic Car Wash owner, hosted several cruise-ins that Gary Bartik attended and enjoyed. While

attending an event, Bartik noted there were several businesses located in close proximity along the boulevard. “I approached Leroy about the idea of having a larger event that would involve additional businesses. He thought that it was a good idea, so it became larger and based on a California style cruise-in. We had Industrial Boulevard where owners could safely cruise and the public enjoy the cars.”

Super Cruise, held on Memorial Day and the Saturday of Labor Day weekend, attracts owners who drive Model “A” Fords, muscle cars, pickup trucks for chickens, tractors,

and anything in between. There is no entrance fee and the emphasis is on having fun. “We see grandparents and grandchildren reminiscing at the events. There is no stress about winning trophies—Super Cruise is about having fun,” stated Bartik. The formula has paid off because Super Cruise is now one of the



**1929 Ford pick-up owned by Jim Martin.**

three largest car events held during Labor Day week.

Super Cruise also produces a significant economic benefit to businesses in South Cumberland and the surrounding area. According to Bartik, “Super Cruise is the biggest sales day of the year for Industrial Boulevard businesses. We estimate the immediate economic impact to be \$40,000 to \$50,000.”

The nonprofit car clubs also have a significant positive economic impact on the local economy. Ken Northcraft remembers the Glidden Tour hosted by the AACA several years ago at Rocky Gap Lodge that resulted in full occupancy by club members for three consecutive nights. Another AACA event created such a positive impression of western Maryland that 50 out-of-state guests later returned for a week’s stay at a local hotel. “It is mind boggling to realize the amount of money that is spent at local businesses during an event,” states Northcraft.

An innovative and inspiring program supported by the Tri-State Cruzers has made a positive impact on local families. The Superhero Adventure Challenge began in 2015 as a way to support Family Junction and local children. The event brings together families with the club, local law enforcement agencies and fire departments, the National Guard, nurses, teachers, and financial institutions on the grounds of Allegany College



**Original unrestored 1956 Chevrolet BelAir owned by Dan and Annie Whetzel, Cumberland, MD.**

of Maryland. An obstacle course in costume for kids is the highlight of the activities for families. Another feature of the Superhero event is the appearance of an elaborate Cinderella's carriage built by Rocky Stafford, club vice-president. Rocky Stafford has also established a working relationship with Children's National Medical Center in Washington, DC, for the purpose of assisting needy children and their families, thereby extending the club's influence to another level.

Mountain Top Cruisers benefit the community in a number of ways. "At first we weren't able to provide a lot of funding to local organizations, but over the years the amount of money we are able to donate has increased," stated Bob Gnegy. It is not just monetary rewards that demonstrate the club's value—good deeds count too. According to Gnegy, "We visit the nursing home and are able to have the residents interact with club members while the cars are on the parking lot. The old cars really bring back memories and create good feelings for everyone."

Classy Chassis contributions continued to grow in 2016 when more than \$8,000 was provided to local service and charitable organizations. In addition to directly funding programs, club members rally during Christmas time to wrap gifts for the "Toys for Happiness" event at the local mall.

Fire and Ice actively supports a number of area programs including the Toys for Happiness campaign where T-shirts are printed featuring the names of business organizations that contributed. The shirts are then awarded to the "Toys" contributors during the scheduled wrapping shifts at the

Country Club Mall. Assisting at auto displays on the downtown mall, helping with the Halloween Parade, and encouraging other enthusiasts to bring and decorate their vehicles for parade watchers are annual events supported by Fire and Ice members.

A major sponsor of the League—A Children's Place and other service organizations, The Western Maryland Street Rod Association continues to be a service oriented group. The Western Maryland Street Rod Roundup draws major sponsors and enables the club to not only finance the event but also to fund a series of charitable organizations. Larry Humbertson credits Galliker's Dairy for its assistance, "Galliker's has done a lot for us and has been a partner from the beginning. They donate milk and refrigerating equipment during the roundup. Because of our sponsors, we can support Make-A-Wish, Boy Scouts, Mountain Ridge football, Fort Hill cheerleading parents, Relay For Life, and scholarships at Allegany College of Maryland. And for events, we make purchases from local vendors, so the money directly benefits the community."

There is no doubt that over the decades local car clubs have promoted and preserved the great American automobile tradition. There is also no doubt that clubs are a great place to network on vehicle restoration projects and performance. But there is more to car clubs than motors, chrome, and upholstery. Perhaps having fun while being a community partner is one of the best reasons of all!

# *Mountain Top Cruisers Car Club*

Oakland, MD



Mountain Top Cruisers chosen by club president, Doug Bittinger to represent their club.

Top: 1955 Chevrolet pick-up owned by Kenny Easton.

Above left: 1957 Chevrolet Wagon owned by Leslie Behne.

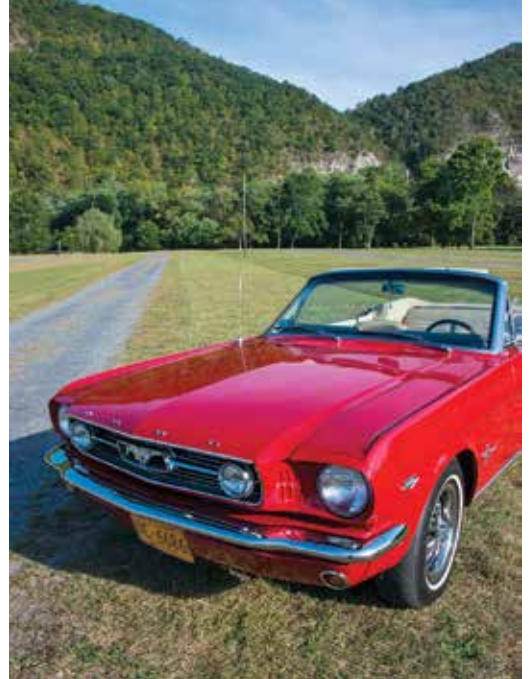
Above right: 1951 Chevrolet pick-up owned by Jerry Wilson.

Right: 1967 Ford Mustang owned by Rick Cropp.



# *Classy Chassis Car Club*

Mt. Savage, MD



Classy Chassis cars chosen by club president, Dave Pyles to represent their club.

Top left: 1957 Chevrolet owned by Dave Pyles.

Top right: 1966 Ford Mustang owned by Margie Phillips.

Above left: 1963 Chevrolet Impala convertible owned by Norm Snyder.

Above right: 1981 Camaro owned by Mike Pyles.

Right: 1957 Thunderbird owned by Wade Phillips.



# Annual Ford Model T & Model A Antique Car & Truck Show

*Sponsored by the Allegany Museum and the Queen City Region AACA in its 17th year on the Downtown Cumberland, Maryland, Mall. This year's show is September 16, 10 am – 4 pm.*

## Model T's and Model A's from 1908 -1931



Early Fords gather on the Downtown Cumberland Mall in mid-September each year for the Model T & Model A show.

The cars lined up in the top photos are from the Greater Baltimore Model A Club. They *drive* from Baltimore to Cumberland—no cars are trailered. This is quite an accomplishment when you consider the age of these cars.

At right is an all original 1915 Ford Model T Touring car. All original paint and other features; the owner drove it to Cumberland from Martinsburg, WV.



# *Queen City Antique Automobile Club of America - AACA*

Cumberland, MD



**1** – 1937 GMC Pick-Up Truck  
AACA Senior National; *Earl Eaton* – Flintstone, MD



**2** – 1923 Hupmobile  
AACA Senior National  
*Neil and Andi Furlow* – Cumberland, MD



**3** – 1933 International Pick-Up Truck D1  
AACA Senior National Hershey, PA  
*Fred and Debbie Perrin* – Flintstone, MD

**4** – 1939 Chevrolet Woody Station Wagon  
Chevrolet National Winner  
*Mike and Lea McCagh* – Cumberland, MD



**5** – 1927 Packard Roadster  
Original car; *Phil Mills* – Cumberland, MD



1954 Mercury Pick-Up Truck owned by  
*Harry Hartman* – Ridgeley, WV.

**Harry "Buddy" C. Hartman, Jr.**  
April 7, 1950 – January 22, 2017  
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FEATURE CARS OF THE

# *Classic Car Wash “Super Cruise”*

Cumberland, MD



Top: 1956 Ford Pick-up Truck F-100 Pro Street  
460 cubic inch Ford modified engine  
Eddie and Vicki Thomas – Frostburg, MD

Bottom: 1955 Chevrolet Two door Sedan  
383 Chevrolet stroker engine  
425 Horsepower  
700 R4 TCI Transmission  
9" Ford rear, 373 gears  
Randall Amtower – Keyser, WV



**Top: 1948 Austin Pro Street**  
**Chevrolet 350 modified engine**  
*LeRoy Nixon – Oldtown, MD*



**Bottom: 1982 Ford Mustang Pro Street**  
**545 cubic inch (Ford Block, Big Al's Toy Box Speed Shop, Conn.)**  
**9" Ford Rear**  
**1,000 Horsepower**  
**C6 Automatic Transmission, 430 Rear-end**  
**Trans brake Auto Reverse shift pattern**  
*Tim Moorehead – Keyser, WV*



Top: 1965 Plymouth Two Door Sedan Belvedere  
 Indy Aluminum Block, B1 heads  
 Roller  
 1300 Horsepower  
 604 cubic inch  
 4:10 gears  
 Quick Sixteen  
 ¼ mile E.T., 7.73 seconds  
 174 miles per hour  
 Gary Donahue – Cumberland, MD

Bottom: 1967 Chevrolet Camaro  
 Pro Street  
 496 cubic inch big Chevrolet  
 850 Horsepower  
 Dana rear  
 488 gears  
 Joe King – Keyser, WV

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*Allegany Museum is in the process of a grand renovation and installation of a large, permanent exhibition on its first floor — Crossroads of America, slated to open Fall 2017.*

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Feb 4 – Traveling Smithsonian Exhibit "The Way We Worked"

Apr 1-30 – History in Your Attic: Preservation & Photography

May 9 – June 4 – The Garden Hills Exhibit

Jun 9 – Jul 30 – Whiskey Rebellion Display  
(Whiskey Rebellion Festival June 9 & 10)

June 10-11 – Open House/Heritage Days

Aug – Oct – Glassware

Sept 16 – 17th Annual Ford Model T & Model A Car/Truck Show

Nov 24 – Dec 31 – Holiday Events Series –  
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Photo by CHRISTOPHER LITTLE, Courtesy of the Western Pennsylvania Conservancy

# FALLINGWATER

## *A Home Embedded in Nature*

Written by: **Sara Mullins**

You can look at photos or watch videos of it. You can read about it. But nothing can really prepare you for your first, breathtaking glimpse of Fallingwater. A house built over a waterfall??

It's not quite what Edgar and Liliane Kaufmann had in mind when they hired noted architect Frank Lloyd Wright to build a vacation house at their beloved mountain retreat in southwestern Pennsylvania. They had expected a site allowing them a great view of Bear Run waterfalls on their property, but when Wright presented his drawings showing the house perched above them, he said he wanted to make the continuous sound of the waterfalls an integral part of their daily lives rather than just an occasional view.

Fortunately, the Kaufmanns were game, thanks to their trust in Wright's creative vision, keen interest in contemporary art and design, and deep love of nature. As owners of the upscale, successful Kaufmann's Department Store in Pittsburgh, the family could afford its \$155,000 price tag even during the depths of the Great Depression. Now designated as a National Historic Landmark, it is lauded as an icon of contemporary architecture, designed by America's most famous architect.

Edgar Kaufmann was familiar with Wright's work. But it was his son, Edgar jr. (his preferred spelling), whose passion for the arts sparked the creation of Fallingwater. Edgar and Liliane Kaufmann first met Wright when they visited



**Left: The living room at Fallingwater, looking south — interior furnishings designed by Frank Lloyd Wright as well as the architecture.**

**Inset: The hatch to the West Terrace (also opens to the stream and waterfall below).**

Photos by ROBERT P. RUSCHAK,  
Courtesy of the Western  
Pennsylvania Conservancy



Edgar jr. at Taliesin, a school established by Wright and his wife Olgivanna to foster artistic growth. Edgar jr. had intended to pursue painting professionally in New York City after several years of study in Europe, but after reading Wright's book, "An Autobiography," he joined the Taliesin Fellowship for six months before returning home to work in the family business. Meanwhile, his parents and Wright had developed a rapport that resulted in their selecting Wright to design their dream vacation home.

Fallingwater exemplifies Wright's concept of an "organic architecture" that integrates structures with their natural

surroundings, with the intention of re-establishing people's connection with nature. Three cantilevered concrete trays connected to a large central chimney core built with layers of irregular stone slabs mirror the numerous rock outcroppings found in the waterfalls and surrounding terrain. Within the house, glass serves as a permeable wall surface allowing a visual flow between inside and outside by day and becoming invisible at night. Wright's choice of "Cherokee Red" paint for the home's metal railings, shelves and window frames offers a touch of the Southwest within a spacious, flowing interior space of plaster walls, wood framework, and stone slab floors. The primary house was completed after construction lasting from 1936–1937, and a guest house followed in 1939.

The Kaufmanns spent as much time as possible at Fallingwater for the remaining years of their lives. Edgar jr.'s visits were less frequent after he left the family business in 1940 to embark on a new career working with the Department of Industrial Design in New York City's Museum of Modern Art (MOMA). In 1955, Edgar jr. inherited Fallingwater after both parents had passed away. After leaving MOMA that year, he continued to enjoy the family retreat until 1963, when his concerns regarding the home's future prompted him to entrust the house and several hundred acres surrounding it to the Western Pennsylvania Conservancy in accordance with his late father's wishes.



Photo by CHRISTOPHER LITTLE, Courtesy of the Western Pennsylvania Conservancy

**Fallingwater blends into all aspects of the landscape as shown in this Spring view of the west elevation of the house.**

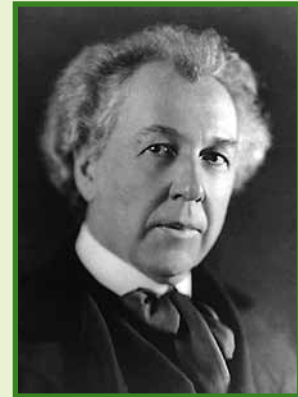
The Conservancy began to offer public tours in 1964, and Edgar jr. became a frequent visitor. He became renowned as an authority on Frank Lloyd Wright as an adjunct professor of Art and Architecture at Columbia University. He died in 1989.

*“Over the years since it was built, Fallingwater has grown ever more famous and admired, a textbook example of modern architecture at its best. By its very intensity it is a public resource, not a private indulgence.”* Edgar Kaufmann, jr.

Today the Western Pennsylvania Conservancy continues its mission to protect and maintain “exceptional places,” both man-made and natural, and has welcomed more than 5.5 million visitors from around the world to Fallingwater. Guided hour-long house tours are available daily until December 3 — except Wednesdays — between 10 a.m. and 4 p.m. Special tours include an In-Depth Tour, Focus Tour ending with a private luncheon and a Brunch Tour available most weekends from May through September. Tickets must be purchased in advance because of space limitations. Children under six and pets are not permitted on tours. Visitors should allow about two hours for their visit, dress for outdoor weather and wear walking shoes. Getting to Fallingwater requires a half-mile walk along a gravel path from the Visitors Center, where visitors can find information, restrooms, a museum store, a café and exhibitions on display in the Speyer Gallery.

“It’s a place of renewal,” says Clinton Piper, the museum programs assistant for Fallingwater. “Fallingwater expresses Wright’s desire to go to nature for inspiration and peace. For the Kaufmanns, it was a place to escape from the city. A sense of renewal is still an important part of the visitor experience today.”

## *Happy 150<sup>th</sup> Birthday,* **Frank Lloyd Wright!**



2017 is the year of **Frank Lloyd Wright’s 150th birthday**, and the Conservancy is throwing a year-long birthday celebration to honor his legacy. Events include a special exhibition open all year, *Wright for Wright: The Experimental Architecture of Frank Lloyd Wright’s Homes*, and a series of four lectures as follows:

- **What is Organic Architecture, Anyway?**  
— June 15, July 20 and August 17
- **Playing with Architecture: The Froebel Gifts & Frank Lloyd Wright**  
— June 22, August 3 and August 31
- **A Total Work of Art: The Interiors of Frank Lloyd Wright’s Homes**  
— July 6 and August 24
- **Living, Working, Experimenting: The Homes of Frank Lloyd Wright**  
— August 10

Visitors will have a chance to celebrate with their taste buds by sampling some of Wright’s favorite recipes — including his signature birthday cake featuring chocolate, strawberries and walnuts — at the Fallingwater Café. For more information, visit **[www.fallingwater.org](http://www.fallingwater.org)**, call **724-329-8501**, or follow Fallingwater via **Facebook, Twitter or Instagram**.

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## 2017 Car and Truck Show Schedule

**May 27** – 5:00 – 9:00 pm

### 17th Memorial Day Weekend Super Cruise

Industrial Blvd., Rt. 51, Cumberland, MD

**June 10** – 10:00 – 4:00 pm

### Heritage Days & Whiskey Rebellion Antique Car & Truck Show Queen City Region AACA

Western Maryland Station (Canal Place)  
Cumberland, MD

**June 10** – 5:30 – 9:00 pm

### Chat-N-Chew Cruise In – Tri-State Cruzers, McCoole, MD

**June 17** – 10:00 – 4:00 pm

### 9th Annual Shaffer All Ford and Mustang Show – Mt. Mustang Club, 10335 Mt. Savage Road, Motor City, Cumberland, MD

**July 14** – 10:00 – 4:00 pm

### Fire and Ice and Friends Downtown Cumberland Mall, Cumberland, MD

**August 12** – 5:30 – 9:00 pm

### Chat-N-Chew Cruise In – Tri-State Cruzers, McCoole, MD

**August 31** – 5:00 – 10:00 pm

### Cruisin' Main Street – Classy Chassis Main Street, Frostburg, MD

**September 1-3**

### Western Maryland Street Rod Round-Up Western MD Street Rod Assoc. Allegany County Fairgrounds, Cumberland, MD

**September 2** – 5:00 – 9:00 pm

### 17th Labor Day Weekend Super Cruise

Industrial Blvd., Rt. 51, Cumberland, MD

**September 16** – 10:00 – 4:00 pm

### 17th Annual Ford Model T & Model A Car & Truck Show Queen City Region AACA

Downtown Cumberland Mall,  
Cumberland, MD





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# Potomac Eagle<sup>®</sup> Scenic Railroad

Romney, West Virginia

Written by: **Jodi Burnsworth**  
Photography by: **Lance C. Bell**

Since 1991, Potomac Eagle Scenic Railroad has operated scenic rail excursions through the South Branch Valley of West Virginia. In addition to the beautiful scenery and rich history, passengers enjoy the ride along the South Branch of the Potomac River primarily for the opportunity to see American bald eagles.

The American bald eagle was adopted as our national symbol in 1782. These majestic creatures need clean water and tall, mature trees for suitable habitat. Combine that with the isolation of the Trough, the six-mile-long, steep, narrow gorge that the South Branch flows through, and this area provides the perfect home.

According to the West Virginia Division of Natural Resources, it was the spring of 1981 when the first bald

eagle nest in the state was recorded; it was discovered along the South Branch. Since then, the number of nests has increased. As of this article, there are eight documented nests.

A popular question asked of the Potomac Eagle crew is, when is the best time to see eagles? Now beginning their 27<sup>th</sup> season, they can say that over 90% of Potomac Eagle's excursions have eagle sightings. In the last several years, at least one has been seen on every trip. With such a healthy population along the route, the chances are very high that bald eagles will be seen.



**A 2016 pair of Bald Eagles at their nest along the South Branch of the Potomac River.** Photo courtesy CHIP GROSS

Bald eagles are special. They are not only rare, but they mate for life. Both male and female share responsibility for incubating eggs and feeding young. Nesting begins in late February, increasing the size of the same nests each year. Incubation lasts about 35 days. Once they hatch, the parents take turns feeding the young while the other hunts. The eaglets leave the nest 10-13 weeks later. They will not mature until four to five years old, when they attain the

adult's white head and tail feathers. Bald eagles usually return within 100 miles of where they were hatched to nest and raise their own young.

Eaglets weigh 9-12 pounds when they leave the nest. The tail, head, and body feathers are mottled brown with some white inside the wings; their talons and bill are yellow.



Adults are alike in appearance with a yellow bill and feet, black talons, golden eyes and white head and tail feathers. The female is usually slightly larger than the male. An adult bald eagle is about 2½ feet in length, with a wingspan of 6½ to 7 feet. A bald eagle's voice is a high-pitched squeaky chatter, despite their majestic appearance.

Bald eagles mainly feed on fish, but are very opportunistic. They will also eat waterfowl, small mammals, reptiles, and even dead animals, including road-killed deer. The South Branch's clear water makes it easy for the eagles to spot their prey from their perch among the tall trees and rock cliffs. Many passengers as well as crew have spotted an eagle swoop down to the water and catch a fish!

The Potomac Eagle crew helps spot eagles for passengers, slowing when eagles are spotted so everyone on board has a chance to see them. For guests that want a more open and unobstructed view, there are two observation cars. One has a roof with large open windows; it is available during the entire trip. However, the gondola car is the most popular. It is a modified freight car with no roof and benches down



**Top photo: Passengers watch for eagles from the gondola car while traveling round the bend at "Eagle Rock" as they pass through the South Branch Trough.**

**Inset: A variety of seating and dining choices are available when purchasing excursions.**

the middle. Guests can ride in this car while traveling through the Trough.

It is no secret that bald eagles are the highlight of the trip, but other wildlife is viewable as well. The water of the South Branch is so clear that you can spot fish easily. Blue heron and deer are often seen too.



**Spectacular West Virginia scenery, as evidenced by this view of the South Branch of the Potomac River and the chance to see Bald Eagles in the wild are some highlights of the Potomac Eagle Scenic Railroad trips.**

**Bottom right: During the Potomac Eagle excursion an on-board narrator identifies and describes various historical sites, such as the restored 1789 Isaac Kuykendall home.**

While any time is a great time to visit the Potomac Eagle Scenic Railroad, they invite you to attend the Potomac Eagle Rail Fest on Father's Day weekend, June 17 and 18. In addition to regular Trough Trips, Lehigh Valley 126 steam engine will be running northbound express trips to Hanging Rock throughout both days. Free activities include Operation Lifesaver; rides on a backyard-size steam train, motor cars, and pump cars; Community Model Railroad Club of Frostburg; an antique car show on Saturday; and, a bald eagle presentation by the West Virginia Raptor Rehabilitation Center on Sunday.

For more information or to purchase tickets, visit their website at [potomaceagle.info](http://potomaceagle.info). Be sure to follow them on Facebook for the latest news and updates!



# Creating Community with the Arts

## Allegany Arts Council • Cumberland, MD

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

From the heart of Downtown Cumberland, the Allegany Arts Council has served as a hub for the arts in Western Maryland for more than 40 years. Its mission: “To cultivate the arts to enrich the quality of life in our community.”

“We’re working to make Cumberland a more ‘artful’ place,” says Chris Sloan, executive director of the Arts Council. “This involves creative place-making and working with the community. We support artists and arts organizations with grants, an artist registry and access to e-commerce. We want to provide them with the tools to be successful.”

The goal is to transform Cumberland into an arts destination that will attract visitors and enhance the area’s quality of life.

The Arts Council’s headquarters at 9 N. Centre Street, just off the Baltimore Street Pedestrian Mall, serves as a key destination within Cumberland’s Arts & Entertainment District. Its expansive glass windows and doors entice visitors inside to explore an ever-changing selection of professional artwork within two galleries that bear the names of area families known for their generous patronage of the arts. The Saville Gallery serves as the Arts Council’s primary art space, featuring exhibitions of local, regional, and national artists within a spacious, contemporary gallery setting. The Schwab Gallery, equipped with a stage, lights, and professional sound system, serves as a venue for exhibitions, workshops, small performances, meetings, and similar events.



Above: “The Buc” by Darrin Isom (digital photography).

Left: “Plastic Girl” by Penny Knobel-Besa.

Below: “A Boy and His Dog” by Anthony Cornwell (mixed media).





There's always something new to see at the Arts Council. Exhibits change every three to four weeks, with most artworks available for purchase. And then there are hallmark annual events: Allegany National Photography Competition and Exhibition, Mountain Maryland Plein Air Exhibition, Wills Creek Exhibition of contemporary American art, the Studio Tour and the Members' Exhibition. A new, month-long event called "Start to Finish" allows artists to claim gallery space where they can create artwork to be showcased at a closing reception at month's end. Visitors are welcome to watch the artists at work throughout the month.

Arts education is a vital part of the Arts Council's mission. Classes are taught by volunteer artists and art teachers. Adult courses range from photography, digital arts and drawing to business-related issues for artists. For kids, the Arts Council offers classes every other weekend, along with arts camps held in summer and winter. "The kids' classes include all aspects of art," Chris says. "You never know what they'll be doing. We're helping kids see that the arts are a viable option for a creative and fun career."

Chris points to the recent completion of a 200-foot mural at downtown's Canal Place State Park as evidence that Cumberland is an arts-friendly community. "The mural was a community effort, highlighting an iconic scene visible to tourists riding or walking by on the bike trail. Other mural projects and artistic signage are popping up all around town."



**Lord Montigue**  
by Michalina Eisenberg.

**"Sunflowers in Blue Glass Jar," "Great Blue Heron," and "Copper Pitcher"**  
by Patricia Wilt and  
**"Quietude"** by Donna Godlove (right).

While the Arts Council's headquarters are in Cumberland, Chris emphasizes that this is a county Arts Council. "Frostburg is a very active Arts & Entertainment District," Chris says. "They're using the arts to drive tourism there as well."

The Arts Council also has a mobile arts education bus called the Arts Bus that travels the county. We're very interested in bringing the arts to people who don't get into Cumberland or Frostburg, says Chris. "In 2017 we'll have a STEAM bus as well," says Chris. STEAM stands for science, technology, engineering, arts

and mathematics. The STEAM Bus will provide programs that blend STEM learning with the arts.

The Arts are good for the spirit and also for the economy. "Every \$1.00 spent on the arts in Maryland yields \$3.37," Chris says, noting strong support for the arts from state, county and city governments. "Everyone benefits."

The Allegany Arts Council galleries are open year-round, Tuesday – Saturday from 11 a.m. – 5 p.m., and on Sundays, June through December from 11 a.m. – 5 p.m. Exhibits are free and open to the public, with handicap access available. For more information, call 301-777-ARTS (2787) or visit [www.alleganyartscouncil.org](http://www.alleganyartscouncil.org).

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# Oakland, Maryland, B&O Museum Exhibit The Great Railroad Strike of 1877

Photography by: **Lance C. Bell**

The Great Railroad Strike of 1877 started on July 14 in Martinsburg, West Virginia, after the Baltimore & Ohio Railroad cut wages of workers for the third time in a year. Meanwhile, the strike spread to Cumberland, Maryland, where workers stopped freight and passenger traffic. Because of economic problems and pressure on wages by the railroads, workers in New York, Pennsylvania, Maryland, Illinois and Missouri, also went out on strike. An estimated 100 people were killed in the unrest across the country.

The Great Railroad Strike of 1877 began to lose momentum when President Hayes sent federal troops from city to city. These troops suppressed strike after strike, until at last, approximately 45 days after it had started, the strike was over.

The Oakland B&O Museum is exhibiting The Great Railroad Strike of 1877 pictorial three-sided display from the B&O Museum in Baltimore. It will remain for six months. The museum is open Wednesdays, Fridays and Saturdays from 10 am to 3 pm and Sundays from noon to 3 pm. For information call 301-334-3204.



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# First Floor Restoration at Allegany Museum

Written by: **Shelby Calhoun**  
Photography by: **Lance C. Bell**

Allegany Museum is in the process of a grand renovation and installation of a large, permanent exhibition on its first floor – **Crossroads of America** – slated to open in the fall of 2017.

The exhibit begins with the ancient Americans who lived here over 12,000 years ago and continues with Nemacolin's Trail and its evolution to the National Road. Trade routes such as the Nemacolin Trail, an ancient Native American trail that connected the Potomac River and the Ohio and Monongahela River watersheds, linked native cultures before European contact.

Also featured is Cumberland's colonial history, focusing on Fort Cumberland and the experiences of George Washington and General Braddock. Events of the French and Indian War, particularly the need to transport thousands of men as well as wagons



First floor restoration has resulted in the reappearance of the beautiful vaulted ceiling.



Conceptual renderings of the new first floor "Crossroads of America" permanent exhibition. Above left: Visitors enter the exhibition to an informational and orientation video and then proceed to an ancient Indian hut.



Above right: A highlight of the exhibition hall is a section which features the colonial history of Allegany County. The focus of this area is Fort Cumberland and the experiences of George Washington and General Braddock.

and artillery to the Ohio territory, spurred British investment in improving the Nemaquin Trail and the creation of the first road to cross successive ridgelines of the Appalachian Mountains.

The Cumberland Road, or National Road, authorized in 1806 by President Thomas Jefferson, was the first highway built by the Federal Government to promote westward colonization.

The exhibit will also include scale models of canal boats and trains. The role of the B&O railroad and the C&O

Canal, which reached Cumberland in 1842 and 1850, respectively, was of major importance in transporting regional resources, especially timber and coal, and fueling America's industrialization.

Visitors will also be able to walk along a reconstructed 'National Road' that will display vehicles such as an authentic 1825 Conestoga wagon and a Model T Ford.

Cumberland's foundation and history is tied to its geographic importance as a key east-west route linking coastal eastern America with the Ohio and Mississippi watersheds.

The evolution of transportation via roads, canals, and trains in America and the role this played in encouraging westward colonization is a primary theme of the Allegany Museum.



Conceptual rendering of the National Road exhibition and the various forms of transportation used on the road over time.



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# Of Auctions and Auctioneers

Written by: **Mary Reisinger**  
Photography by: **Lance C. Bell**

Joe Friend, Jr., encourages everyone to have “the Grantsville experience” at least once. He’s talking about the Grantsville Auction, held every Saturday, with bidding on farm products and small animals starting at 10:00 a.m., and a larger livestock sale following at 1:00 p.m.

An old farmer once told Joe that there are three kinds of people at a sale: bidders, buyers, and bull-----s. Another way of looking at it is that people go to the sale to sell, to buy, and to be entertained.

The auction house is a ramshackle building along Route 669 between Grantsville, Maryland, and Springs, Pennsylvania. Unless you’re only there as an observer, be sure to pick up a card with a bidding number on it at the office before you take a seat on the steep bleachers of the small arena where the sale is held. If you need some refreshments, there is a cafe on the premises serving hot and cold drinks, sandwiches, fries, and desserts.

Helpers sort through a pile of goods, holding up each item for sale. The auctioneer sits in his booth facing the audience and calls for bids. On a recent winter Saturday, the sale begins with eggs and butter produced on local farms. Then other products are held up: pumpkin rolls, peanut butter fudge, apple pie, cherry pie, blueberry pie, black raspberry pie, cinnamon rolls, homemade white and whole wheat bread and rolls, doughnuts and doughnut holes, hot pepper cheese, black raspberry yogurt, a surprising variety of fresh apples, dried apples, potatoes, onions, wooden birdhouses, egg crates, quilts, afghans, fertile turkey eggs, chicks, roosters, hens, ducks, geese, and rabbits.

Even those who aren’t selling or buying enjoy their time at the auction. On this Saturday, one rooster escapes from his



**Patrons gather on the bleachers of the sale arena at the Grantsville Auction.**

box at the top of the auction house and flaps over the crowd, landing on the counter in front of the auctioneer, who explains that the rooster belongs to his neighbor and probably recognizes him. A woman seated near the renegade rooster brushes feathers away from her face; the auctioneer thinks she is bidding, and she has to explain that she isn’t. Two young boys, watching as their father works, are taken to the cafe by a generous office staffer and treated to lunch.

After all the buyers pay for and carry away their purchases from the morning sale, a crowd gathers for the second sale. Sheep, goats, and cattle move in and out of the ring. A sign flashes their weight, and the auctioneer begins. Many of the sales come with a story. On this day, six heifers are being sold because the farmer’s wife has become ill and he needs to take care of her instead of the cattle.

Auctions serve an important purpose in farm communities, but they rely on people willing to do the work to run them. In Grantsville, the people who keep auctions alive are the Friends.

Joe’s grandfather, Blaine H. Friend, and father, Joe Friend, Sr., started the family auction business. In 1964, they built a sale barn on their farm land near Keyser’s Ridge. This

original location still holds regular sales every Monday beginning at 2:00, with special spring and fall sales usually on Saturday nights.

The Friends expanded by buying an auction barn in Waynesburg, Pennsylvania, in the 1970's, where sales take place on Thursdays at 1:00 p.m. A couple of decades later, they bought the Grantsville auction barn, saving it from being closed.

Joe Friend, Jr., started helping at the sales as a child. He decided he wanted to continue the family trade, so at age 20, he went to the Worldwide College of Auctioneering in Mason City, Iowa, the school his father had attended. It's a brief program of about two weeks where, according to Friend, the training largely consists of teaching you "how to teach yourself."

Joe's responsibilities have grown over the years. About twenty years ago, his father was injured by a bull. During his father's recovery, Joe took on a larger role in the auction business sooner than he probably would have otherwise.

The sale business involves both relatives and the staff members that Joe considers part of the family. Each auction location employs 10-16 part-time workers, and Dale Broadwater steps in to do auctioneering as needed. Joe notes that his younger brother John is an important part of the operation: "I couldn't do it without him." Joe's father remains the president of the corporation, and Joe's mother manages the office. In addition to running the sales, the Friends and their employees pick up and deliver livestock, manage the barns, and do mounds of paperwork.

Joe has no children, but his brother John has two sons, 13 and 16, who naturally are starting to get their feet wet working at the sale barn. Will they take over the reins someday? Joe says it is too early to predict if they will be interested.

Auctions operate on slim margins and this is not a path to wealth. Still, Joe finds great satisfaction in carrying on the family business and providing this vital service to the community.

Besides, it's fun to go to the sale. Some Saturday soon, if you find yourself in the northern end of Garrett County, take advantage of the opportunity to have your own "Grantsville experience."

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**Photos top to bottom: Auctioneer, Joe Friend, Jr.**  
**A curious duckling wants to see what's going on.**  
**Office staff members (left to right): Susan Newton,**  
**Tanner Friend, Ashton Carr and Snookie Friend.**  
**Livestock bidding in the auction arena.**  
**Kitchen crew, front row left to right: Cindy Miner,**  
**Shelia Lewis, and Stephanie Merrill.**  
**Back: Brittany Wilhelmina and Vickie Friend.**



# Garrett County Historical Society Museums: *Exploring Local History*

Written by: **Mary Reisinger**

People interested in Western Maryland history can choose from several excellent places to visit. For instance, the Garrett County Historical Society operates three museums. Step through the doors of any of these buildings and step back in time.

The Grantsville Community Museum on Main Street in Grantsville focuses attention on the work of photographer Leo Beachy, who skillfully recorded the early days of the twentieth century. The Transportation Museum on Liberty Street in Oakland houses numerous vehicles of yesteryear, from wagons to boats. The Historical Museum, nearby on Second Street, exhibits military uniforms, the tools and furniture of pioneer life, Victorian era clothing, and many other artifacts of local culture from years past.

Visits to these museums are always worthwhile. However, the historical society also provides another under-utilized service — access to rich archives on a number of topics.

As an example, Bob Boal, of the Garrett Historical Museum, pulls out documents and photos about the Garrett County Playhouse, a summer theater that operated for many years near Deep Creek Lake. Listings of the plays presented in each of the thirty seasons reveal that six to nine weeks of performance took place each summer. According to this compilation, the first offering was *Blithe Spirit* by Noel Coward; the final play was *The Paisley Convertible* by Harry Cauley.

Programs from all the performances have been carefully preserved, so it is possible to learn about the actors and directors, and to review the advertisers and patrons who supported local summer theater. Each program carries the motto: "...a theatre for residents of and the visitors to our community..."

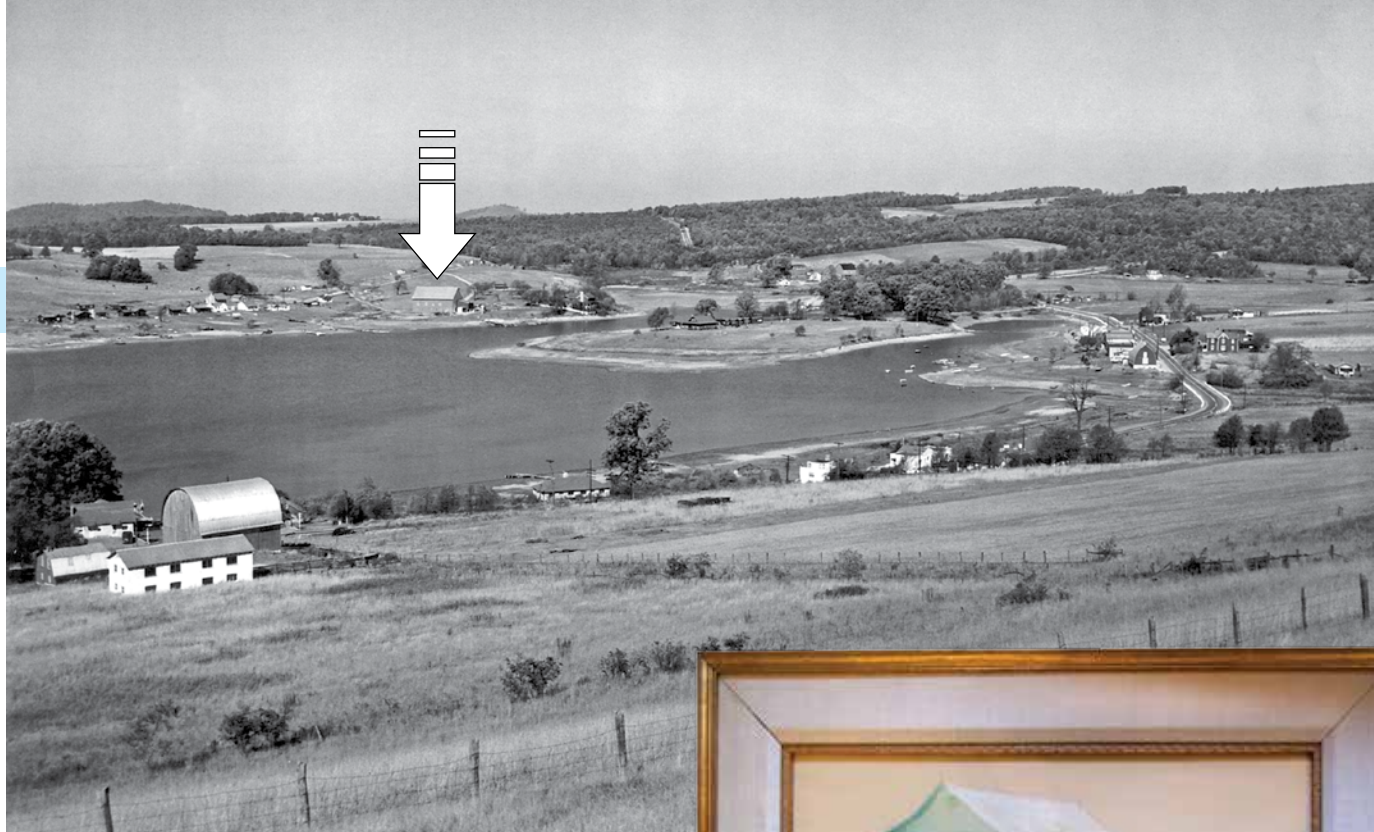
Photographs and postcards document the two major locations of the summer theater. Starting in 1955, plays



**Postcards of the  
Garrett County Playhouse.**

**Top:** The "Blue Barn" at its 2nd location on Beckman Peninsula Road. **Bottom:** Deep Creek Lake at McHenry Cove, looking towards Marsh Mountain (Wisp). The Playhouse is the white barn in the middle of the photo.

were performed in the former Arden Boat Club, a lakeside property in McHenry. The lower level had served as a beautifully furnished nightclub during prohibition years. The upper level was converted for stage and audience. When this playhouse burned in 1962, the company moved temporarily to a school auditorium, and then found its second home in a barn near another part of Deep Creek Lake. Plays were performed at this venue, the "Blue Barn," for the remainder of the theater's thirty year span.



The files also contain newspaper articles from 1975, 1977, and 1985 outlining the history of the theater group and its founders, Barbara and Gene Yell. The Yells spent summers at Barbara's family vacation home, Hemlock Hollow in Pleasant Valley. They had met as theater students, and he taught theater at the University of New Mexico. He realized that by bringing his students to perform in Garrett County, the students would experience intensive training in front of a live audience, and community members would see live performances.

The acting troupe lived at Hemlock Hollow, which in addition to the old farmhouse had a bunkhouse and a swimming pool. Milburn Melhop was the best-known and longest-running member of the group. He was also an accomplished artist. Many playhouse patrons loved his charming watercolors, and a few of his works can be seen at the museum.

Many people still fondly remember the Garrett County Playhouse, especially the Blue Barn, where the rain sounded like artillery fire on the metal roof and the bats swooped over the audience nightly, but the theater itself has been closed for three decades.

If you want to know more about this and other aspects of local history, the Garrett County Historical Society has some exhibits — and some archives — that you'll thoroughly enjoy.



**Top photo:** Original location of the Garrett County Playhouse, the former Arden Boat Club; a lakeside property at McHenry Cove, Deep Creek Lake. Note all of the open spaces around the Lake.

**Middle photo:** Painting of the "Blue Barn" by Milburn Melhop, the best-known and longest-running member of the acting troupe that performed at the Garrett County Playhouse.

**Bottom photo:** Playhouse owners Barbara and Gene Yell with some of the student actors.



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