

Allegany County Local History Program

Oral History Transcripts:
Illustrated
Volume 1



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Acknowledgements

These transcripts are from cassette tape recordings that were done in the mid to late 1970s as part of the Allegany County Local History Program oral history project. Some of the recordings were transcribed over the years and collected into two 3-ring binders. For this project, these transcripts were reviewed by Erica Glasser and Margie Gacki for accuracy. Recordings that had not been previously transcribed, were transcribed mostly by Erica Glasser with a few contributed by Margie Gacki.

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Air Service in Cumberland, Cumberland Airlines, Inc. and Cumberland Municipal Airport

Name: Dale Nicholson

Occupation: Vice President, Cumberland Airlines, Inc.

Date and Place of Interview: March 15, 1977 at Mr. Nicholson's office

Transcribed by Celeste Bartlett 2/2008

I'm Anita Wakefield. Today, March 15, 1977, I will be interviewing Mr. Dale Nicholson, vice president of Nicholson Air Services Inc. I am interviewing Mr. Nicholson at the Cumberland Municipal Airport.

When did you first come to Cumberland?

Nicholson: September, 1964

AW: What was the airport like whenever you first arrived?

Nicholson: Well, basically there wasn't really too many things going on at the airport; there were no scheduled flights, and there was no flight instructor on the field. There were a couple of people doing some type of maintenance work; the operation per se opened around nine o'clock in the morning and closed around four o'clock in the afternoon--rather informal, and a lot of people in town really weren't even aware that there was an airport here, so...it wasn't really very much.

AW: And that's whenever...who owned, who had the airline business at that time?

Nicholson: It was a company called Whalen Aviation, who had just taken it over from an older gentleman named John Nash who ran it as an independent person for several years. The airport actually changed hands about every two to four years since the time it first opened up.

AW: Was there a time when Allegheny Airlines was in here?

Nicholson: Yeah, Allegheny when they were known as All America[n] Airlines at one time started a service in here. They ceased operation in the fifties, and they did at one time serve the airport on a very limited basis.

AW: You don't know why they stopped their service?

Nicholson: Basically, I would say more than the community's problem, it was the airline: Allegheny, like a lot of the other airlines, started wanting large jets instead of small prop planes, and with this they wanted to go instead of Washington to Frederick to Hagerstown to Cumberland to Johnstown to Latrobe to Pittsburgh, they wanted to go Washington--Pittsburgh with a large jet to take all the traffic, and let the small communities by the wayside. So basically what they did is, they had to justify that there wasn't enough traffic in each city to make a stop. So a lot of times the plane would fly over Cumberland, and it'd be a beautiful sunny day and they'd call down to find out how

many passengers; and if there's only five or six, that wasn't enough to stop and make any money on, so they'd say, "well, the weather is too bad" or "we have a mechanical problem", and they'd just keep on flying. Well, when they went to the CAP, of course, by that time people knew it wasn't reliable, so they quit using it altogether; so with no frequency of service of any type at all, or not any dependability, the airplanes only went one direction most of the time. They just finally...they moved through.

AW: Where did you get your training?

Nicholson: Some of my training, a lot of my training, I got in Cumberland with my father's company when it started. I got my airline transport rating in Washington, DC and my sea plane rating in Florida.

AW: What was your type of business whenever you started in the Cumberland area, basically?

Nicholson: Mostly air charter, which is when somebody picks up the phone on occasion and calls and says they have an emergency, we need to fly an airplane there to pick a person up or drop off a part; it really consisted of two single engine airplanes....Maybe a little bit of flight instruction, some airplane sightseeing rides for local people.

AW: And this is in '64?

Nicholson: That was in '64.

AW: Whenever you opened your business up here, were you just beginning Nicholson Air Service per se, or did you have larger services, or services elsewhere?

Nicholson: No, we basically got our start here. What we did was buy Whalen Aviation per se for whatever there was there, and that was the basis for the whole thing. So, it was actually the beginning.

AW: And how many planes did you have in your fleet? I'm just curious.

Nicholson: We had two airplanes.

AW: Two airplanes. How many people did you employ when you first started?

Nicholson: Three.

AW: What is your biggest business now?

Nicholson: Our biggest business now is flying contracts--for instance, U.S. airmail with a contract with the government--and a commuter airline service serving different cities on the east coast.

AW: And how many people do you employ now?

Nicholson: We employ over seventy people at the present time.

AW: Your equipment now...how much, what type of equipment do you have, compared to what you had when you started?

Nicholson: Well, we've got a total of twenty-one airplanes, the majority of those being now twin-engine airplanes. We even have one jet prop; we are currently transitioning into more of that type airplane. We have mostly commuter cabin-class-type aircraft that we are using now, much larger than what we had before.



Cumberland Municipal Airport

AW: Do you feel that being a smaller operation, that this enables you to offer more services to the smaller areas, as opposed to a larger?

Nicholson: Yess...more or less; we're more flexible, you might say, because we have to depend on the local community because that's who we're really serving--we're serving their needs to get them to and from the major areas. The type business we do we have to be flexible with the community. So, I think it enables us to do that, much more so than Allegheny, who's going

to be interested in Boston and New York City--and as far as Cumberland, Maryland is concerned, it's a very minor part.

AW: Is this your base station, actually, for the airline services?

Nicholson: Right, this is our base station: we're interconnected with all our offices, with FedEx, and WATS telephone lines, we have all our maintenance here, our reservations here, and our scheduling and planning here.

AW: And what other areas do you have services in or offices in?

Nicholson: We have offices in Ocean City, MD; Sussex County, DE; we have a counter and offices in Baltimore, MD and Washington, DC., Latrobe, PA....several other areas such as that.

AW: So, your business has really grown a lot since '64, then.

Nicholson: Quite a bit, yes.

AW: Has there been any main changing point that really changed you from the small operation that you were when you first started, to what you have now, or has it just been a plugging away type of thing?

Nicholson: I think that is has probably been a plugging away type thing. And I think one of the biggest things is the stability of having some government contracts that you can depend on for an amount of time; because before, you could go to the bank and say, we'd like to borrow \$250,000 for an airplane, they'd say huh, what you are going to do. You say well, we're going to run a commuter service which has not been previously successful, but maybe will, or we're going to wait for the phone to ring for a charter trip-- and the bank looks at you and says, well, yeah, we understand. But with a government contract where you can guarantee a check coming in all the time to cover the expenses of that airplane, which we use only at nighttime on our government contract--that leaves us an airplane to use during the day and build our operation equally. So, I would say that the advent of contracts helped quite a bit, enabling us to come into the community and rebuild an image that had been completely torn apart before, when people really didn't feel they could come to the airport and get on an airplane because they didn't think it would be there when they came.

AW: In other words, you do most of your contract flights and that type of thing at night?

Nicholson: Right, we have as many airplanes flying at night as we do during the daytime; and they're all under contract with either the banks or the United States Postal Service or the freight companies. The operation basically is twenty-four hours a day, seven days a week; and at two o'clock in the morning we've got as much going on out there in the airways as we do at two o'clock in the afternoon.

AW: Well then, what about the people that you employ--I guess they work all different shifts then.

Nicholson: Right, we have different shifts: the largest shift of course is the pilots, and a lot of times we are very limited at nighttime; we have one dispatcher that works and coordinates everything so the rest of us can sleep, of course. We have several flight crews--we have as many flight crews working at night as we do during the daytime. Of course, a lot of the administrative things are all handled during the day, but the dispatcher--basically one man coordinates everything at nighttime. And when things end up at four or five in the morning, he's got to make sure things are ready to go again at five, six, or seven in the morning; and a lot of times that necessitates calling in extra people early in the morning.

AW: So basically, then, a lot of your employees are kind of on call.

Nicholson: Uh, some of us, many of us, are on call--we get woken up at, you know, two, three o'clock in the morning. Very often, matter of fact, things have come about as far as subbing in recent equipment. We do have stand-by crews at nighttime in the event we have a major breakdown or something like that, that are on call for not only that but for emergency charters. I did that myself and I still occasionally do it myself now; so that you're delivering at two o'clock in the morning and you end up in Boston and back home in bed by six o'clock in the morning.

AW: Oh, in other words you go from here to--if it breaks down in Boston, then you go to Boston; everybody from here goes there.

Nicholson: We go there, we sub in an airplane to take care of the work, and then we take care of the mechanical aspects of what's going on, and we come home and we go to sleep, and the customer's none the wiser as to what happened; as far as he knows the service was taken care of. We just want to go to sleep.

AW: Do you have any instructional courses that are related to flying in the Cumberland area?

Nicholson: Yes, we have a full flight school here right now. Which means that we're approved by the veteran's administration, we're VA trained, we're approved by the state of WV and the state of MD, and we're approved by the Federal Aviation Administration; you can obtain almost all of your flight ratings right here in Cumberland in our flight school, which is another aspect of our operation.

AW: When did you start this?

Nicholson: We started to phase that in, along with everything else, back in the sixties, mid-sixties; I would say by about 1968 we were fully programmed, and we've been carrying on ever since then.

AW: In other words, you started bit by bit?

Nicholson: We started a bit at a time as far as getting approvals, because we had to do everything from scratch, we really didn't have anything to go by at all; a lot of it was a learning process.

AW: Like you, your father started here--he didn't have any previous experience as far as running an airline?

Nicholson: No, he didn't have any experience at all, nothing.

AW: Is there a difference in a private pilot license and...being able to fly for business, and just simply flying for yourself?

Nicholson: You mean...you might want to restate the question...as far as being a private pilot and flying for yourself--with a minimum of forty hours, you can be a private pilot and fly when it's a nice, sunny day and good weather, but if you're going to fly, for instance, as a commuter captain?

AW: Right, like what is the difference?



Nicholson: For instance, you can fly with forty hours and you can take your flight test and you can fly your airplane, or rent an airplane, and fly your friends on a nice day. Our typical average commuter pilot--or co-pilots--have to have a thousand two hundred hours to qualify just to be a co-pilot; and most of our captains we require three to five thousand hours before they're even allowed to fly in the left seat as a captain on a commuter. Most of these people obtain seven additional flight ratings over and above the basic private pilot license and a considerable amount of experience, plus the fact that they have to go through many tests every six months to maintain their [official senior?] certification as a pilot; and at any time there's a possibility that they could fail the flight check, and not continue on with the company.

AW: They can get all this training right here.

Nicholson: Right, that is correct; we do all our own flight tests designated by the Federal Aviation Administration, we do those. Our check pilots, they check us--but then we're allowed to recertify our own pilots; as a matter of fact, you can take your pilot's license here in Cumberland without leaving the city at all.

AW: What has been your most interesting assignment, or has there been a most interesting assignment?

Nicholson: Well, I think it's just the challenge of trying to build up a business from nothing, probably. Knowing that we have now...as far as I'm concerned, we've developed *the* transportation system coming in and out of Western Maryland. When I stop to think, when I first came into town back in 1964, the big thing was the Greyhound bus station or the train station; and you could go down there and there would be maybe twelve people there for a train coming or going, or for a bus, and you come to the airport and you really wondered why they didn't build houses on it or maybe an industry or something, because there was nothing going on. Now I go downtown, I see very few people if any around the train station or the bus station, and I come up to this area and I see maybe twenty-five or thirty people around the airport, meeting people or sending people off on flights; and realizing that we used to fly maybe twenty people a month when we first started and now we're flying well over a thousand a month and projecting, with our new flights upcoming next month, we're projecting several thousand people a month. So I think it's just being able to sit back and look at that, that we've developed a modern transportation system for the community and a reliable system; and now we're trying to polish that up so that we have the best one on the East Coast for a community this size—that's what we're trying to do. That's been the most interesting thing, just the challenge of it.

AW: Have you had any type of a flight experience that has been something that you have remembered, as far as--I don't know, saving someone, helping people in trouble, that type of a thing; have you had anything that happened that's been outstanding?

Nicholson: Well, back about four or five years ago I was on a trip from Morgantown, WV into Cumberland, and I just had a habit of listening to the emergency frequency.

And I heard somebody was calling for help; a fellow and his wife and his children had gotten themselves into the clouds up in the mountains, and he didn't have the type of rating that he could fly in the clouds, and he was almost out of gas--it looked pretty bad as far as that was concerned. I did get the guy down through the clouds by talking to him on the radio and getting him down to a safe place, and I got him to land on a golf course--and it saved his life and his family's life. I received an award from the National Headquarters of Civil Air Patrol for saving a life, this type of thing. And I get a Christmas card every year from the individual and his family. He's the president of the Colonial Steel Corporation, down in the Carolinas. So, I've heard a lot of things from time-to-time from people back across the country that knew him...so I guess that was probably the most exciting experience.

AW: Well, what do you think the future holds for Cumberland, as far as airline service?

Nicholson: Well, I think it's good; I think the program that we're going to institute here in April is going to be, for a community of this size, it will be *the best* air service available on the east coast anywhere. We're going to be serving basically five different areas out of here, which would be Ocean City, MD; Washington; Baltimore; Pittsburg; Norfolk, VA. I don't know of any community of this size anywhere on the East coast that has service to that many places in that many times a day. The services are seven days a week now where they used to run just Monday through Friday. We also have good air mail service, we have good air freight service. I think as far as that's concerned, that we're approaching a new era; and the only thing that concerns me is I want to see the community grow as well as the airline, because there could conceivably come a day when the airline has grown to the point that it can't grow until the community grows some more. That is the concern that we have, is seeing the community pick up and grow, and seeing the cooperation from the community; because if we don't have total cooperation then we're not in the right place, and there is only so much you can give as far as services; we need, really, the base support. So, we're hoping...as a matter of fact, we're hoping what we're doing is going to help the community grow--and I guess time's going to tell, won't it.

AW: In other words, you feel that possibly by exploiting your services so well, that this would entice corporations to come into this area?

Nicholson: Right. There is no doubt in my mind that if there was no commuter airline service and no way to come into Cumberland scheduled, or this airport wasn't here, that you wouldn't have, in 1976 and '77, you wouldn't have the industries that are here right now; I don't think Kelly Springfield Tire Company would even be in Cumberland. I think West Virginia Pulp and Paper would have to consider...I don't think you'd have *any* chance of locating a new industry because, whether or not people in the community are aware of it--I think they are from comments I've heard--aviation is here to stay. A corporation goes out today, they buy a corporate airplane as one of their first things, several corporate airplanes; they use the airport, their airline ticket accounts are very large, people who come in and out of town on business that have to get in and out of town on business, they want to be able to move and go on to someplace else. And if

they have to drive for two and a half to three hours, or take a train for four hours, or be on a bus with a transfer somewhere, they are not going to look at Cumberland as a good potential place to locate. But if they can walk out to the airport and get on an airplane any hour of the day, going anywhere they want to go, or connecting to anywhere in the world, then I feel that this is going to help; I don't see how it can hurt. I don't think the community would be where it is today without the airport; I think it would have been way by the wayside by this time, regardless of what they do with the highways or anything else.



Old terminal in the distance at the Greater Cumberland Regional Airport, 2022

AW: Do you feel that the people in the community have helped you, or are pulling for you--is it increasing, or is it sliding down?

Nicholson: I feel like we've gotten a lot of help, that the community per se has been more than fair; and we've had our rough roads and I'm sure we're going to have some in the future--and I think a lot of this is lack of understanding. It's very easy for somebody in a political position, or somebody in an industrial position, or a private citizen, to look and say, well, look at

that company up there, they are doing this or they are doing that, or why don't they do that--without knowing what's actually done. We're not at the point anymore where we just say well, we guess this flight will work, we'll add a flight. We started our business like that because we didn't know, but most of our business now comes from airline computer figures, and a lot of what the community says is a hold(?). And it's very obvious to us that you can't have a flight every hour of the day for everybody that wants to go somewhere. We run into problems--our most recent problem is that the city police don't feel that they should give security to the airport anymore for our flights to Pittsburgh; and I'm going to be kind of emphatic, but if the city of Cumberland were to pull the security off and it wasn't replaced, then that might damage very drastically the effects of the commuter airline, and it might start a domino effect in the whole community. I don't know just exactly why; because from my standpoint I say, if they can go down to the bank, and they can go to each individual business on Baltimore Street, and they can walk the manager with a thousand dollars to the bank every night, and they can direct traffic going to a high school football game-- certainly they can give the security service that the United States Government requires for everyone's safety at the airport. Because there's more to it than just the security on that airplane; this is a part of a national network to make sure that things don't happen; and they can keep an eye on what is going and coming in the community. And that type of thing, it's just a complete lack of understanding by local authorities--and it's not everybody; it can be one or two individuals in a certain place. But that type thing concerns us; I don't think it's anything we can't overcome. I think that if you're in a large city, things can *really* get out of hand. I think in a community this size, people are going to line up on either side and discuss it

and eventually it's worked out. I feel like the support's there. And we expect to pay our fair share as we go along; the only thing I have to look at is, when we first started this business, our airplanes cost twenty-five and thirty thousand dollars apiece. The airplanes that we're buying now, in the jet-prop generation, are \$700,000 plus--and that's a big chunk of money. And we have quite a bit of an investment to put in here, in computers and things that we have to do; and we have to be in a place that's most economically feasible for us to operate, so we're hoping that's going to be here.

AW: Have you ever run into any a problem like that before...I mean, as far as most businesses go, do you feel that...are they doing the same thing?

Nicholson: It depends entirely on the community you're in. We've had people call us from communities and ask us if we would come in and give them additional air service in their community. Where the operator that was there I'd known personally, and I know that they were doing as much as the community would bear; and here instead of trying to support that operator, here is this community--the Kiwanis Club and the Lions Club and the Mayor and City Council--out looking around for an additional operator 'cause two's going to be better than one. And that's not true in a small community. That is very damaging a lot of times. It's going to depend on the community and of course that's a lot of our work too, public relations. You can't blame it on the community if you don't get out and try and show them what's happening. We try and sponsor ride days for crippled children each year, we try and sponsor free aviation days; a lot of communities, the airport operator puts on an airshow and charges ten dollars. We just had one this past fall, our first one that we really put on for the total public, with military planes to show what the airport's all about; we expected five thousand people--we had fifteen thousand. We didn't charge anything for those people to come in, and we're going to do the same thing twice as big next year and not charge, because this is just part of the PR, it's what the airport's all about. You don't want them thinking the airport is just for a couple of rich doctors that fly as a hobby--the airport really is good for everybody. There's medical supplies that come in here, there's air mail letters, there's packages, there's parts that keep the industry running. It's a very integral part of the community, and this is what we have to project, at the same time we're doing our business; it's a PR job like any corporation has to do.

AW: The price to fly here, in the area--is it about average compared to everybody...to most operators? I know, a small business, you have to charge somewhat more...

Nicholson: No, our prices are very comparable, unless you start looking at a 747 going from coast to coast that's going to have four hundred people in it, or three hundred people in it, where they obviously can charge a little bit less money for the number of miles covered. For the route segments that we operate, our prices are very much set in line with all the other companies that operate that particular type of a route, including the major airlines. We run several cities like between Newport News, Virginia and Baltimore, where our fare is cheaper than the major airline, by a dollar or so; so, our fares are very much set in line. We have something coming on board here shortly called a joint fare, where an individual's ticket will actually be reduced, and the airline will pay

part of that fare to get the passenger on their airplane after they get off ours at the major terminal. Once we get into that system--and we've been working on that for three years, it's just one of those things that it takes time, and it takes a lot of politics, and it takes a lot of business, and things like this, that we haven't been able to do in the past that we're doing now. A lot of people here again would say, why can't we have the joint fares--but they don't remember that it wasn't too many years ago when you only went to Baltimore once a day in a single-engine airplane. It takes a long time. And the more a community supports the operation, the more the major airlines and the aviation industry's going to give to the community. In other words, in the last several years now, the community has had access to a multi-million dollar pool of federal money for this airport for improvements, just based on the fact that there's a commuter operator that carries X number of people; the more we carry on that airplane, the more federal money comes into this town, and that's something that the United States Government, Department of Transportation, Federal Aviation Administration operates; as long as it's supported, they'll reap the benefits in more ways than just a few.

AW: You work very closely with the other operators who have businesses like you do, you work closely--is it... I know there is some competitiveness, but do you work on certain areas of things together?

Nicholson: Oh yea, we have what's known as the Commuter Airline Association of America, and we all put aside our problems and our grievances and things we have with each other--'cause we are competitive in a lot of places--and we all get together and work for the *common* good; for the things we are trying to obtain from Congress and the Senate, different things that we really need, things with the aviation industry--common problems that none of us are big enough to fight by our own selves. So we do have several organizations, and we have different things that we have to work on together; and here again, we are competitive in some areas, but we use each other, we subcontract airplanes back and forth and help each other out. We're not out there trying to run each other out of business. *My* theory is, there's enough business out there for everybody. There are some people in the industry who continuously are on top of somebody else trying to get what they're doing, and those people generally aren't even in the association anyway, and they're usually not around very long, so. We get along because we have common enemies, all of us--even each other, on occasion.



Planes on the tarmac at the Greater Cumberland Regional Airport, 2022

AW: Do the big companies cause a lot of trouble; do they bother you a lot, do they work with you, like you work together, or do they cause much trouble for you?

Nicholson: The major airlines?

AW: Right.

Nicholson: Well, when we first started, for instance, they didn't have the time of day for you; as a matter of fact, you weren't even important enough to bother. And then you got to the point where, when you were asking for things that you weren't really...didn't mean that much to them, that you were a bother to them, and you really needed these things to succeed, so that in various different ways if you obtained a couple of the goals you had, and your traffic picked up--then all of a sudden their computers started flashing red lights, and they said, "look what they're putting on this airline" and, "look what they're doing here and look what they're doing there". It becomes now where they're picking up the phone and saying, "what can we do for you, would you come and meet us, can we come into your office, would you like to work with our computer system, can we offer you joint fares"....So it's like any other business; at first you're insignificant, nobody pays any attention to you; after that you become a bother because you're trying to reach a point that you're not at yet and it doesn't mean anything to them--but if you find a way of jumping over that one hill, from that point on I think it's all downhill, I think it's in good shape--that's what we found. Right now, for instance, Trans World Airlines and us, we work so closely together; they do a lot of our advertising for us, we put a lot of people on their airline, we are very tight with Trans World Airlines--as a matter of fact, as TWA goes, maybe so goes Cumberland in certain ways, we're that closely united with those people, so. There are occasional problems, but for the most part it's completely changed around from 1964 to 1977.

AW: They really try to work with *you* because they know that you are going to bring them business.

Nicholson: That's right. When you're taking twenty passengers and spreading that out over fourteen major airlines a month, that can be as few as zero passengers for certain airlines. When you're flying *thousands* of passengers just out of one community, and *many* thousands of passengers out of several communities, then obviously you can become very helpful to that airline. Or you can become a hindrance to them. So we're all trying to work now in the transportation system; it's matters such as this PR, that all the small guys get together in the commuter industry and we work together to go to the airlines and say, "here's what we're doing en masse, we're putting this many millions of passengers into the air system every year"; and that starts talking about a lot of dollars, and the airlines make everybody else very interested in that.

AW: Do you feel that there is ever a possibility that a large airline flight...Trans World Airlines would ever come to Cumberland?

Nicholson: No, I think it's almost entirely an impossibility--there's many cities today that are nearly 400,000 population and they don't even have as good a commuter service as you do here today, and the airlines aren't interested because that's still not enough people for them to fill up a large jet aircraft. As a matter of fact, the airlines are even now pulling out of the smaller communities, pulling away from *more* smaller communities. I think what you will find in the next ten years or so, you'll see our aircraft approach closer to what the airlines are flying. If the population of Cumberland ever goes to a million people you may find that they would be interested at that time. I think

for what's there, I think you're going to find our aircraft becoming larger, and more frequency of service. Actually, Allegheny Airlines has pulled a lot of their large planes out of communities and put their own commuter airplanes in there, which are just like the type of airplanes we're using--because they just cannot justify a large jet for that [few] people.



Greater Cumberland Regional Airport, 2022

AW: But you've been getting the large jets? Not actually as *large* as they are...but larger?

Nicholson: We won't ever get ourselves in a position where we get to be too big to serve the community or we're going to be just like the airlines. I don't see that happening; but what I do see is that our equipment will become larger and more efficient as the industry grows. I think this is what's going to happen.

AW: And you think this is what they want, really?

Nicholson: This is what they want. If Cumberland Airlines--Nicholson Air service out of Cumberland--puts fifty people a day into Pittsburgh out of here, and Clark Aviation--Allegheny Commuter in Johnstown--puts fifty people a day out of there, and the commuter Aeromac in Clarksburg puts fifty people a day. That's a hundred and fifty people, which is about what they can board on a flight normally out of Pittsburgh; while we're putting them over there and helping fill empty seats on an airline between Pittsburgh and New York, Pittsburgh and Philadelphia--major cities.

AW: Are the people that work for you...are they expected a lot more [of] than most employees of different companies?

Nicholson: Definitely. Probably about four or five times as much; you kind of wear four or five different hats around here sometimes, you know, and it takes a really good group of dedicated people to get together and do the work that has to be done. And I really feel like if we weren't located in the middle of a very large metropolitan area where the jobs are at a premium, that we *probably* would not have been able to get done what we have to. Now, we're more specialized in some departments now where we don't have to do that...but there's a lot more expected of an individual in this type of business. I remember when the pilots used to write the tickets, load the airplanes, unload the bags, put the people in, and fly the people and everything else. We are more diversified than that now; but there are still a lot of things that we have to do bumper-to-bumper that you wouldn't have to do in another type of operation, yes.

AW: But they all seem to hang in there?

Nicholson: Yeah, we've got a good group of people and they've got a good high morale, and that's the important thing.

AW: They are under a lot of pressure also?

Nicholson: Yeah, I'd say they're under more pressure than I am in several cases, definitely.

AW: What is the Potomac Highland Authority? When was this developed--when did this come about?

Nicholson: Well, it's been partially developed for eleven months. And what it amounts to is the city of Cumberland's always supported the airport, financially, etc. But this airport's really a regional concept, which has to take in the state of West Virginia, this area--Allegany County--and Cumberland, Maryland--all three. It's not really fair for the city to have to pay the whole bill because everybody benefits. So what they're trying to do is form an Authority where there are three different political subdivisions that are involved in funding and operating the airport per se, applying for federal funds and this type of thing. So they would be the overseeing body; right now we operate under the... well, we *did* operate under the airport commission, which basically left us fairly free to operate as we desired--and the Authority *should* do about the same thing. But instead of just being under the influence of the city of Cumberland, it would be Allegany County and Mineral County, West Virginia also.



Cumberland Municipal Airport

AW: They will all have to foot the bill?

Nicholson: That's what the intent is at the present time. It hasn't been worked out yet.

AW: Has it affected you as the airline service, you know, how much has it affected you? I'm sure it's affected you in *some* way.

Nicholson: It hasn't been good right now, because if we were dealing with the city Airport Commission, we would have had a new hangar on the field last year, but since the Airport Authority is not really completely consummated at the present time, we really don't have anybody to go through to do what we want to do; nobody really has any authority per se. It's been kind of in limbo for about eleven months, and we wanted a

new hanger last year--we wanted to build a hanger on the airport, which would have been a major capital improvement that we would have paid for, and the answer is "no"; so, it's in limbo right now, and this has got to get straightened out one way or the other. The other thing that's important is we don't get an Authority that ends up like the Port Authority in New York, that decides they're going to charge airplanes twenty-five dollars every time they land--and gets out of hand because you can form another bureaucracy. There have been the dangers of them talking about having a paid airport manager; and Cumberland Municipal Airport not now, or anywhere in the foreseeable future, needs a full-time, paid airport manager--it's just not necessary. So, this is one thing I'm watching myself.

AW: What would an airport manager do?

Nicholson: That's a good question. You'd probably be better off to ask somebody that thinks they need one, rather than myself. There are certain things in the way of federal funding meetings that have to be gone to, and certain administrative duties; however, we're doing all this right now as a company for \$150 a month. No way would you find a qualified man to take the job as airport manager for less than \$18,000 a year. And naturally if he does that, he's going to need a secretary; so you're talking about taking more and more and more financial responsibility on this authority, and they're going to throw it back to the municipalities, and they're going to throw it to the taxpayers, and then you're going to end up with another bureaucracy--and...it's not going to be a good situation at all, so. Present time, we're certainly willing to continue doing what we've had to do; we have advantages, things we can use such as free travel passes into the airlines, a multitude of people that we can use who are very expert in what we're doing here and in the airport itself--they don't have to go out and spend that kind of money. A lot of people say well, that might be a conflict of interest, but I think when you're a small community there's going to be a lot of conflict of interest, and as long as there's nothing that's an outright violation of our contract with the city or with the Authority, that it shouldn't make any difference.

AW: In other words, you feel that if the Potomac Highlands Authority does what the main intent was to do, which is really distribute it among all three areas--the responsibility and the cost; you feel that if they're successful in what they started out to do, that it will help you?

Nicholson: I feel like it's a step in the right direction if it's done in the proper way. I feel like if it goes in the wrong direction, it's going to be disastrous.

AW: To you *and* the community?

Nicholson: Probably more to the community than us, because we can always pick up and leave.

AW: So far, are they arguing amongst themselves? Is it, like, the people who are representing the State of West Virginia are not getting on with the people who are representing the city of Cumberland...?

Nicholson: Well, for eleven months they've been trying to put this thing together and I think the whole thing is the...lack of cooperation as far as funding the airport; nobody seems to want to commit anything at the present time, because it's been very nice that the City of Cumberland is doing it, and I'm sure they'd like to see it continue to go the same way. But I've said it before and I'll say it again, that this airport is more important to Allegany County, or as important to Allegany County as any road that goes through this county. And this is as important as any snow removal or anything else; and certainly the economic impact that this airport has in the area, they really should take a look at it and say it's time we all chipped in and did something about it. So ...

AW: In other words, actually the city of Cumberland has been paying for everything, not Allegany County, not...?

Nicholson: Allegany County and Mineral County have paid for *nothing* on this airport. The city of Cumberland has removed the snow...and everything else. We pay all our rents, and all the hangar rents go to the City of Cumberland. You have to be very careful that this thing is done the right way, because if it is not funded properly by the municipalities, etc., the Authority is not going to have any money to operate; and this is going to take \$100,000 a year to operate the airport if you take in wages, and electricity and everything else.

AW: Do you sit in on these meetings, are you allowed to...?

Nicholson: It's an open meeting, and I'm allowed to sit in--and a lot of times I talk as airport manager and a lot of times I talk as a taxpayer in Allegany County. I'll probably talk more as a taxpayer than I will as airport manager; that way I'll stay away from the conflict of interest.

AW: But so far, really, the past eleven months have shown nothing.

Nicholson: They haven't shown very much. The idea's there, you know--let's say their hearts are in the right direction, but their heads are not exactly, right now.

AW: Do you feel that it may, if it doesn't work out that they may drop it?

Nicholson: I think it'd be a shame if they had to do that, but I could conceivably see where that would cause additional problems, because the city might look at it and say why should we support this thing. I think there's a lot of ways to work it out, but I think it's just awfully slow the way it's being done.

AW: But you think eventually maybe it will.

Nicholson: Oh, I think it'll work out; I think it's going to take a little PR again. And I don't know that that's my job, really. Or *our* job, per se. I think they ought to be able to take a look at what's here right now and say it's worth it. Somebody is going to have to do

something--who, I don't know, but I don't think the thing was worked out and thought all the way through before they passed all this legislation.

AW: So really, they're still planning...as they *have* it, they're still planning.

Nicholson: Right.

AW: What about the other, smaller little airports around, like Mexico Farms--do you have any association with them, and what type of association? I'm sure you have some type of association--like, do they come up here and get their fuel, or are there places down there to get their fuel, or...?

Nicholson: Most of these airports are hobby airports, where there's really nobody operating it; somebody owns the land, and they have let people build hangars and fly their airplanes--and of course a lot of them, most of them, are dirt fields and are not even useable in the wintertime. So most of the people end up coming up to get their maintenance done in an area like this or buying their gas up here; and I guess there's a place for that, for hobby flyers, but I really fail to see any reason why there's not a place for that type people on this airport too. I guess maybe it's that old thing about well, this is my hobby, and I don't have to deal with any of those from the city, and big business, and this type thing; but that's not really the case because it's more or less anything they're going to be able to do down there they can do here, very possibly. They might save a little bit of money as far as tying their airplanes down, but I'm sure they don't have any insurance for when they deal with this type thing, so. Our association is not bad for them for any reason at all; but...they're just there.

AW: Are you saying that it would be good for them to come up here and put their planes and hangars here rather than to leave from those dirt fields...?

Nicholson: I think they would probably be better off; I can't see any advantage to anybody, including the individuals themselves--other than being somewhat independent and saying, well, I don't have to have my airplane on a city airport, I can have it down here--because anything that's legal within the limit of the federal aviation regulations, they can do here that they can do there. Now, if they have anything else in mind--maybe they don't want to be under certain maintenance standards or something like that--well, maybe they'd want to keep their airplane somewhere else. But I really fail to see any particular reason why they should operate an airplane...unless they want to just build their own hangar; but when you really sit down and put the costs together and the total benefits, they'd be better off if they were to come up to this airport. Now...we don't do... we don't do that or anything like that, for any reason--they've got a part like everybody else in aviation.

AW: Then there are certain regulations that if you own an airplane, then it must be kept up with certain regulations?

Nicholson: That's right.

AW: And, what, you have someone that inspects the planes, to make sure that they're...?

Nicholson: Well, for instance, I'm the FAA representative for this area, and if I find out that somebody has an airplane that's not inspected properly, then it is my duty—well, it would be my duty--to go to the FAA about it. The first thing I would do is go talk to the individual and say, look, now here's the specs; I don't care whether you do it at my operation or fly it to Martinsburg, WV and get it done, but the airplane has to be inspected and I want you to do that. A lot of people would think, well, it's none of his business and it won't hurt because I do my own maintenance, I don't have to do that--but that's not true because every time an airplane takes off and flies over the city, I've got a responsibility to 38,000 people that it won't fall on top of the city and, you know, that's the way I look at it. When you're talking about things like...there are regulations as to how bad the weather can be when we fly, and things like this; all they would have to do is maintain the general standards in the interest of safety, and there's no reason why they shouldn't be able to do that. I don't really see any gross violations where they are now--I don't see any reason why anybody would bother them if they came onto municipal airports. I can see if some of those airports were located forty miles away and it was more convenient but, you know...of course the Mexico Farms is right on the edge of here.

AW: Do they have...like, if they want to go out, if they want to go on a plane, and they're down there at Mexico Farms, how can they tell whether it's safe for them to go--do they phone here, and check out here? Do they have the authority to just pick up and go from where they are?

Nicholson: They can just pick up and go. They don't have to call here and check on anything at all, as long as the weather's proper; of course, they have no way of knowing, really, what it is. But this is a very loosely run, it's a hobby-type operation, there is no professionalism at all there. Maybe the fella that owns the field lets them tie their airplane down for \$4 a month, and here it would cost them \$17.50 a month. Of course, they don't have any insurance down there and they have insurance here; they have hot and cold running water and bathrooms, and it's open twenty-four hours a day, and somebody to help them with their airplane, and keep the snow off the wings here--and they don't have that down there. So, I think it's just a matter of the guy who says, well, I don't need my airplane...I don't need that taken care of, I want to do it myself. That's probably where the problem is. I think the best way is somebody's going to come along and say, we'd like to have that for industrial land, or we'd like to build a housing development, and give them the proper amount of money, because the way the land tax and things are anymore it's awful hard to support that much land for a couple of airplanes to tie down. It's happened in metropolitan areas; I'm sure it is going to happen more and more in other areas.

AW: Well, what would happen if one of these guys was down here and took off from Mexico Farms, and the weather didn't look good, but it didn't say it was going to... a storm was coming up; but then a storm came up and the guy is out there and he

wrecks--what is going to happen--is there any fault that is going to lie...let's say he hits a house.

Nicholson: Well, they have the same capabilities on a local telephone line to call and check weather...but whether they do that or not is up to them. Now, of course that could happen from up here too, a person could come up and just not say anything, get in his airplane and go fly without checking the weather; and we'd never know because we don't run around saying to each person you gotta do this and you gotta do that and the other, but it's gotta be put on the individual, not so much if it happens from Mexico Farms or Cumberland Municipal Airport. I'm just saying that I think things are a little bit more regulated as far as safety overall probably on a municipal airport; there are some rules and regulations that are a little bit more strictly adhered to than they would be down there. Here again, there's a lot of operations like that are very clean and very well run--[but] I really fail to see a reason why they want to keep their airplane there as opposed to up here, to tell you the truth.

AW: But could they take off and fly with their plane not inspected, as someone here couldn't do that?

Nicholson: Uhh, it would be a lot easier for them to get away [with] it, because I don't know that anybody down there's gonna look; of course, I have the authority, I could go down to start looking myself if I wanted to, and if I found there were violations going on, or I heard about them, I would just go down to that airport the same way as I would check things up here. It would be more likely to be covered up where there wasn't any management authority per se right there on the field, I would say. I don't think that's going on down there, but it could conceivably happen.

AW: Now, if you had someone--ok, I'll use the same example again--if you had someone that went out with faulty equipment, or their plane was not in the order that... they wouldn't be able to take off here because you would have inspected it; and they wouldn't be able to leave here because you would have inspected it--but down there, there's nobody. And they took off and something went wrong because it wasn't fixed, it wasn't FAA approved, and they...wrecked into someone's house--what would happen?

Nicholson: Well, several years ago, maybe as much as ten years ago or eight years ago, there were quite a rash of problems that came out of a couple airports in the area. However, it seems like it's pretty well cleaned itself up. They're going to be subject to an investigation by the FAA, just like anybody else. Whatever they come up with is what would happen; it would be inspected by inspectors from out-of-town that would come in and investigate it. But recently, in recent years, things seem to be in pretty good shape; but there was a period of time there when things had gotten a little bit out-of-hand in several local dirt field operations around the area. For instance, two student pilots flying with each other--well, more than likely somebody here on this field is going to see that if it happens, and somebody's going to say something and it's going to stop it. But if you get a group of people together just doing it kind of as a hobby, and they're going to be

friends and go out and do it, who's going to see it--who *is* the airport manager, the guy that owns the field, that collects the rent...?

AW: What are your future plans for the airport itself?



Future airport plans for runway extension, 2022

Nicholson: Ok, well, right now we're in the middle of a multi-million-dollar reconstruction program; for years the airport was really let go. Back in the '60's there was quite a few hundreds of thousand dollars expended by resurfacing the runways, putting in new runway lights and new obstruction lights. In the present time, we're in the middle of a project to build a new runway, which is three-quarters of the way completed right now; there will also be associated with this a new road coming to and from the airport,

new taxiways, new lighting, and the biggest project will be a new what they call instrument landing system. Our instrument approach that we have here right now is known as an ADF approach, which is the most archaic type of approach in existence in the United States today. When this new approach is put in, it will give us landing capabilities much the same as they have in Pittsburgh, Baltimore, and Washington in adverse weather--which should even affect our completion factor a little bit to help us out, also making the airport usable more often to corporate-type aircraft and people visiting. This in itself will be a major boost to the economy in the area; it will also add a lot of jobs while it's being done.

As far as promotion after that, what we're interested in is seeing the possibilities of a restaurant on the facility, we feel we need a new terminal building and a new maintenance hangar now, a possibility even of a motel on the airport, and trying to develop a complete complex here on the field. Right now there are not enough hangars to take care of the airplanes that desire hangars at the airport, so we do need new hangars. However, as long as the airport Authority is sitting at a stagnant base, we don't know what to do right now. We need a new administration building--our offices are cramped up, we're storing financial records in leaky old hangars; basically, these buildings aren't more than maybe five years old that we're in right now--we just moved out of the other ones about five years ago--but as the commuter traffic grows, when you go from twenty people to several thousand--and project several thousand more--and you come in in the middle of two flights coming and going and people are sitting on the stairs waiting for flights on certain days, that's not a good situation.

And we want to dress up the airport per se--we want to get a new entrance, good lighting, this new instrument approach is going to help. So that when people come in here, it's not just nice flight service but it's a nice place to come to, a nice building...so

our feeling is that when people come to Western Maryland--they're going to come to this airport most of the time--that they walk in, and the first thing they see is this building, the first thing they see is this road. Well, right now it's a gravel parking lot, it's a gravel road...what we need is a nice new building, a nice roadway; and these are the type things that we hoped the Authority would be able to accomplish. We realize, of course, with a new building that



Greater Cumberland Regional Airport Terminal, 2022

our rent's going to go up; we expect that. As a matter of fact, we need it. And a restaurant on this airport, overlooking the airport and overlooking the city, would probably be a very good enterprise for someone to get into, and a very necessary part, because a lot of people would fly in just for the day and have lunch and leave, a lot of people would have business meetings here at the airport. We rent rooms out upstairs--or even give them out right now for people that have meetings--we've even divided those rooms up into some offices now, because we're just about as pinched up as we can be--places where one or two people were working before, we now have five or six people working and it's just getting too crowded. Our maintenance shop is working at full capacity right now, we have avionics people over there, we have maintenance personnel--we either need another shop, or we need another shift working at midnight; we'd rather stay away from that because we have to store airplanes in there at nighttime in the winter so that they're ready to go in the morning. So the possibility of a paint and upholstery shop here on the airport is another thing to be looked at...just generally there's a lot of things that are already federally funded where the city only pays five or ten percent and the federal government pays ninety percent; these projects are well underway, and they will be for hopefully the next five to seven years.

AW: Well then, when you start all this, who will pay the brunt of it?

Nicholson: Uh, basically the federal government pays it; some of that money comes out of the fact that we have a commuter airline service; if there was no commuter airline service in this airport, there were no air mail service or anything like that, none of this would come about at all. If this airport had been left to be the way it was at one time, and the government came in here and they looked at this airport and said, "well, this one doesn't have it" and they looked at one north of us and this one does, the other one's going to get it. We're at a very competitive situation with communities like Morgantown, and Altoona, and Johnstown for who is going to build the biggest and the best airport in the next five or ten years, because all these communities are doing the same type of thing. And we've got to get as much federal money as we can in here to make this airport as much of a place to come into, so that the...here again, we're concerned--we don't want the airline to outgrow the facility; we want everything to grow

equally and smoothly across the board, so it's very important that this be followed through with.

AW: In other words, this is not the only community...in other words, if they *understand* that you're really in competitive business now, as far as if Morgantown would build really nice airport facilities, they have the restaurant and everything--and people would have to come here and sit on the steps...it's really going to...

Nicholson: It is going to have a big effect, right. As a matter of fact, Morgantown already has a new terminal building and a restaurant, and Altoona has a new terminal building and a restaurant; now, they built theirs for the future a long time ago, we just built ours for the next four years every time we've done it, and this is about time that we floated a bond issue or worked with the county governments and tried to do something to build this place up a little bit for the future. I think it's very obvious now, in the last several years, that the place is going to go; and between that and the airline, this is an enticement to industry itself--if people come in and have to sit on the stairs--an executive waiting for a flight--and they're all jammed up, or else they go in a nice carpeted, spacious terminal when they go into some area, fine--you know which one they're going to choose and which one they're going to like the best. That's why we have to offer...we're competing as a community; I'm not talking about Cumberland Airlines per se--we're going to reap the eventual benefits if an industry locates here, or more businesses locate here, but we need that support, we need that facility there on the field, so that our facility is not matched by anybody else around us; we've got to have as good or a better facility, and we've got to build it for the 1980's and the 1990's, not for 1979, since it's '77 now.

This is one of the things that the Authority's going to have to face: the financial thing, where it's going to come from--that's going to be one of their problems that they're going to have to face up to. This is why until we can pave our parking lot and put asphalt out there and have a decent approach to this airport, we certainly don't need an \$18,000-a-year airport manager and a \$15,000-a-year secretary, because that money best be going into asphalt or something else. The Authority itself, if you get people dedicated to do volunteer work and the county government's loaning their engineering services etc., certainly would be capable of going out and obtaining funding and putting the time into doing this without putting that money out for an airport manager; this is not a one-man job, it's going to be a job for the whole community as such.

AW: Do you feel that the community's for this?

Nicholson: I think they're for it...I think it's going to take more PR and more sales work for them to completely understand; and here again, we have to understand up here the community has other problems--they've got plumbing, and water, and sewage, and problems like that. But we want to see the airport get its fair share and go right on along with the program the same as enlarging the capacity of the sewage treatment plant; the airport is just as important as the sewage treatment plant and the sewage treatment

plant is just as important as the airport, and I think we're getting there because years ago everything went into everything but the airport. And I think the airport is in the limelight, I think the people realize--I think the community realizes--we have very little opposition to anything that's ever spent up here, moneywise. You know, it's necessary.

AW: In other words, over the past--well, since you've been here, since '64, the community wasn't actually gung-ho on the airport, and now it has changed.

Nicholson: I walked downtown in 1964 and talked to five out of fifteen businesses on Baltimore Street and they weren't even aware that there was an airport in Cumberland. I still run into people on occasion that don't even know there's a scheduled air service out of here. I run into people that've been driving to Hagerstown for an hour and a half for the past twenty years and still weren't aware that they could drive to Cumberland and get the same price, same service, and going to the same place twice as fast. So, it's come a long way, it's definitely come a long way; I think it's going to start building on itself now, but it's very critical...what we have now is not bad by any stretch of the imagination, but it's far from being the professional image that we want to project--and it's up to the community to get together and do this, you know.

AW: Especially since this is such a low income-based place, I guess, we really need industry--and you feel that this will really help this?

Nicholson: Oh, I definitely feel it's gonna help, I definitely do. This new approach system, this ILS system we're gonna get here itself will be a major, major thing.

AW: What will this do?

Nicholson: What it means is on an adverse day where a lot of times planes wouldn't be able to come in here and land, they'll be able to come in with almost a hundred percent reliability and land an aircraft. Whereas maybe before they'd want to take that trip from Texas to come in here and look at coal land, but they couldn't land because their weather was bad, so they had to land someplace a hundred miles away and drive in--with the new system, they should be able to get in here almost all the time, which is very good.

AW: And this is one of the new projects?

Nicholson: This is a new project that is well underway. Very much so.

AW: You've gotten the approval and you're right in there.

Nicholson: The approval is in there, everything is on the way, construction is underway, and things are going real well.

AW: When you do something, like you need a type of improvement--how many people do you have to see and how many ok's and approvals do you have to get?



Hummingbird Café, located in the old airport terminal, 2022

Nicholson: Probably like any other piece of bureaucracy, on this ILS system and on this runway--I think we've been working on that for four or five years before they actually started construction: traveling, seeing people, talking to people, applying for funds, reapplying for specs, diagrams, master planning; like any other government project, same as putting a sewage treatment plant in or same as putting in a new water system.

AW: You have to go through all of this red tape, more or less, to get...?

Nicholson: We even went through more here because the railroad ran underneath the airport, and to build a new runway they had to shut down the railroad spur--and to do that we had to go through the Unions, you had to go through the railroad, you had to go through all kinds of people; it took a lot of Senators, and Congressmen, and time, and a lot of favors back and forth to really get this project on the roll.

AW: And whenever you do anything that's this major, it takes all this time; years, literally.

Nicholson: Yeah, it starts here on the city level, but it really is all federal government, and when you get to federal government, you know, we're competing here again with other communities, and other communities are saying, well, we deserve that more than Cumberland does because this...well, here's where I said the commuter plays an important part in the employment on the airport and what we're doing here. We actually have a small industry here now, on the airport. This is seventy-some people, or sixty-some that are locally based that they never had before. And I also have scheduled flights going different places; it has become *the* vital transportation network for this particular area. You can go to the government and say, look, they're carrying thousands and thousands of people out of here every month and so many every year; we need this. And the other community's gotta come up with that good of figures or better to justify theirs. We can say, look, the government has a postal contract; they fly airmail in and out of there--thousands of pounds out and thousands of pounds in every night. These are the things that really...people may not realize that, but it's very important; if you shut all that down tomorrow, they'll shut off the federal spigot and there won't be any money.

AW: So, your basic opinion of the future of Nicholson Air Services in the Cumberland Municipal Airport is...?

Nicholson: I think it's got a lot of future; I think it's going to be a rocky road like everything else. But I think it is going to be very good.

AW: Ok. I want to thank you very much for letting me interview you.

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40% scaled replica of the Wright Brothers 1903 first powered flight aircraft in the 2nd level gallery at the Greater Cumberland Regional Airport, 2022

Allegany County Jail: Its History & Operation

Name: Alan A. Dougherty

Occupation: District Court Commissioner

Birth Date: May 7, 1947

Residence: 59 Prospect Square, Cumberland, Maryland

Date and Place of Interview: April 6, 1979 at ACC Library

Transcribed by Celeste Bartlett 3/2008

My name is Rhonda Dorsey, this is April 6, 1979, and I'm interviewing Alan Dougherty in the ACC library. He was born in San Francisco on May 7, 1947. His occupation is District Court Commissioner. His business address is 59 Prospect Square, Cumberland.

RD: My first question is, what prompted the building of the jail?

Dougherty: Well, I'm going on information that has been provided to me to answer your question. Now, the current county jail was built to replace the old jail which was down in the City of Cumberland, which was falling apart, old, and no longer able to serve its purpose.

RD: I think you just answered my second question which was, where was the previous jail located?

Dougherty: The previous jail was in downtown Cumberland adjacent to what is now referred to as the old police department.



Old Jail and Courthouse

RD: Why was Prospect Square chosen as the building site, do you know?

Dougherty: I'm not really sure; I imagine it was built on Prospect Square because of the proximity or closeness to the Court House on Washington Street.

RD: At what time was the actual construction completed?

Dougherty: I wasn't in town then, but I understand it was 1967.

RD: You were in San Francisco then?

Dougherty: Yes.

RD: Approximately how much did the construction cost?

Dougherty: Again, the information provided to me is that it cost approximately 750,000 dollars.

RD: Has the building of the jail affected the criminal element in the City and the surrounding areas?

Dougherty: The actual construction of the jail I do not believe has affected the criminal element.

RD: Ok. I think that's what I meant by that question, like...does it make people nervous being there...like if you're a criminal?

Dougherty: Well, obviously any...or I would imagine any person that's been placed in jail or denied his freedom would be nervous or distraught or otherwise uncomfortable.

RD: Has the jail's being here made any significant change in Cumberland, such as creating new jobs, improving the economy, increasing citizen safety?

Dougherty: Yes. It has created new jobs: the jail staff now is larger and more efficient, and they have more to do than in the past. The facility has two floors and requires more people. Also--what were the other two you asked me about?

RD: Uh, improving the economy and increasing citizen safety?

Dougherty: Ok, as far as the economy goes, obviously the salary of the people working in the jail goes back into the community. As far as citizen safety--definitely. The Allegany County Jail was built in such a manner that escape from the inside would be very, very difficult.

RD: Is the jail suffering from over-crowdedness, as are many others?

Dougherty: Over-crowdedness is relative; again, you have a relatively small area. The capacity of the jail is somewhere around eighty, or a little bit more than eighty people. As I understand it, the average census is somewhere a little over forty, so that would indicate that the jail is not crowded; however, again, the area of the jail, the size of the jail, the size of the cells is such that if I were in jail, I would feel crowded in one cell all by myself. Again, there is a lack of facilities in the Allegany County Jail--what I mean by that is, you are more or less restricted to one specific area where you've been assigned. You have your cell and either a tier area or a small recreation area, the recreation area has a few tables in it and that is about it; there's no exercise yard, there is no true library, there is not too much to do, so in that since the jail *is* crowded.

RD: I was talking to...when I went down to ask somebody in the sheriff's department who I could interview, it wasn't the warden it was somebody else--he said that you didn't like the jail being there, because there wasn't any yard that the people could go on.

Dougherty: That's true, I used to work for the sheriff's department and when I did, part of my job was to develop new programs and to attempt to locate funds to pay for the programs. One of our priorities was the establishment of an outside recreation area. We

even considered building a recreation area over the top of what is the rest of the building that has District Court below it, in other words on the roof of the building. These prisoners don't have any opportunity--or any real opportunity--to either see the outdoors, or to work off stored energy, and this could be...this could result--not being able to work this energy off, and not being able to see the outside, or the sunshine--could result in the prisoner having problems, developing social problems within the jail. And it's something that we were really looking forward to, but it's not possible to--or we've been *informed* that it's not possible to--be constructed on the roof of the building; I'm talking about the recreation area.

RD: Does that make them more aggressive, like are there more fights?

Dougherty: No, again it's been several years since I worked in the Allegany County Jail. My personal experience has been there were very few fights. There *are* fights, but again you have people in close proximity to each other. People that have either been accused or convicted of crime, on the average a younger person, and occasionally there is a fight. Most of the fights that I was aware of were short, one or two punch type fights, and the other prisoners would usually assist in breaking the fight up.

RD: I don't know if you answered this, but how are personnel dealing with the problem of over-crowdedness?

Dougherty: Well, here's where there is a frustration by the staff, I believe what is currently a frustration: what everything that I'm saying or everything that I have said boils down to is, not only the development of programs, but the funding for these programs. You can think of or develop all the nice, all the programs in the world that you think might help, but those programs aren't going to go anywhere unless they have money to implement them, so the over-crowdedness of the jail that I was speaking of, or referring to, is basically a lack of facilities. It is not so much, like we are talking about Baltimore City Jail, where there's people, I understand, sleeping in the hallways. It is not that type of overcrowding. The overcrowding that I am referring to is the lack of facilities that I think should be available to a person put in jail. Somewhere where he is not quote *caged* all the time.

RD: I don't know if you want to answer this next one: in your opinion are lenient judges a cause of part of this over-crowdedness? What I mean by this question is, don't people learn by their mistakes and the things they've done, do they end up back in jail because judges let them off real easy?

Dougherty: Well, that *is* an unfair question, partially because of the way it's worded. I'll answer it in part, or maybe in full. Ok, first of all you're assuming that there's lenient judges.

RD: That's *my* opinion.

Dougherty: Ok, I do not concur, my contact with the judges in this county is that they are fair and just and they weigh each case individually. It's all relative if they are lenient or not lenient. The rest of your question is...bring me up to date, I lost you there....

RD: Are they cause of part of this over-crowdedness?

Dougherty: Ok, well the cause--the *immediate* cause--of over-crowdedness is...for two reasons, I believe. One is that you have people committing crimes, and being convicted of crimes, and being placed in jail for that, sentenced to jail. The other one attributed to the over-crowdedness is lack of funds, or the people with the funding authority over the county jail refusing--or not able--to allocate proper funding, or what I consider to be adequate funding, to implement programs in the jail that would eliminate the problems. And you also, I think in your question, said something about repeating prisoners, the prisoners coming back again and again. The term "recidivism" is used there, that's a bureaucratic term for that, or a term used in Corrections. I don't have the answer--if I did have the answer to what would stop an individual from behavior that would result in a criminal conviction and a sentence to jail, I don't think I'd be working here, I'd probably be working for the President.

RD: [laughs] Ok. Did the investigation into the sheriff's department in any way affect the operation of the jail?

Dougherty: Yes. Ok, one of the major problems that came to be, or was brought out, or discovered on that investigation had to do with the...what was referred to as the illegal release of prisoners. Now, this was under Sheriff Jake Michaels' administration. In my opinion, Sheriff Jake Michaels is a compassionate person, and what the charges resulted in--or how they came to be--was, I think one was Christmas and another time was Easter, or something like this, he allowed certain prisoners that behaved themselves or that he considered to be not an escape risk to leave on Christmas to go home with their families and later on return to the jail at assigned hours. It's interesting that all the people that he released did show back up, in other words they returned to jail as they were scheduled. There weren't any problems as far as the security of the community went, in other words the people that were released didn't go out and commit crimes, they didn't abuse the privilege of being released to spend some time with their family during the holiday periods. Also, I should add at this time: this is contrary to law; the Department of Corrections at the state level *can* do this, they can allow prisoners to go on furloughs--weekend leaves--and several other types of programs they have where they can temporarily release the prisoner.

At the county level, there is a different set of laws that apply, and the Sheriff does not, any Sheriff in the state to my knowledge, does not have the authority to release a prisoner for a weekend. Now I'm going into this maybe a little bit too deep, but the investigation into the Sheriff's Department did affect the jail in that there are no longer any prisoners released unless by court order. The law is the law, and there is no



modification of that law; again, the court order is imperative for a person to be released. The only way somebody's going to get out of the Allegany County Jail right now is either by, like I said again, a court order or expiration of sentence--otherwise that person is not getting out of the jail. Good, bad, or indifferent, it's the law and the Sheriff and the department are meeting the law. In other words, it is a little bit rougher on the individual inside.

RD: So, it affected the prisoners instead of the...?

Dougherty: Well, the investigation would have--now, I'm not being totally objective as I was there during it...I think what you are asking me is, was the investigation good or bad; and if it was good, who benefited and if it was bad, who got hurt. The investigation was broader than this specific area of the jail. I think what the investigation...it was good to the point where it brought to light--and I believe we'll see some legislative changes here through Code Home Rule at the county level--that the code of public laws for Allegany County is severely antiquated, lacking; there's got to be some work put into it. Through Code Home Rule, legislation can be enacted by the County Commissioners adjusting the code of public laws for Allegany County allowing for better management of the prisoners. By better management, what I am talking about is a possibility of a furlough or a possibility of a weekend pass, or getting them outside of the jail; getting them involved, getting them into other programs, similar to the work release program which is currently, and has been in effect for quite a while. I do not believe the way to correct a person's deviant behavior is to cage him--and leave him there.

RD: Ok, where are the finances for the jail appropriated?

Dougherty: The Allegany County jail is financed in whole. It is a separate department, the way it is budgeted. It's financed by county tax dollars; there is... a budget doesn't really reflect the total cost of the Allegany County Jail either. The staff working there are charged off--their salaries are charged off--of the Sheriff's department. Also, the vehicles are charged off of the Sheriff's Department; the gas and expenses, a lot of them are charged off of the Sheriff's department. So, a lot of the costs for operating the County Jail are in fact not reflected in the budget either as an expenditure or as a budget allocation. Did I answer your question?

RD: Um...

Dougherty: The County Commissioners allocate the funds, the County tax dollars, through budget approval.

RD: Ok then, the Sheriff's department and the jail are just two separate things altogether?

Dougherty: That is correct. The Allegany County Sheriff's department is budgeted through what's known as revenue sharing dollars. If you wanted to talk about funding, this is a favorite area of mine. You'd be amazed at the true cost of the Allegany County

Sheriff's Department once it's offset by grants and other forms of income that it generates.

RD: Ok, my next question is, do county citizens bear the brunt of the spending?

Dougherty: Yes.

RD: Did you already answer that? [laughs]

Dougherty: Well, the county tax dollars are the majority of the money that's there, of course, coming from the county taxpayer. If not, you can look at it the other way--if the county tax dollars were not being spent to operate the county jail, then the tax burden would be less, so yes, the county taxpayers, or the people of the county, are paying for the operation of the jail...and it's expensive.

RD: I was thinking, you know, that big Maryland deficit, where they have all that extra money...

Dougherty: The surplus?

RD: Yeah, that's the right word--will the jail get any of that?

Dougherty: If I were at state level and had anything to do with those funds, no I wouldn't say the Allegany County jail would do it because relatively speaking, the Allegany County jail's in good condition compared to some other counties and some of the state institutions. Now everybody's got their ideas of what that money would like to go for, but I got a feeling there's probably a few hundred times more... speaking about surplus...it could probably be spent a hundred times over and you'd still get issues.

RD: Ok, what sort of criminal element is normally housed in the jail, or is there not any certain one?

Dougherty: I imagine you are asking me for what is the profile of the average prisoner in the Allegany County jail...?

RD: Or if it is mostly one type, like burglary?

Dougherty: Ok...it is a difficult question to answer in just a couple words, ok you have both people who are being pre-trialed--being held for trial, either on bond or committed without bond--awaiting trial. You also have people that have been sentenced. Now the people that have been sentenced have either been sentenced to the Department of Corrections, which means going to the penitentiary, or been sentenced to the Allegany County Jail. The way that the state overcrowding situation goes at the penitentiary, we have some people at the Allegany County Jail that might sit there for two years, be paroled, and even though they were sentenced to the penitentiary, never see the door of the penitentiary.

So, the Allegany County Jail, or the jail system, is made for those offenders of the more minor offenses, usually the misdemeanor offenses, being convicted of those, and some felony offenses. Depends on the severity of the sentence more than the crime itself. However, because of the overcrowding situation at the State Penitentiary or the entire correctional system at the state level, a lot of these people that are sentenced to the department of corrections, or sentenced to the penitentiary, remain in the Allegany County Jail--so therefore you have the spectrum. You could have...right now, there are two people in the Allegany County Jail awaiting trial for first degree murder. You might also have a person in there doing three days for a bad check, you might have a person in there doing thirty days for drunk driving. It's difficult because of the overcrowding situation at the state level to really say what is a person usually in there for. It varies; at one time you might go several months with the most serious offense being maybe an assault and battery, or minor larceny. And at other times you might have major, or the more heinous of crimes, a person who's convicted of those crimes in the jail. It varies. The basic profile--now I know this isn't exactly what you asked me--but you can have a young white male that's in there for a minor crime or a misdemeanor.

RD: I was thinking more like the major or minor crimes.

Dougherty: Well, you have the spectrum, you have a little bit of everything. You have a sampling; if it happens in Allegany County, the person's convicted of it, he's going to be in the jail.

RD: Describe the typical day experienced by the prisoner.

Dougherty: Ok, the prisoners...they are awakened in the morning by the doors rolling open. Now there's heavy steel doors with bars on them in their cells, ok...they're locked in their cells at night, there's anywhere from one to four people per cell. So, the first thing, their alarm clock is these doors slamming open--and it's not done on purpose, but because of the weight on them, when they open up, there's a large grinding noise and a



clank; that's how they wake up. At that time, they have breakfast. Now the food situation's improved drastically over the past several years: at one time I understand they had doughnuts and coffee or something like that--now they will have a fairly decent, or a nutritious meal. They'll have their breakfast, and that's about it. Then they are let out in their restricted area outside of their cells themselves. In other words, they are not locked in the cell, but they are confined to a

little bit larger area. There is a shower available, some of them will shower, and they also start cleaning. The inmates, or the prisoners in the Allegany County Jail, also maintain the sanitation of the jail. They'll clean for a while and then the dead time starts. What I say by dead time is there really isn't a lot to do, other than--now there *are* televisions, you can vegetate in front of the television, you play cards, there's a couple

games they could play. Or they sit there and they talk, and talk...and do more of the same.

RD: When I stopped there the other day, they were back there painting.

Dougherty: Ok...

RD: The Warden said that they don't make them work, they can work if they want to.

Dougherty: That is true, it's voluntary--but try to put yourself in the prisoner's situation. If you were sitting there and you had absolutely nothing to do, and somebody said would you like to paint, I'm sure that I'd be the first one to...particularly to get out of my jail area. It's funny too, because the jail is painted every year, year and a half or two years, right before the grand jury comes through on their institutional inspection. But they've been trying to get that painted for quite a while again, there's money problems.

RD: Ok, I'm asking this one because Mr. Michaels was kind of interested: in what manner are the prisoners fed? Like...I guess it's not cafeteria style, they just bring the food into the cell...

Dougherty: Ok, the food's prepared in the jail kitchen, which is two stories underneath where most of the people are, and it's brought up to the prisoners, and they are fed through--when I was there, maybe they've changed the situation, I don't think they have--but there's what the jail staff and the prisoners both refer to as "feeding holes"; now these are holes cut in the walls, you may have seen them when you were there, where the plates are passed to the prisoners into this area where I was talking about where the tables are, metal tables, so they eat off plastic plates with a spoon, that is the only utensil they are allowed to have. Then they have to return it after they have eaten. Then they sit down at the metal tables and drink milk or coffee from a plastic cup and eat off a plastic plate. But they do eat generally in the area where they stay.

RD: What attempts are made to rehabilitate the prisoners?

Dougherty: As far as formal programs that are controlled wholly by the Sheriff's Department or the staff at the Allegany County Jail--next to none. I will tell you what *is* available to them. There is the work release program, where if the judge orders or concurs, and it's also approved by the Sheriff, the individual can work--go to his work or place of employment--work for the period of whatever that day's employment is, then return to jail, on his own--and that's called work release; that's a program. There's also drug and alcohol programs. There's no real ongoing program--in other words, when a person comes into the jail, he doesn't have an opportunity to sign up for one of three or four programs that he'd be interested in--but if the person does have a problem, there are attempts made, in all fairness--I think this happens a good bit--attempting to contact other services in the community, and ask the support of these services to help the individual with his problem.

RD: Ok, does this program experience any success?

Dougherty: Well, what's been available to a prisoner in the Allegany County Jail has increased drastically over the last, say, five years. At one time I believe the individuals were warehoused; in other words, if they were sentenced to jail for thirty days, that's what it was: they sat in jail for thirty days. At that time there was no television--there wasn't *anything* really going on. Now it goes all the way from induction physicals, processing physical examinations, to make sure that their body's ok. If they have emotional problems, there's treatment available to them there. If they have drug and alcohol problems, there is treatment available to them. All these programs are going well, in my opinion. A lot of the programs that I'd like to see--I'm talking about vocational training and programs along this line--that we'd like to see, or I believe the staff would like to see, aren't there, the staff isn't available, the facilities aren't available, the money isn't available. So, to basically answer your question, or to answer your question--the programs as going are going well, and I think the results are favorable; however, I would like to see it go a lot farther.

RD: Is there any sort of rapport established or attempted between the prisoners and the people that worked under you?

Dougherty: Sure. I used to joke when I worked in the county jail, I said the only difference between myself and the prisoners, was they might have been doing thirty or sixty days and I was doing twenty years...speaking of twenty years to retirement. People are people, and I think most people that work in the jail come to understand this after a while. Because a person's a prisoner, doesn't mean that he's no longer a person. I don't want to get into my whole philosophy, but...they're people that have done something wrong, they've been convicted for it, and now they're paying for it. Because of that, sure there's relations that exist. At the same time, I think the staff has to be cautious because there are some people that might want out of there, there's some people that might not think too highly of anybody in the criminal justice field, but at the same time there's relationships, within limits, that are established; there is a lot of talk between the guards and the prisoners. They're people, like people anyplace else, except they happen to be locked up.

RD: I was basing that question on, you know on TV they make the people that work in there the bad guys, and the criminals the good guys...

Dougherty: Sure, but those are fantasy shows--the same thing with "Police Story"...or no, I take that back, "Police Story" does have some reality to it. "Starsky and Hutch" and all those things are complete fantasy.

RD: Ok, my last question is, do you feel that the county jail is accomplishing those things that were the cause behind its construction?

Dougherty: You mean the cause behind its construction being as a correctional facility?

RD: Yes.

Dougherty: No. No. I think that the county jail and the staff of the county jail--the physical building itself is less than half of what's going on there; of course, the staff is important. Uh...I don't think the Allegany County Jail is maximizing its potential to correct a person that's been convicted of a crime. Now I'm being critical, but to be fair, I don't believe that there's any other institution I know of either in the state of Maryland or in this country, that's adequately treating the criminal offender. In my opinion also, what is required is training, increasing staff, and the allocation of funds required for rehabilitation programs; until that's done the jail in my opinion will not be achieving its purpose.

RD: Ok, is there anything that I forgot to ask or anything?

Dougherty: Uh... no I don't think so; I think you did a fine job.

RD: Ok, I'd just like to thank you for your time and that's it.

Dougherty: No problem.

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Allegany County Public Schools, Outdoor School

Name: Kendrick Hodgdon

Occupation: Supervisor of Science and Outdoor Education, Allegany County Schools.

Residence: 945 Weires Avenue, LaVale, MD

Birth date: Jan. 28, 1916

Date and Place of Interview: April 3, 1979 at Mr. Hodgdon's Office

Transcribed By: Celeste Bartlett 5/6/08

Today we are interviewing Mr. Kendrick Hodgdon who was born January 28, 1916. He was born in North Anson, Maine. His current occupation is Supervisor of Science and Outdoor Education. Mr. Hodgdon's home address is 945 Weires Avenue, LaVale, Maryland. My name is Cheryl Woodward, today is April 3, 1979 and we are at the Board of Education Building. Mr. Hodgdon, when was the outdoor school started?

Hodgdon: The outdoor school started in 1965, with one school going out to Washington County, and that was Mount Royal. Jack Elliot, one of the teachers, took one group out. And then the next year, we started in with one school going up to Pleasant Valley for a week, and then again in the fall.

CW: Is the school presently located at Pleasant Valley?

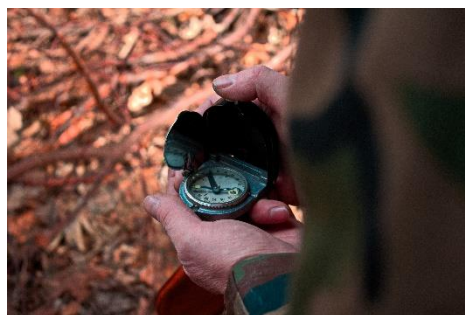
Hodgdon: Yes, the outdoor school, it's a part of the University of Maryland 4-H camps, and we rent the camps from them for approximately twelve to thirteen weeks a year.

CW: Oh I see, so the current location would be Pleasant Valley, but you have it in two places...

Hodgdon: Yes, it is at Pleasant Valley, but the address up there is Swanton, Maryland. It's a little confusing because it is in the town of Bittinger, Bittinger which is Swanton.

CW: What were the original goals of the school?

Hodgdon: Well, the original goals of the school were to try to come up with some suggestions for social living together; experiences; care of clothing and body; taking care of themselves; making new friends; and participating in a campfire program. This was kind of a social aspect. There are three, I think, three basic areas: that's social studies, science, and physical education. Now, for the social studies, of course, was making new friends, learning that their mother's not going to be there to tell them to change their clothes, so they have to learn to take care of themselves--brush their teeth and change their underwear and so forth. And many of them come home never unpacking; they just wear the same clothes they went up with--this happens. And the second reason is sciences. In the sciences we study compass; we study, of course, the names of the plants and



animals; we learn the appreciation and beauty of nature, and the respect for nature; we learn to live with it; we learn a little bit about conservation of natural resources and learning the relationships of living things together; and we do a lot of survival work--we



do work on compass hikes and so forth. And then with the physical education and recreation, why, we have three hikes every afternoon: one hike goes up to the bog, one hike goes around the lake to the beaver dam, and the other hike goes to a strip mine area where they see an actual strip mine in action. And then of course they have all kinds of elective things they can do such as games of all sorts: touch football, volleyball, basketball, and different things like that.

CW: So, they definitely keep occupied at all times. What age groups can attend the school?

Hodgdon: Well, right now we have the sixth graders going--and we have approximately 93% of our sixth graders go, but the Howard County Students join us, and they are fifth graders.

CW: Approximately how many children could participate at one time in the program?

Hodgdon: We can put a hundred and forty-four in the camp--that's crowding it. Normally we run anywhere from a hundred and ten to a hundred and thirty; they can put twelve in a cabin: eleven and one counselor. So, we have six cabins of boys and six cabins of girls; so that makes approximately one forty-four.

CW: This may be somewhat of a touchy subject, but how is your school funded?

Hodgdon: Well, up until last year the board gave us, provided us with, approximately \$19,000, and we then asked the parents to pay eight dollars. Well this year, the board did not fund our program at all; but because of the tremendous support we got from the individual schools and parents and the PTA's who backed us, the outdoor school ran last fall with parents paying the full eighteen dollars. Now it's costing us somewhere between twenty-three, twenty-four, maybe twenty-five dollars a person, but we charged the other schools and the other systems a little bit more because they want to come over and enjoy it; therefore, we were able to charge our students a little bit less. So that it's funded this year entirely by our parents. Now I will add this, that we had a bequest left to us at the board, and the board decided to let us use that money, so we had a little over a thousand dollars left we can use to buy supplies. And we had a nurse that I use up there send us a check for a hundred dollars to help pay for some students who couldn't afford it.

CW: I know the people I talked to are just very fond of the school, and they want to see it continue, and not to stop the school because of lack of funding.

Hodgdon: Yes, we are very much concerned. Next year we have put in a request for at least fifteen thousand dollars, so that we can support it by asking the parents only to pay ten dollars instead of eighteen, and then with this fifteen thousand we can buy supplies--and hopefully, if we get enough income from the other counties coming in, we may not need all of that.

CW: Right, so right now your school is kind of a model situation.

Hodgdon: Yes, right now.

CW: I see. How long do your children stay at the school?

Hodgdon: They arrive Monday morning and they stay till Friday noon. They leave about 12:00, 12:30. So they're there for four nights and five days.

CW: That's great, that's a good experience for them.

Hodgdon: They're out in the woods and the wilderness, and the temperature—the cold--and everything else, but they survive.

CW: That's good. You mentioned you have three hikes a day--what would a typical day of activities consist of?

Hodgdon: Ok. The bugle plays around 7:00, 7:15 in the morning, we get up and they wash their teeth and go to the bathroom, and then they make the beds, clean up, and approximately ten minutes of 8:00 they put the flag up. 8:00 they go to breakfast. 8:30 or 8:45 they go back and finish their chores in their cabin, and then at 9:00 they go to a class; and we have three classes that they rotate around: one at 9:00, one at 10:00, and one at 11:00. And at 12:00 they have lunch, and then at 1:00 they go back to rest till 1:30. 1:30 they see a film pertaining to the hikes. And from 2:00 to 4:00, 4:30 they have their hikes. And from 4:30 'til 6:00 they have free time activities: they can play tether ball, or pitch horseshoes, or play basketball--whatever they want to do--or just read or rest or sleep. Then at about five minutes to 6:00, they take the flag down. At 6:00 they have their evening meal, about 7:00 they meet with their teachers for a few minutes, and then at 7:30 we have programs in the evening: such as one night we have a man come in to teach hunter safety, and another man comes in to teach snakes, and another man comes in... three men come up to put on a music program for the students. They do this free; it's amazing these people come up and do this for nothing. We do help to pay--reimburse them for mileage. And then on Thursday night they have a skit night, then after that we have an ice cream treat, and then we



have a vespers program by the campfire, and then they go to bed between 9:30 and 10:00. So that takes you through the day.

CW: What about special activities, say at different times of the year?

Hodgdon: You mean other than outdoor school? Well, they really...the teachers that come with the students can apply different activities when they get back; some of them go out and plant trees, some of them write letters, some of them work on conservation projects in the school, and so forth--so they continue this work when they get back in the schools. And it's important, by the way, that the teacher goes with the students. Usually the teacher does, but occasionally we have a teacher for some reason, maybe a physical illness, can't go, and we get another teacher to take her place, and she takes the other class. And what happens, the students come back and they are all excited about we'll say the bog hike, and they start talking about the bog hike, and the teacher says, "close your books, we're going to start studying math"; and it's dead right there because that teacher has not, hasn't had the experience with her students.

CW: Yeah, I think it really helps to give the teacher a better understanding of just what kind of experiences the students had.

Hodgdon: Yes, I've had teachers many times tell me that they have seen a different side of some of their students--some of the problem children that they have had become leaders on these hikes, and they see them in a different light.

CW: That's very good for them. Is the school run only through the public school system?

Hodgdon: Yes, right now, right now--although I have considered, and I have put some feelers out to see whether we could take some parochial students; if we had room and if they'd want to pay the same price as the other students, why, we could take them.

CW: You mentioned a few of the schools; what are a few of the other schools that are involved in the program?

Hodgdon: Well, of course our own schools are all going, and then we have from Howard County: we have Longfellow; Waterloo; Elk Ridge; Bryant Woods--I just went down there and talked to them the other night, and I got a call from them, they are coming almost 100%, nearly a hundred students; Faulkner Ridge--I just got a check from them already for over three thousand dollars, they're not scheduled to come till May, but they've already sent their money in; Lisbon, and a new school in Northfield is coming. There's one other school, I can't remember it offhand, came last fall. We have about nine, ten schools coming from out of county.

CW: That's great. Is the enrollment greater or less than when the school started?

Hodgdon: It's increased.

CW: I know it has grown a great deal in popularity.

Hodgdon: Yes, yes. I think in '65, we had about a hundred sixth graders, that's all that went; of course, now, the last few years, we've been taking over a thousand students since we go five and six weeks, in the spring and the fall.

CW: You think the reasons for this increase in popularity would be just the word--it has spread throughout the school system...don't you feel that is good?

Hodgdon: I think so. We have an awful lot of students now who are in high school, who come back as counselors, and they tell their younger brothers and sisters about it. We've also had--our program has really received a lot of, not only national attention, but international attention. We have requests from as far away as Japan and other places asking for us to send them a copy of our guide, which you see here: The Guide for Allegany Schools. They use this to set up. Now, we helped set up Keyser's program and we have helped to set up two or three other programs around in the area.

CW: I didn't realize that it was so widespread--Japan...

Hodgdon: Yes, we've had a lot of people request...I've had all over the United States, I've had requests from...see, we had...a national publication accepted one of our articles on the outdoor school, and from that we got a lot of responses from other places wanting to see a copy of our schedule.

CW: I think the outdoor experience is as much a part of our education as the indoor, scholastic work.

Hodgdon: We say that outdoor school is something that you can't do in the school. We can take you right out in the woods, and show you what outdoor school and outdoor living is--and yes, it gets cold in the cabins--the cabins have no heat--but we have heat in the main buildings, and they get up and get active...in fact, I was reading a letter here--I just got one here--I'm preparing the program that I have to put on for the Board of Education next week. And a letter from one of the students said: Dear Mr. Hodgdon, my name is Michelle; I am from Parkside, I was at outdoor school in October. I really liked outdoor school. I felt like it was a great experience to know more about nature than I did. The only bad thing about it was I froze my tootsies off. Other than that, it was fantastic. I thank you for giving Parkside School an opportunity to go to outdoor school. I really enjoyed it and wish I could come back again, possibly as a...when I get to high school, I could be a counselor. We get a lot of letters like that--in fact one of these letters said something that pleased me: it said thank the cooks for such good food--oftentimes that's one of the things they gripe about, but this boy said thank the cooks.

CW: Well, he must have been really pleased with it. You talked a good bit about the counselors; how many...what is your staff composed of?

Hodgdon: Ok, my staff: we have one director, and two teachers, so we have three on the staff plus a nurse. Then we have the teachers from the schools that attend, then we have counselors in each cabin: twelve counselors--six girls and six boys, preferably Frostburg State students who are elementary-trained teachers and are working with the students. And when we can't get them, we use high school students and occasionally ACC students. In fact I had two girls call me the other day and want to come up and help out with the Special Ed and some of the other areas.

CW: What would the qualifications be for employment, say for the counselors?

Hodgdon: Well, we don't pay them--what we do is actually give them room and board, and we then can give them a recommendation, because in effect they're working for us, so they use my name for references, and I've written many letters for recommendation for these kids. What I always say is that number one, that they should like children, that they should be morally straight and so forth--that is, I don't want them drinking beer or smoking around the kids, so we ask the guidance counselor to check to make sure that their grades are alright so they don't get in trouble by being away from school, and secondly that they will represent the school in a good way so that they won't give a black eye to our school.

CW: What are some of their responsibilities?

Hodgdon: We have a list in here: one of the things is, we ask them to be with the students in the evening, but they can stay with these students until approximately 11:00, and then from 10:30, 11:00--after the students get to sleep--why, we relieve them, and then they can come out and come down and have ice cream or whatever they want, and so forth. We ask that they stay with the children, that they help them with the hikes, that they make sure the students are together when we need them, that they take them to class; now, in the mornings they're free--they are assigned to a cabin, they should know all the students in the cabin, and be responsible for their beds, and so forth and so on.

CW: How would you handle problem children, or perhaps those children that are homesick?

Hodgdon: Let me give you an example: a little girl came to me crying. The first thing we ask the counselors for is to watch them to see if there's somebody sitting off by themselves. They then keep them busy. That's the first sign of homesickness. The next sign--they don't feel good, so they go to the nurse and we give them some Pepto-Bismol and put them to bed. The next morning, they get up, they see if they feel better. Then if they still don't feel better, they want to call home; of course, the answer is, we don't allow them to call home--we tell them the phone's out of order, and see us tomorrow morning, and they usually forget about it. But once in a while, they'll remember on Tuesday night, and then if Wednesday night they're still crying, well, we call home--we don't let them call. We tell the parents, look, your child has no temperature and he's crying--it's just plain homesickness, now whatever you want. If you want to, come and get them. I think we've

only had about two or three parents come and get them, of the ones we've called. The rest of them said well, we want them to stay. I'll give you an example: a mother whose boy I'd been ducking every day because when he'd see me he'd cry--he knew I was his link to home, and I'd hide behind a tree so he wouldn't see me. Finally, Wednesday night I called. She said I want to tell you this--it hurts me, but his daddy was killed in an automobile wreck a few years ago, and he's the only son, but I don't want him to come home, tell him that. She said it hurts me to say it. So I went back and told him that and just like that he was alright. The next day the principal came up and he didn't even bother to go and say hello to his principal.

CW: Yeah, I think the key really, like you said, is to keep them busy and keep their minds off of home.

Hodgdon: If we have--you asked about discipline problems--if we have a discipline problem, why, it's very simple: we just call home and tell the parents to come and get them. We have had to threaten a couple, but we've never had to do that.

CW: Is there much of a discipline problem?

Hodgdon: Not much--sometimes they get noisy at night, and once in a while a couple kids will get to arguing and squabbling, and the counselors should be there to break them up right away.

CW: Being an outdoor school, I know you have indoor as well as outdoor learning experiences; what are some of the wilderness survival skills that you teach?

Hodgdon: Some of the skills we teach are: we show them how to...what foods are safe to eat in the woods; how to get water out of an old rotten trunk; how to build shelter; how to find north; how to build a fire without matches--a lot of different things. Basically, we teach them not to get panicky--to stay put, look for water and so forth.

CW: Do you think these skills will be practical for them later in life?

Hodgdon: It could be, you never know. We teach them hunter safety, we teach them compass hikes, show them how to go through the woods, how to measure without measuring instruments.

CW: Well Mr. Hodgdon, I think we've covered just about everything, would you care to add anything?

Hodgdon: Nothing except that this is, I think, one of the finest programs, and I'm so glad that the county backs us and the parents back us. Any time you could help us in any way, why, we always can use help, so if you pass the word along, that if anyone would like to come and help us out, why, we appreciate it.

CW: I certainly will. Ok, well thank you very much.

Hodgdon: You're welcome.

End of Tape

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Compass photo:

<https://pixabay.com/photos/knife-compass-z%c3%a1lesactivo-nature-2281669/>.
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<https://pixabay.com/photos/forest-road-autumn-forest-4291896/>. MAKY OREL

The Au Petit Paris French Restaurant, Frostburg, MD

Name: Louis St. Marie

Occupation: owner of Au Petit Paris Restaurant

Birth date: November 21, 1931

Residence: Frostburg, MD

Date and place of interview: May 4, 1977 at the restaurant.

Transcribed by Celeste Bartlett 5/19/08

I'm interviewing Mr. Louis St. Marie. He is the owner of the Au Petit Paris French Restaurant, at 86 East Main Street, Frostburg. And we will talk about the restaurant and how it has developed. My name is Agnes Kenney and this is May 4, 1977, and we are in the restaurant.

AK: How long have you been in the restaurant business here?

St. Marie: In Frostburg?

AK: All together.

St. Marie: All together about twenty-two years.

AK: How did you decide to get started in this?

St. Marie: We don't make decisions like that, they just happen.

AK: They just happen? It came to your mind?

St. Marie: Not necessarily. I was in the Air Force at the time, and I was looking for something to do on the side that was away from my teaching job in the Air Force. At the time I was teaching, I got involved with the French Air force that were stationed also on the air base that I was at. I got involved in the interpreting end of it--I am French Canadian--and I was teaching...the classes that I was teaching in English, I was also teaching in French to the same--to French Air Force personnel. And it so happened at the time, that these people that were going through the course that I was teaching were chefs and maitre d's and waiters at some of the finest hotels and restaurants all over Europe. They were dissatisfied in the area that the military had chosen for them, and we were having all sorts of problems with these people, and in order to keep peace in the house, we asked them what would they like to have while they were there, so that we could have some peace. They said that they would like to have an area in town, or a store in town that they could have a club in. After a period of time the club blossomed out into a restaurant--and lo and behold, I got interested in it while we were there, and that is how I got into the restaurant business--strictly by accident.

AK: That's something. Where was...?

St. Marie: Amarillo, Texas, in 1950, 1953-54, approximately.

AK: Were you married then?

St. Marie: No, I didn't get married until 1955.

AK: How did you find out about Frostburg?

St. Marie: Another long story. While we were in Amarillo, we had a lady who was entertained in our restaurant as a guest, and it seemed at the time she had been divorced from a man who lived here in Frostburg. Over the years, there was a reconciliation that came about--they were remarried, and evidently, she had been to our restaurant on a few occasions--we don't recall how many, because it wasn't important at the time--but she had evidently been impressed. And when these people remarried and came back to live in Frostburg, they had intentions--at the location that we are at now--they had intentions of putting a restaurant into the location, and a dress shop, and they had other ideas at the time. And so, they came to Amarillo and offered us a business agreement for us to move to Frostburg at this restaurant. Unfortunately for them, the reconciliation only lasted about six months; they had broken up again within a year. It was to our benefit it worked out. My wife and I, since that time, now own the property that was initially begun by these people.

AK: How many people did you employ when you first came up here and started the restaurant?



Au Petit Paris Restaurant, Frostburg, MD in 2011

St. Marie: We first began the restaurant in 1960--June 20, 1960, here in Frostburg; we employed approximately six people, counting my wife and myself. Six people. We didn't serve any liquor at the time--we had no liquor license--so we were only allowed to serve wine and beer. So, the restaurant, actually, in 1960 only occupied, I would say, a quarter of the space that it occupies today--about one eighth of this place. We are

occupying much more floor space than we were before, but the needs have grown, and now I would say, 1977, we roughly employ on and off around fourteen, fifteen people.

AK: You've done all the work down here yourself, haven't you? The carpentry and painting and everything...of course you did the cooking yourself?

St. Marie: I did until last year.

AK: Did you just teach yourself? You taught yourself how to...?

St. Marie: I did, and also, I had some instructions when I was in the room (?) with the chefs that originally began the Au Petit.

AK: So, your menu has remained the same, basically?

St. Marie: The menu has basically remained the same, in other words we had certain standard items that have been on the menu since 1960, and we have never taken them off because they have all been proven very popular over the years. So, what we have tried to do is, you have a clientele that has a tendency to stay with the same items; we've had people that have come to the Au Petit for the past ten, twelve years and have never deviated away from the same...the original thing they have ordered. It might be a filet mignon and they have never ordered anything else—so in order to entice these people we have put on specials over the years. You can do so many things, but yet it's up to the individual--in other words, we're not saying they're wrong, but this is what they like, and that's the reason they come back, and so. But we're trying to diversify--in other words, to be appealing to more different tastes. One thing you cannot do, you cannot satisfy everyone of course...it would be the most difficult thing...it's impossible, so we try to do the best we can with what we have.

AK: You've brought a lot of people to this area, from Baltimore and Pittsburgh and all--how do they find out about this little restaurant in this little town?

St. Marie: Basically, word of mouth, from what I gather, because we very rarely spend...I'm sure that over the years, our yearly budget for advertising is under a thousand dollars, under a thousand dollars--and we do not advertise except for food.

AK: Except for your food.

St. Marie: Basically, yes, and so evidently it has to be word of mouth, and if the people were not satisfied, I'm sure we would not be in business today.

AK: I know you've made a lot of changes to this building--basically downstairs, where we're sitting now...

St. Marie: This at one time was outside: it was the upper patio in the courtyard, now it's along the roof, and it's our upper dining room side--it's our first dining room as you enter from the lounge.

AK: Now, downstairs in the lower dining room where the wine cellar and all is, was that an open space?

St. Marie: No, where the lower dining room is now was just an old cellar, and from the retaining wall at the back of the room, on to the front of the building, was a dirt embankment that we had to take out about--when we first moved here in 1959--we had to take out about three and a half to four feet of dirt in order to build a kitchen area in the wine cellar. It was all dirt, and we had to wheel it out by hand and by wheelbarrow.

AK: It took a lot of work.

St. Marie: It did, it did.

AK: Have you had any really unusual experiences through the years that really stand out in your mind? You must be back in the kitchen, but...

St. Marie: Unusual experience in what reference?...Well, I have an unusual story to tell as far as this restaurant is concerned, but whether...I'm not looking for sympathy or anything, it's sort of a paradox. In September of 1959, September the 12th was our last day in business in Amarillo. We had been contacted by these people from Frostburg, and they had made an offer for us to move here. We had not made any commitments at all, we had just said we would think about it. On September the 12th 1959, we had a nine-month-old son suffocate on us in the crib, which was our last day in business. The reason why these people had reconciliated to remarry again was because they had lost a five-year-old daughter who had died of the croup--or in other words, suffocated. The reason why we left Amarillo was because we lost a nine-month-old son; the reason why these two people came together again was because they had lost a seven-year-old [sic] daughter. We moved here in 1959, that same year, and we opened the restaurant up in June of 1960; on June the 22nd of 1960, our last son was born; so there is a paradox to the story. And I would say that would probably be the most unusual and most unexplained...

AK: I know you have had some more or less famous people here, both down in Amarillo and up here...

St. Marie: Mostly in Amarillo, because you understand that Frostburg is a little out of the way. It is in the proximity of Pittsburg and Baltimore and Washington, but there is really nothing to attract celebrities, particularly in this area, unless they are in transit. I would say that in the heyday—back in the '50's or late '40's, I would say--of the Big Bands and the stars that were in show business mostly traveled through this area, but this day is gone. In the '50's we had the opportunity to meet Arthur Fiedler--the Boston Pops, Fred Waring--The Pennsylvanians. These people we entertained in our restaurant on a personal basis. We spent an entire evening with Victor Borge until about four or five o'clock in the morning, just my wife and I, which was very, very enjoyable; the man is exactly the same in real life as he is in the movies or on television. We had an evening with Herb Shriner and his wife. Robert Strauss--I don't know if you are familiar with the name, Robert Strauss, but he played The Animal in Stalag 17, and does quite a bit of commercials. And you find out that these people, besides being celebrities, are just as much a human being as anyone else, and they have likes and dislikes and they are very, very human. They have a front--it is necessary--they have to have some insulation with everyone else, but when you get them on a one-on-one situation, you find that the myth of these people...these people



Victor Borge

are basically just very human and can be hurt just like anyone else, and like to laugh and like to cry just like anyone else.

AK: We know a lot about your past now--what are your future plans? I know you have a crepe shop in the making...?

St. Marie: Right now, we are trying, we're about two months behind. The work that I do has always been in the past therapy for me, because I was always trapped in the kitchen--for about 22 years--and I usually did this work in the daytime. I am an impatient individual: I like to get things done, I like to get them done as quickly as I possibly can. Unfortunately, I've injured myself in the last month. It's put my work behind about two



months, but I am in the process of endeavoring to put a crepe shop in another part of the building. Our motives are strictly personal, because what I am trying to do is I'm trying to attract a young clientele to the Au Petit, hoping that in the future these will be our future customers. So, we are trying to provide some place that they can go and have enjoyable food at a

reasonable price--and also another thing we are trying to do is open a new job market for them. We hope that we will eventually hire teenagers, college people, with the hope that they can work into our organization, because we do have other plans besides the creperie--we do have future plans.

AK: Would the creperie be a daytime...?

St. Marie: The creperie would be open from about ten o'clock in the morning to around eleven or twelve o'clock at night, depending, of course...so it will not be anything in comparison to the Au Petit, but it will be a sophisticated fast food type business. We are hoping we will attract luncheon crowds, and the young man who is on a date who wants to come in and spend a dollar or two for a crepe, or a waffle, or something of this nature. We're not requiring that people spend an awful lot of money, we are just hoping that they patronize us, and we're hoping to meet them. And we want them to meet us.

AK: Oh, I'm looking forward to that to open. Is there anything else you would like to add to this?

St. Marie: Not really, you asked me a few moments ago, why did I ever come to Frostburg and I said it was by chance and strictly by chance. Well, this really has worked out to a point where I don't think there is anywhere else in this country that I would rather be. And I don't think I've ever met a group of people that can grow on you...every year that goes by, there seems to be a cementing that transpires between us. We know that we were not born here--we moved here strictly by accident. We find that there is a certain something here that is hard to put your finger on; but I know that it

is even very difficult to go away on a vacation in the summertime, because there is no place else I would rather live.

AK: That's great. Well, thank you very much.

St. Marie: You're welcome.

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Au Petit building with sign painted on the side:

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The building that housed Au Petit Paris Restaurant, Frostburg, MD is deteriorating since the restaurant closed in 2012. Photo taken in 2022

B-52 Bomber Crash in Garrett County

Today is March 30, 1977. My name is Caroline McKenzie, and I am interviewing Mrs. Hazel Broadwater Klotz of Grantsville, Maryland. Mrs. Klotz is a housewife and mother of two children, a son and a daughter, and also a grandmother of two children. We will be talking about the B-52 crash in Garrett County that took place in January of 1964. Could you tell me a little bit about your background; maybe, like, where you were born, raised, and your occupation?

Klotz: Well, Carol, I was born in Garrett County in the little town--or little village of, I guess you'd call it--Bittinger, Maryland. And I am a housewife, and I was a newspaper correspondent at one time, and I had a radio program with WFRB. Also, I have a radio program at the present time--it's called "The Kitchen Corner", with WFRB. I also worked in a Hallmark Card shop, and a fabric shop. Those were just about the things...I also was raised on a farm, I'd like to add that.

CM: Why was the B-52 flying over Garrett County?

Klotz: Well, Carol, I guess it really remains a mystery because...we had a big snowstorm; in fact, we had around eighteen inches of snow and it was forty below zero. And probably the plane was lost; it's the only answer that I could probably give you.



CM: What was the public opinion...like, how did the public feel, your friends and neighbors around here?

Klotz: Well, Carol, the phones were ringing, and what I can really say...we were shocked, and we were stunned, and when we found out that there was a plane crash....We also knew that there were five men that were on this plane; we didn't know at the time if they were all alive...in fact, in Garrett County, or in Grantsville, where I live, we're all very close to each other; and of course, this meant we were very close to these people that were on this plane, and we wanted to help them, and we knew that we could be of help to them and their families...our main concern was at that time we wanted to find those men that were on that plane.

CM: How did you become involved with the crashing of the B-52 bomber in Garrett County?

Klotz: Carol, I was a newspaper correspondent at that time; I wrote for the Oakland Republican, the Meyersdale Republican, as well as the Cumberland News--the Evening Times and the Sunday. So, they all knew my work; they called me because we were all involved here in this area--searchers and all, and housewives as well. Also, the radio station called me; and as each little thing would happen in this area, I would call the radio station, and of course we let the public know what was going on. And I had contacted the fire halls, and...just different people that knew what was going on would call me, and I would call directly to WFRB.

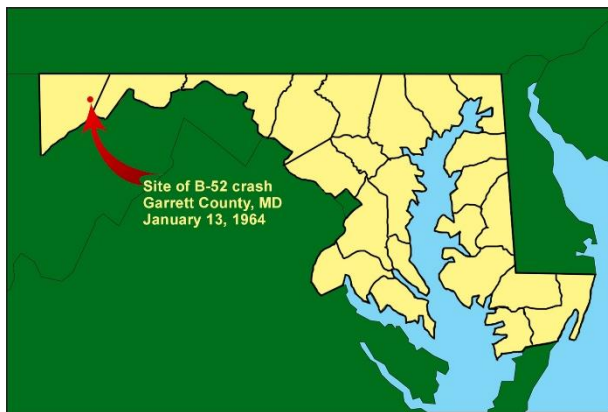
CM: What was the date of the crash?

Klotz: Well, it was January the 13th, 1964, and I think the approximate time was about two o'clock in the morning; and that was on a Monday.

CM: Tell me what happened on the day of the crash.

Klotz: Well...the next morning the kids didn't go to school; there was no school here in Garrett County. And the telephones started ringing and we heard this terrible, terrible news that there was an airplane crash in the area; so naturally everybody was calling the neighbors and telling about it. And this was the news, that this airplane had crashed, it was a B-52 nuclear-laden jet plane; and it had crashed on Savage Mountain near Lonaconing, and there were five crewmen aboard. Now Carol,

that's only about twelve miles south of Grantsville; so, you can imagine how excited everyone here was in Grantsville; also, it is, oh, probably about forty mile west of Cumberland, and also near Lonaconing. And of



Site of B-52 crash



Boeing B-52 Stratofortress

course, everyone was wondering could anyone be alive, and the weather was very cold; and I guess it was probably the worst storm of the winter that we had. I remember talking to several of the people, and they had seen flashes in the sky; they did note that we'd had a bad electrical storm, and I can remember very well how the winds were howling and blowing--you just wouldn't want to be out in weather like this. I know that we heard a very hard rumble in the sky; and this probably was when the plane had went over our house, because it was up in the sky somewhere, and it was in Salisbury, Pennsylvania, which is also nine mile from Grantsville. It had to go all through this area, probably, since it had crashed on Savage Mountain. Now, of course, as I said, we didn't know whether it was an electrical storm because the sky was blood-red too, some of the people had reported to me.

There were two people, their names were Mr. and Mrs. Jesse Green, and they lived near this plane crash--I think it was only about three quarter of a mile from there--and I can remember them saying they didn't see any bodies, and most of the small sections of the plane already were covered with snow 'til they got there. And the snow was drifting; and then, by that time it was Monday evening and of course we had fought the

snow blizzard all day, with freezing temperatures. Major Thomas McCormick, he was a 42-year-old Yawkey, WV flight commander of the big Air Force B-52 bomber---what I want to tell you, he was coming through the Little Meadows toward the Old Stone House Farm, two miles east of Grantsville; and the tenants at that time were Mr. and Mrs. Robert Warnick. And they had seen him coming, and Mr. Warnick went out to meet him in the snow, which was waist deep.

Now, Major McCormick said when he came down the mountainside after the plane crash that night, he had seen a light and he decided to set up his tent from his survival kit; and he started a fire, and he settled down for the night. And he thought, well, he'd start out the next morning. So, he started out through the snowstorm; he said it was approximately about ten a.m., and he arrived at the Stone House Farm about four p.m. Now, the



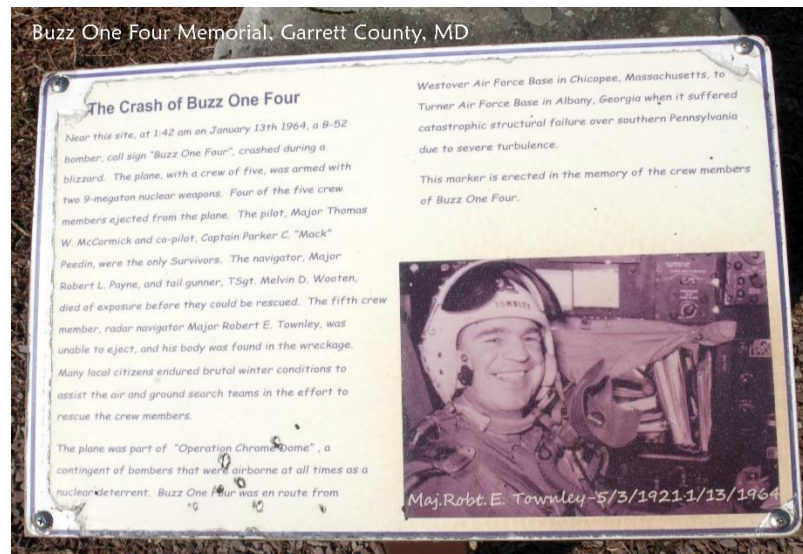
Stone House near Grantsville, MD

Warnicks made him very comfortable, and they prepared a hot dinner for him; and immediately when he came into their home, he called the Pentagon and told them that he was alive. And of course, then the Maryland State Police was on the scene; but what was very difficult for the Maryland State Police--they were trying to find the Warnicks--there happened to be two Warnicks in this area; and here the State Police was only like about two hundred yards away from him when they found out it was the Stone House Farm--these people's name *really* was the Ransell Warnicks. And of course, this was the place where Major McCormick was, and from there he was taken on then to the hospital; he was taken to the Memorial Hospital in Cumberland. So naturally, he was the only, at that time he was the only man that was found, and we knew there were five people--so we knew there were four more to look for. So that night, everyone decided that they would talk on the phone and leave their porch lights on; and the children and grownups as well offered a prayer for those four missing men, before they turned in for the night.

Would you like me to tell you a little bit about Tuesday? Well, it happened that Tuesday was a beautiful day, and the kids were back in school; and although it was very cold, the sun was very lovely. Planes were flying everywhere, and every time you looked out the window, they were just humming. And anyway, about one-fifteen, [there was] a report that Capt. Peedin had been spotted. I talked to Capt. Peedin personally, and he told me that he had in his survival kit a little mirror, and he flashed it, and the sun hit it, and all sudden this little plane--it was a little Civil Air Patrol plane--he spotted this little light. And from there on, things really started popping. The helicopter came in, and it landed on the Ray Jenkins farm, and this was two-and-a-half miles south of Grantsville, on the New Germany Road. This is near the New Germany recreation area? Anyway, one of the personnel hopped out of the helicopter, and he stopped a car that was going down the road; and this [car] was driven by a man by the name of Lester Bitteringer. He was asked to go back up the road a little way and wait for Capt. Peedin to walk out of the woods. So naturally, Capt. Peedin told me, that when he saw that little

plane, that really meant a lot to him; and of course, I guess that will be one day he'll always remember. And he did walk out to the road, and Mr. Bittinger brought him back to the Ray Jenkins farm. He went in, and they gave him a glass of water, and put him on the helicopter, and away he went to the Memorial Hospital. Now, Mrs. Jenkins wasn't home, and she was really upset because he came from her part of--the area where she had lived, and she did miss him. In fact, I guess his home was only like thirty mile from her home.

Did you want to know more about then what happened the next day? Ok, well, the suspense of course kept building up; the other crewmen, of course we all said, had to be found. Now of course I was talking to a lot of housewives; we couldn't even hardly cook for our families--it was just getting, you know, terrible. So anyway, later on in the evening it was reported that Major Robert Townley was found, and he was found dead



Display at Buzz One Four Memorial along Westernport Rd., near Barton, MD

Anyway, another parachute was seen by Lester Bittinger--when he was returning to his home, why, he happened to see this parachute. It was near, oh, I'd say about six miles from Peedin's rescue point--Capt. Peedin's? But that was still close; and anyway, he found these foot tracks. So of course, he contacted men in this area. And it was tragic--they came upon his body, Major Robert Payne. He was found about one o'clock in the morning. He was frozen to death. He was found approximately one and a half mile from his parachute; and it was reported that he had made only very short steps, and he'd only taken a part of his survival kit. They said that his body was very frozen and the men had to make a makeshift carrier for his body, and they also had to take limbs from trees; they used their pocketknives. It was very difficult to keep his body on this carrier, so they took binder twine--it happened that some of the men had binder twine in their pockets. They had to put this around him so they could fasten his body to the carrier.

in the nose of the aircraft. And the men in the area wanted to help, and do everything possible to find the other crewmen. The Rotary Clubs, and all the clubs in this area--all the men that were available were out searching. And anytime anybody would see a light flash in the sky at night, they reported this; it was getting to be very exciting. Of course, the firemen, naturally, were on the scene too; we had firemen from Grantsville and Salisbury that were in these searching parties.

Then another search party came in to help the first search party, and they were traveling, naturally, on foot through this deep snow; it was extremely difficult. They had a creek to go across, and they had told me they went across this creek about ten or twelve times. They said some of the men fell into the creek; the waters naturally were very cold, and they waded in water up to their waists while they carried him out. Other people had also met them, and they took him--I'm trying to remember--they took him nine miles...nine hours...that's the way it



was...nine hours...so naturally, that would be about an hour a mile, to carry him. So of course, a helicopter was on the way, so they had to cut brush for the helicopter. So they put Major Payne's body on this helicopter, and it was taken to the Cumberland Hospital, where he was pronounced dead. So now that was on Wednesday....

Well, all night long, local residents were in several different searching parties in the New Germany area, because we felt, you know, that this was where the other person probably would be found. Even schoolboys helped in this search; they would return home after two o'clock in the morning, and then they would get up at seven o'clock to get ready for their buses so they could attend their classes at their school. Mrs. Uphole, Mrs. Harland Uphole, the wife of Superintendent Uphole in the New Germany recreation area, also stayed up that whole night--and would you believe, she served coffee and hot soup to the searching parties as they would return. Her husband really did a lot of work in this, helping to organize the searching parties, he helped to supervise them, and he also would bulldoze the roads so they could get in with vehicles. The Grantsville Ladies Auxiliary of the fire department served sandwiches and coffee also to the searching parties.

Now, on Wednesday, a 'chute was sighted, near Bittering, Maryland. Of course, that's where I come from, Carol; and there was a searching party up in that vicinity. And papers were fluttered throughout the air—and they were from the plane; they were found, and there was also several items that were found. But this was abandoned because this was probably an empty 'chute, which was probably abandoned in the tree--I mean, it still remains a mystery. But anyway, they continued their search in the New Germany area. So, by Friday morning, the Grantsville area was really humming because we still had another man to be found; so, a total of eleven Army and Marine helicopters were being used in the search--there were Army, Marines, and Air Force that were in this immediate Grantsville area. I believe they reported one thousand people were in this area; now, that's a lot for Grantsville besides what lives here--we have a population of, oh I think the last I heard, was approximately five hundred. And every time you would look out the window, you'd see a helicopter go by; and of course, it frightened the little ones, you know, too, but as I said, we just didn't do a thing that week. And I did want to tell you that on Wednesday morning, Dr. Alta Schrock--of Penn Alps? She was awakened with the doorbell ringing--and there were two TV men, from Channel 11, Pittsburgh, Pennsylvania; and they wanted to stay the night. So, she served them some coffee and she made them comfortable and gave them a light breakfast.



Friday morning about five thirty, the Army--Company D, I believe it was called--they were going, on Route 40, practically bumper-to-bumper; you'd just hear them "hum hum hum", you know, and they were really here to help find this other crewman. They stayed at the Legion Hall, and some stayed at the Fire Hall, and there were two hundred and fifty that stayed at the Grantsville School. They brought their own canteens and they prepared their own meals. Around sixty set up their equipment out at the New Germany recreation area in the cabins, because at that time we had some empty cabins; and of course, they used the recreation building in New Germany. I can remember Reverend and Mrs. Emory McGraw, a Methodist minister at that time, said how they thoroughly enjoyed the visit from a chaplain, I think his name was Chaplain Goodman; he was with the Army regiment of Fort Belvoir, Virginia.

So, Friday afternoon, I guess, was when we received the tragic news of the last frozen body--this was of Sergeant Wooten; and he was found by a schoolboy, Ronald Holler, of West Salisbury, Pennsylvania. I'm trying to remember--I think he was walking down (he didn't have any school that day) and I think he was walking down the railroad track and he happened to spot this 'chute; so, he naturally went and got his father, and they went down to the 'chute. They went on down to the river and there they found his body, frozen in the ice along the river. Now, we kept thinking probably the reason that his body was found there; he probably saw the lights from Salisbury and he was probably trying to get to Salisbury, Pennsylvania. But he was badly injured, and anyway, I guess he wouldn't have made it, because he didn't know there was a river there. So, anyway, it all ended in tragedy when we did think that the last crewman...we were hoping, really, that he would be alive. But anyway, that's the way it all ended.

Carol, I will say that we never had such a tragedy to ever happen in our area and it will never be forgotten, I can say that from all the people here in this area; and our hearts really poured out to the families of these deceased crewmen. And there is one thing I can say that I guess we can have a little happy point about it: the schoolchildren were really delighted talking with the Army, boys, and some even ate breakfast with them on Saturday morning before their departure. And the Army expressed their hospitality to the community and also to Mr. Harold Garrett, the principal of the Grantsville School at that time. The Cumberland Evening-Times even sent a hundred and fifty of their papers as complimentary to the troops in this area; of course, that helped to cheer them up a little bit also. And of course, WFRB radio certainly contributed a large proportion of their report on this tragedy in our area.

CM: What about the dedication ceremony that was held in Grantsville?

Klotz: Ok, Carol. Maybe I'd like to tell you a little bit about the band concert that we had on Friday evening, July the 3rd, of 1964. Could I begin with that first? We have a little ballpark down here, and of course we had a concert there; we had a band and there were approximately five hundred people that were there. Of course, naturally, it was mixed feelings--happiness and sadness. And Mrs. Payne, the wife of Major Robert Payne, was there with her children, from Georgia, and she met many of the people in this area; and she spoke to everyone, and she thanked every one of us for everything

that we had done. She arrived, oh, the Wednesday before and she visited with many of the people. And we went over the path through the woods and steep slopes to the spot where her husband was found; and before she came, the Irwin Memorials, in Frostburg, put up a monument there--in fact, he put a monument up for each one of these flyers, which we think was really quite a tribute to this. He also put up the big memorial at Little Crossings, which I'm going to tell you about.

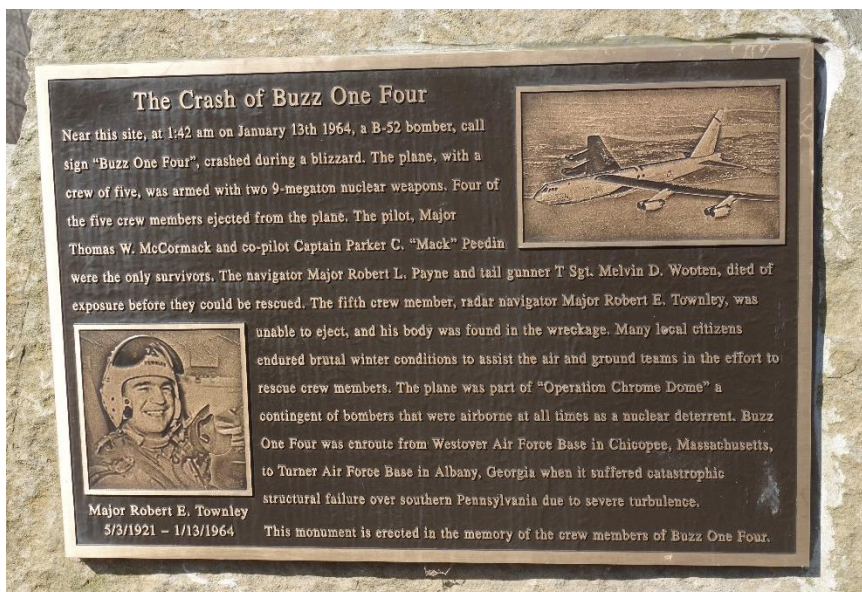
So, anyway, after the concert; well, naturally, what happens--it has to rain, you know, when there's going to be a parade. A parade was scheduled for July 4th, on a Saturday, 1964. But I'd say around eleven o'clock the sun started to come through, and the units started to arrive--we had around forty units in the parade, and they started parading from the top of Grantsville to the monument site, which was a half a mile east of Grantsville, at the

entrance to the New Germany Road. And of course, following the parade, well, memorial services got underway, with the general from the Air Force base in Georgia. He was the speaker for that day; and during his speech, out of the sky and white clouds emerged a B-52 bomber. Nearly scared us all to death--they really roared--and of course a lot of us, most of us, were very sad; and as you'd look around, you'd see tears flying down their cheeks during the flyover of the bomber. It was very sad--and like I said, it was mixed emotions the night before, and also that day. Now, this monument has inscriptions on it: it says "The B-52 crew of the Air Force and the volunteers who searched". And we certainly welcome anyone who comes to the Grantsville area to visit this monument; it's along Route 40, a mile and a half east of Grantsville.

So, following the services, the drill team presented demonstrations in the ballpark, and of course...would you like to know who all were present during the parade and dedication?

CM: Yes, if you could tell me.

Klotz: Maybe I could. I'll try to remember. I do know Mrs. Payne was there, because she stayed with me, and she became quite a very good friend of our family. Mrs. Payne and her children; it was Bill, and Bob, and Theresa. She also had her friends with her, they came along. Then Mrs. Carol Wooten and her son, from Rapid City, South Dakota;



Plaque at Buzz One Four Memorial along Westernport Rd., near Barton, MD

and Mr. and Mrs. James Wooten--this was a brother. And Tom Talley, from Albany, Georgia. Also, the two survivors were there; there was Major Thomas McCormick and Captain Parker Peedin. Now, following the services at the monument, the families of the crew members were entertained at a local restaurant celebrating the birthday of the general. Of course, we all had little parties--each home had little dinners--and we became quite acquainted with them, these families. But it was a day that we never will forget, and I know *I'll* never forget, as we went down the hillsides, the rugged hillsides, and across the creeks to the site where Major Payne was found. And indeed, this was a busy day for July the 4th, 1964 in Grantsville.

CM: What all can you tell me about the families of the crash victims?

Klotz: Well, Carol, I can say that they were all very wonderful people. I visited with Capt. Peedin and his family, and Mrs. Payne; and Mrs. Payne became such a good friend of mine that she took my son to Georgia with her family, and he had a wonderful visit with her in Georgia and then she sent him back on a plane to Washington, where we picked him up. And I correspond with her, too. Mrs. Townley was unable to attend the memorial services because of an illness of, well, it was a son, that she had at that time; I think he was the age of seven then. Also, we were sorry that Mrs. Wooten couldn't come for the memorial service, and I hear from her. She had given birth to a daughter, Debra K(ay), on January the 2nd, 1964, and it happened to be the first New Year's baby born at the Air Force base in Albany, Georgia. I can remember Captain Peedin feeling so sorry for her that she couldn't attend these services because she just wasn't able to come. That, I can say, is about it; I can just say that they were wonderful people, warm people.

CM: Can you tell me the names of the crewmen that were aboard the plane?

Klotz: Yes, Carol, I can remember that it was Major Thomas McCormick, he was age forty-two, and he was from Yawkey, West Virginia; and he was a married man. Captain Parker Peedin, he was only twenty-nine, and he was from Smithfield, North Carolina; he was also married. There was Major Robert Payne, forty-one, of Tulsa, Oklahoma; he was married. Major Robert Townley, forty-two, of Gadsden, Alabama. And Sergeant Melvin Wooten; he was only twenty-seven, he was from Rapid City, South Dakota, and he was also married.

CM: Can you tell me what all the plane was carrying?

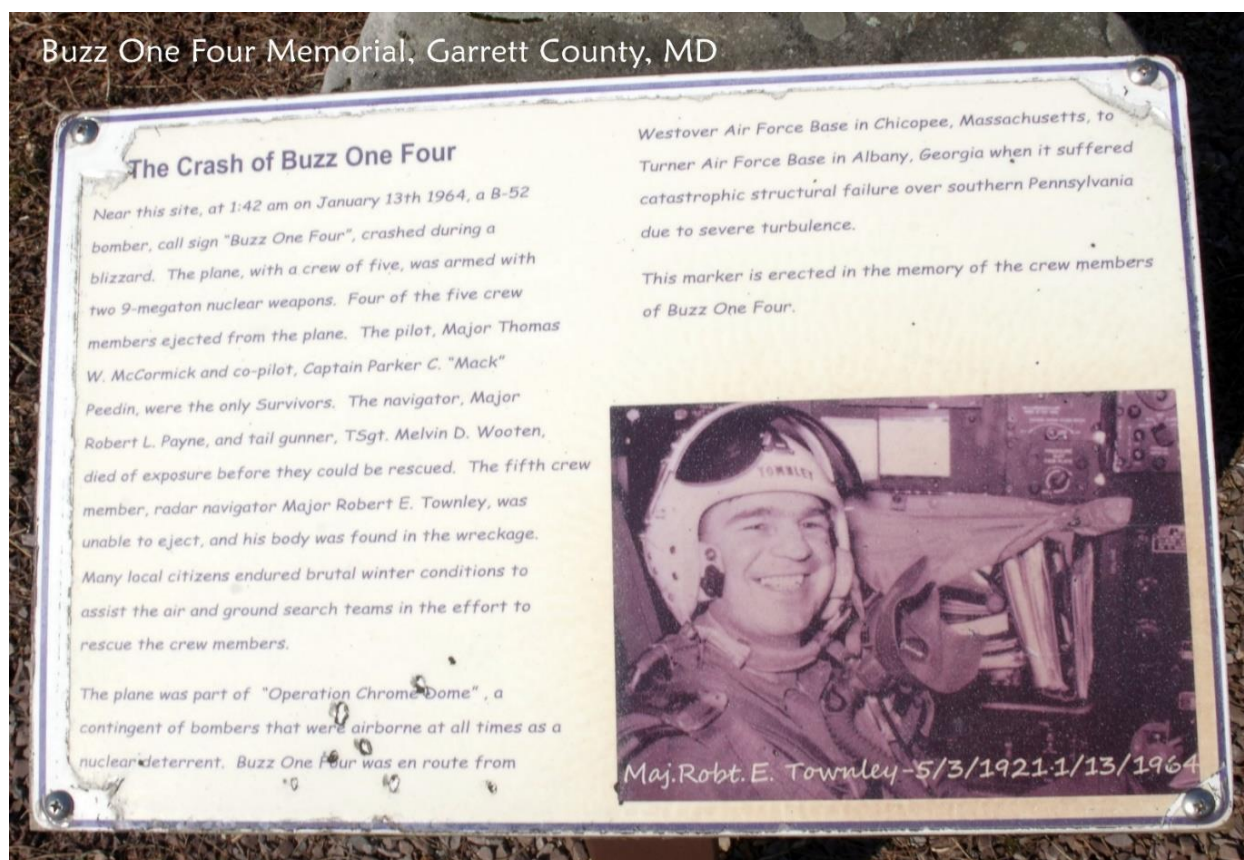
Klotz: Carol, as far as I know, the plane was carrying two unarmed nuclear weapons as well as some ammunition.

CM: ...I'd like to thank you very much for doing this interview today.

Klotz: Thank you, it was really a pleasure. I'd like to tell you that you did this on a very special occasion--this happens to be my thirtieth wedding anniversary, and I really have enjoyed it. A wonderful way to end the day. Thank *you*, Carol.



Buzz One Four Memorial along Westernport Rd., near Barton, MD



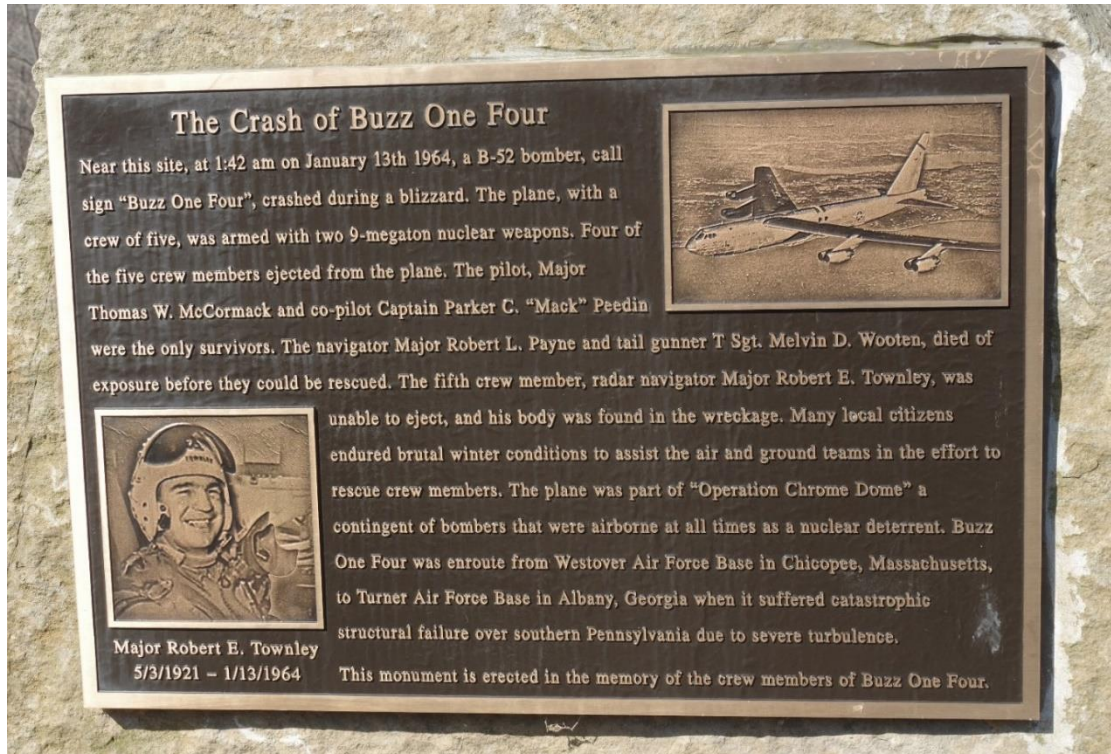


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Barton Maryland A History

I am Debbie Cowl and I am interviewing Alice A. McCormick, a retired school principal, at her home in Barton, Maryland. Miss McCormick was born December 16, 1905. My interview topic will be Barton and the surrounding areas.

DC: Where is Barton located, and when was it settled?

McCormick: If one travels southward from Lonaconing for about four miles, they will come to the town of Barton, which is also four miles northeast of the Potomac River at Westernport. The town was named after the town of Barton, England, the birthplace of William Shaw, who came to Barton, Maryland sometime during or after 1794. He was listed in the first Federal Census in 1790 and was residing at Cresaptown at the time. His son, Major William Shaw, was born in Cresaptown in 1794; apparently the family moved to the Georges Creek Valley soon after the son's birth. Mr. William Shaw built the first house on the site of the town of Barton and was the first Methodist minister in the Georges Creek Valley. The first house was a log structure built on a site not far from the Barton school. It was torn down many years ago. The next house was built by William Shaw Jr. and was later occupied by William Birmingham. The town of Barton, consisting of sixty-six lots, was laid out by William Shaw Jr. in 1853; and in 1868 his son, Mr. A. B. Shaw added fifty-one lots to the original number. The sites of Barton, Moscow and Pekin were all part of the Shaw estate.

DC: When was coal discovered, and what were the names of the different mines? When was the first railroad established?

McCormick: Coal was discovered in the Georges Creek Valley in 1810. In November of that year, there had been continuous rain, causing mountain streams to swell and wash the earth away from the sides of the valley. At Guinea Run, a tributary of Moore's Run, which empties into Georges Creek at Barton, a bare mountain of coal was exposed in the vicinity of what is now known as Potomac Hollow. People from miles around came to see the mountain of coal. For a time, it was mined with mattocks, and hauled to Romney, West Virginia after 1863 and Winchester, Virginia, where it was used for blacksmithing purposes.

Even after coal had been discovered and people had knowledge of the extensive



Coal mine cars fully loaded

beds lining the Georges Creek Valley, its early development was slow, one reason for this being that the people did not understand its use. Also, a means of transportation was not available. It was in Lonaconing that the first mine in the George's Creek valley was opened by the George's Creek Coal and Iron Company in 1840 to provide fuel for its blast furnace. When the coal region was being opened up along George's Creek, and the George's Creek Coal and Iron Company was building its

railroad up the creek from Piedmont to its coal fields in Lonaconing, Mr. M. O. Davidson moved to the present site of Barton and opened the Swanton Coal Mine. This was in 1853. This was the first mine opening made in Barton. At that time only two houses and three railroad shanties were standing where the town of Barton is now located. The Swanton Coal Company, under the management of Mr. Davidson, had hoped to put the first rail shipment of coal from the George's Creek valley in market, but the George's Creek Company refused to carry freight over its railroad until the bed was well ballasted. Nevertheless, the George's Creek Company sent a train of coal from its own mine in Lonaconing down the track before it was actually open to traffic. The Swanton Mine continued successful operations and was soon followed by other mines: Caledonia, Pickell, Barton and Potomac.

With the opening of each successive mine, more miners and tradesmen came to the place and the little settlement made progress. All of the mines are located to the east and west of Barton in the hills surrounding the town. Steep inclined planes with tracks half a mile or more in length extended from the mines to the dumps or tipples on the railroad below. Mine cars holding about two tons of coal each were let down the plane by wire cables to the dump below. The weight of the loaded cars coming down the plane pulled the next load of empties up to the mine. The coal was emptied into scows and shipped east.

DC: Who were some of the pioneers of the town?

McCormick: One of the first pioneers of the town was David Innskeep, who came from Pattytown, West Virginia, when there were only two houses in the town. He married Betsy Shaw, a sister of Major William Shaw. There were German immigrants and others, namely the Creutzburgs, Brownhearts, Trippets, Shuharts and Frinzels. Descendants of the Shuhart and Frinzel families still inhabit the town. Among the early families that settled in Barton was that of John Creutzburg, who came from Germany in 1853. Mr. Creutzburg was employed by the Swanton Mining Company for many years. In his later years he managed a hotel. One of John Creutzburg's sons, Henry, established a store in Barton in 1869, which he ran in the same location for nearly fifty years. Upon his death in 1917, his son Fred took over the business. Henry Creutzburg also served three years as County Commissioner, being elected in 1886, and later was appointed General Tax Assessor by Governor Lloyd Lowndes in 1897. He was also made Road Director for Allegany County in 1906.

DC: What kinds of stores were there in Barton?

McCormick: I have already mentioned the Creutzburg store, which sold anything the miners wanted and needed. There was a butcher shop, other small grocery stores, and a variety store, a millinery shop and many saloons where the miners often loitered.

DC: Did you have any churches in Barton in the early years?

McCormick: Yes, there were several churches. The Catholic Church had its beginning in 1854. Mass was celebrated at the home of Patrick Kadin, an Irishman who moved to

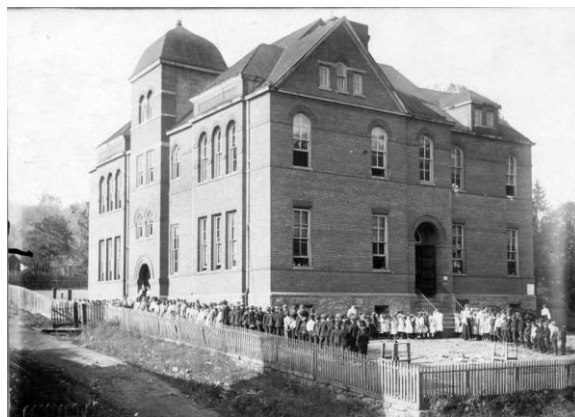
Barton at that time. Catholics from Barton had been attending mass in the old stone house at Knapps Meadow, about five miles away. In a short time after Mr. Kadin came to Barton, a little parish was organized, and a frame church was erected on the high ground of the present site of St. Gabriel's cemetery. The priest who served the Lonaconing Church also attended the Barton Church at that time. By 1866, a larger church was needed. A new building was completed in 1867, on the site of the present church, and was used until 1956, when it was destroyed by fire. Construction of the new brick building was begun in 1957, and dedication services for the new St. Gabriel's Church were held on September 21, 1958.

The present Barton church has been a mission of the Westernport Catholic Church since 1928. Reverend W. W. Woodworth delivered the first sermon ever presented by a Presbyterian minister in the valley at Barton in 1859. A church was organized in Barton in 1860. At first it was a mission church in connection with the Piedmont church. Later it was joined with Lonaconing and became an independent church at the close of 1876. The original building was destroyed by fire in 1919. A new brick building was erected and dedicated in 1921.

The old Shaw meeting house at Moscow served as a religious center for the people of Barton of the Methodist faith until 1860, at which time a Methodist Church was built at Barton. This structure burned in 1920. A new stone church was built and dedicated in 1922 and is used by the congregation at the present time. St. Paul's German Lutheran congregation was organized in Barton in 1860. The congregation erected a church in 1872. The building is still standing and is owned by an individual. A Baptist Church was dedicated in 1872. That building has since been converted into a dwelling house.

DC: Can you tell me about the early school history?

McCormick: It is very interesting to learn how we have grown in the past years from a little log school to a beautiful high school; and only last year our dream of a new elementary school came to be, with a beautiful open space school which is beautiful beyond words. In the year 1855, a little log school was built in the vicinity of Moore's Run, at a little place called Dogtown. One of the early teachers was Salem Moore. Some of the early families of the Potomac Hollow section whose children attended the school were Poland, Russell, Moore, Llywelyn, Neece and Clark. In 1857, a school was built halfway up Swanton Plane to accommodate the children from Swanton and Caledonia Hills settlement as well as the town children. In 1886 a parochial school was organized by the R.V. Stephen Clark family near the present Catholic Church. The school was taught by and ladies and gentlemen from Baltimore and also local people. In 1886, Mr. Howard, who was commissioner of our district, was appointed to consult with a Mr. Thurston and the Railroad Company concerning



Barton School House

property at Barton for constructing a new school. Garrett County was formed in 1872, making it necessary to redistrict Allegany County. Barton school was now in district #9. In 1874, Mr. A. B. Shaw leased a lot where the new school was to be erected. This was on the site of the present Fireman's Armory in Barton. This building was destroyed by fire in 1905. In 1891, the citizens of Barton made a request for a new school building at Barton. The land was purchased from McDonald's and plans for a new building were made. This plan called for an eight-room building. In 1893, the present school building was erected. This school had classes from grades one to eight. The first graduating class was in 1895. There were three members of this class, who are now deceased. In 1907, two years were added, making it a ten-year high school. In 1909 the school became a twelve-year high school; and Mrs. Catherine Mobley Gatens and Miss Bertha Bull, both deceased, were in this class. Since 1893, two additions were added, the first in 1914, and the second in 1929. Barton School accommodated grades one through twelve until 1953. In that year Valley High School at Detmold was ready for occupancy. Grades seven through twelve were transferred there and Barton became an elementary school. At this time, the one room school at Moscow was consolidated with it.

DC: Who were some of the teachers?

McCormick: Some of the teachers were Miss Mary Donahey, Miss Jennie Ayers, Miss Maude Mowbray, Miss Mary Longreach, Miss Mary Major, Miss Martha McDonaldson, Miss May Lease, Mrs. Louise Footen, Mrs. Ellen Dawson, Mrs. Thelma Bauers, Mrs. Margaret Lauder, Mrs. Esther O'Rourke, Miss Mary Catherine Miller, and Mrs. Ina Burn, all elementary teachers. Some of the junior high and senior high school teachers were Mr. Boston Sherwood, Mr. Paul Cooper, Miss Eleanor Drury, Mrs. Elizabeth Cooper, Mr. William Saylor and Mrs. Ellen McKenzie.

DC: Could you tell me something about the Shaw Mansion?

McCormick: I am not familiar with the early history of this beautiful mansion, but it was a beautiful structure and showplace for all who saw it. I can remember its slave quarters and its secret hideaway sections in the cellar. The chains were still there that were used to hold the slaves, especially for those who would not stay on their own grounds. The inside had one of the most beautiful stairways that I have ever seen in all my travels. The family of Mr. A.B. Shaw lived there for many years. He had one son and four daughters that I recall. The son, Mr. Lloyd B. Shaw, lived there after the death of his father, and Lloyd's son Andrew was the last member of the Shaw family to occupy the house. He sold it at public auction to an individual who in turn sold it to a group of people to be used as a church. The Shaw family, dating back to 1854 when the first member of that family came to the George's Creek area, owned all the land and sold it off piece by piece to the English, Irish, and Welsh immigrants. As I recall from my grandparents, the Shaw family took an active part in all social activities, were envied by all when they drove into Barton in their covered surrey, and dressed beautifully for all occasions.

DC: What mill was in Moscow at that time?

McCormick: One of the first grist mills in this part of the country stood along a dirt road with water running around it. This road was the only one that could carry the horse and buggy traffic in those days. This road is now part of Rt. 36. People from far and near brought their grain to be ground into flour. This old mill stood for many years until it was demolished to make way for the new road.

DC: What kinds of disasters did this area have?



Barton Fire 1919

McCormick: Barton has had many very bad fires. It was not incorporated and had no fire company until after the big fire in 1919. Twenty or more buildings were destroyed including the Presbyterian Church, and the Junior Order American Hall was destroyed. The necessity for having some kind of fire protection for the town was realized and a fire company was organized on February 19, 1919, taking the name of Barton Hose Company No. 1. Mine disasters have been few in number, although the coal mines have been closed for many years, giving way to

the strip-mining operations that are going on all around us.

DC: What was it like when you were a child?

McCormick: As you know, times have changed. I came from a family of eight children. Our jobs were many as my father was a coal miner, and even though we were all assigned jobs that had to be done, such as going along the plane and getting coal for the next day--nobody in Barton had to buy coal; doing errands for our elderly neighbors, and so on. We were all on some kind of scholastic teams that took us out of town, but we were always well supervised and had wonderful times. Even though the schools were rivals, and not many cars on the roads, we were always well protected. Our social gatherings were among groups from other schools. One rule at our house was that we had to be in the house at ten o'clock, or we didn't get out for several weeks.

DC: Could you tell me what year the first class graduated from Barton School, and who is the oldest living alumni member?

McCormick: Yes. We have searched records and found three members graduated from Barton School in 1895. They were from the eighth grade. These women are deceased. There are three living from the class of 1906; namely, Mrs. Elizabeth Malcolm from Nyack New York; Mrs. Blankenship Metz, from Lincoln, Nebraska; and Mr. John Wilkes, Lonaconing, Maryland. The oldest living graduate from the four-year high school is Miss Martha McDonaldson, still living in Barton. She taught for fifty years, retiring from Valley High School in Lonaconing, Maryland.

DC: Do you mind telling me about your working years? When did you start to teach and when did you retire?

McCormick: Well, I graduated from Barton High School in 1923, one of a class of sixteen: thirteen girls and three boys. I graduated from Frostburg Normal School in 1925, now Frostburg State. I then attended summer sessions at the University of Maryland and graduated from there in 1940. I began my teaching career at the Frost School, located near the Barton Dairy along McMullen Highway. It was a one room school with sixteen children and eight grades. I stayed there for two years. Getting to and from this school from my home meant that I had to leave Barton at noon Sunday to get back to McMullen Highway for Monday morning, a distance of twenty-two miles. Today I can get there in twenty minutes.

I came to Barton school for one year to fill in for a teacher who was on sick leave. On the second day of school in 1928 I was sent to Moscow, a two-room school, as principal. The enrollment was seventy-six for two teachers, each teacher having three grades. I stayed there from 1928 until 1940. I was then transferred to McCoole School as principal. I stayed there until December 1947 and was sent to Midland School as principal. In September 1953, I became principal of the Central Elementary School. This was the year that five schools were consolidated, and a new Valley High School was opened. These schools were Central, Jackson, Rockville, Detmold, and Pekin. The school was then called Central Elementary. I remained there until my retirement in June 1967. I had the honor of saying to my fellow principals that I had served the county forty-two years, and forty-one years as principal. My one and only principal was the late Mr. Gilbert C. Cooling of the Barton High School.

Debbie, I have enjoyed talking to you and sharing some of the highlights of our little town with the population of around one thousand in the incorporated limits. There are many things that I cannot remember, but I hope in your school days you will pursue many questions that are still unanswered. Good Luck to you and I hope that your days at Allegany Community College will be enjoyable ones.

DC: Thank You.

PHOTO CREDITS:

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Bedford Springs Hotel

May 5, 1977, from the Bedford Springs Hotel in Bedford, Pennsylvania. This is Jane Siegel. Today, I'm talking to Mr. L. Gardner Moore, who is the president, here, of Bedford Springs Hotel.

JS: Could you tell me about the early history of the Bedford Springs?

Moore: Well, the hotel opened for business in the year of 1806. It was built by a Dr.



Bedford Springs Hotel

Anderson, who was a native in the town of Bedford. And he opened it as a place to come and drink the medical waters here. He'd heard of it and seen examples of the use of these waters over the years he'd been in the area, here, through legends and so forth, that came down through the Indians that used to come in this valley and drink the waters for medicinal purposes. The hotel then ran continuously 'til the Second World War, opening every summer and running for a period of about three to four months each summer. And during the war, the Second World

War, it was used as a Navy radio school. And at the end of the war, the hotel was opened again as a resort, and it's been operating every summer since then.

JS: Could you tell me about some of the other owners besides Mr. Anderson?

Moore: Well, there's been a great number of famous people staying here over the years. A family came in and bought the property from Dr. Anderson sometime...in the probably 1830 or '40 and that family operated it until about 19...I guess in 1930. And then it was purchased by a group of people from Wilmington, Delaware, who operated it until they rented it to the Navy for a school. And I have operated the hotel...I bought the hotel in 1945 from this Wilmington group, and I've been operating it since then as a resort, opening it every summer. Our season now has extended to about six months a year.

JS: Did the hotel ever employ a doctor?

Moore: Yes, during the Anderson time and also during the second family, which were the Bancroft Family, they had a doctor here all the time because it was run as a sanatorium, a health resort, and they needed a doctor here to tell the people how to use the waters, and so forth, and they had a regular bath department, and so forth. But when I started operating it, we decided it would be better if we did not have it as a health resort but use it as a convention and recreation place and it's worked out very well for us that way. Because you can't mix the two; you cannot have people here, sick people, and so forth, and have people coming into the hotel for recreation and conventions, business meetings. The two just don't gel.

JS: Did the hotel always house everyone that came...like Negro servants and that; were they allowed to stay here?

Moore: I didn't get you there...

JS: Did everyone that came to the hotel get to stay here, like Negro servants and that?

Moore: Yes, in those days, they did. Of course, today, people don't travel with servants, but in those days, they needed them because they'd come here...the means of transportation in the old days was by carriage. They'd come...most of the traffic came up through Cumberland, MD by way of the C&O Canal, and then they'd drive over here in their carriages and keep the carriages here during their stay. And of course, they needed the drivers for these carriages and their personal servants.



Bedford Springs Hotel with servants' quarters on left

JS: How many additions have been made to the building?

Moore: Well, it grew very much like topsy. It started off with the one building that Dr. Anderson built and only had twenty-four rooms in it. And then each year, they'd add another building and then it got...in 1930, they built the main, which is now our main building with the dining rooms and ballrooms, and so forth. And that was built in 1930... 1830, I'm sorry, 1830. And then from that, they extended other buildings and as it stands now, we have about two hundred and fifty rooms and baths. The latest building was built in 1925; it's the building that we call the Barclay, which is on the hill behind the main hotel. That is our...that has all been renovated and is now our most modern building.

JS: Can you tell me about the murals on the wall in the bar.

Moore: Yes, those were painted by a Mr. Reynolds, and he worked with the Metropolitan Museum people in New York to find the history, the old history of this area. He painted these paintings with the idea of showing people what this area was about 1740, when George Washington was up here under General Braddock, and they were planning the campaign to take over what is now Pittsburgh. They used to come on this property and meet with the Indians and do a lot of hunting, and so forth, and preparing for this march on Pittsburgh.

JS: About how many people are employed here?

Moore: At the present time we have approximately three hundred.

JS: What activities does the hotel offer to its guests?



Bedford Springs Hotel pool building

Moore: Well, we have all the activities that you would find in any of the large resorts in the country. Of course, the main thing is golf, we have plenty of tennis courts, indoor and outdoor swimming pools, horseback riding, surrey drives. Of course, one of the features that've always been here are the walks through the mountains on the bridge paths. It's just about anything you want to do. If you look around and see all these things to do, a lot of people just sit on the porch and

say, we have it here and we can use it if we want to, but we don't have to.

JS: Is there any historical things happened here?

Moore: Of course, everybody always says the president always slept here, I mean, slept in their property, on their property. We've had six presidents here...goes back to...some of them's hard to remember. There's Taylor and Harrison, of course Buchanan was the most prominent man here because he was from Pennsylvania. He made this his summer White House. We follow that up with Polk, and I think the last one we had here was Eisenhower. Of course, in addition to that, we've had a lot of other prominent meetings and people here. When Buchanan was president, the Supreme Court of the United States held a summer session here. It was the first time a session's ever been held out of Washington, I think.

JS: I've heard something about a trans-Atlantic cable coming here--the first one sent across the Atlantic.

Moore: The first...President Buchanan received the message from the first cable across the Atlantic Ocean while he was having dinner up in the dining room here. And he, with great pride, called attention to the people in the dining room, which was well-filled, as I read, at the time, he read this message from Queen Victoria. And I think the next day, the cable broke down and wasn't in use for months, but at least the first cable across to the United States was received here at Bedford Springs and received by the President of the United States.

JS: Can you tell what you said about the size of the Bedford Springs?

Moore: Yeah, the interesting part about Bedford Springs is the fact that it's a tract of ground of twenty-five hundred acres, and it was put together way back in 1805 or '06 by

Dr. Anderson, and it stayed the same over all these years up to the present time; we still have approximately twenty-five hundred acres of ground, on which the hotel, golf course, and so forth, are located.

I think the other interesting thing about the property is that it has abundant spring water of different kinds. We have seven known springs in the mountains on the property. And most famous is the magnesia spring, which has wonderful medicinal properties. But the main spring, which supplies the hotel with all of its water for the hotel rooms is a spring with a flow of about 600,000 gallons a day, with a temperature of the water that comes from the spring of fifty-two degrees year-round. And with the purity that we do not have to chlorinate this water. It has been in this pure a state as long as the hotel has been operating. The other springs are two iron springs, the limestone spring, and another one has the purest water on the property, has a flow of about 25,000 gallons a day. And this water used to be bottled here on the property and sent down through the south as far as Cuba, up to the time that Florida and Cuba, and those places, were able to build water plants and purify their waters. All these waters have withstood the years and still come out of the ground in perfect shape.

JS: What do you foresee in the future for Bedford Springs?

Moore: Well, we all hope for the future that the public will continue to come here, and we'll be able to staff the hotel so that we can please people and keep them coming. The future is still as a resort.

JS: OK, I want to thank you for talking with me today and I hope that business is good.

Moore: Well, we appreciate that, and we also hope and pray it is. Thank you.

PHOTO CREDITS:

EAST FACADE OF LOBBY/DINING ROOM BUILDING Bedford, Bedford County, PA
Historic American Buildings Survey, C. (1933) *Bedford Springs Hotel, Old U.S. Route 220, Bedford, Bedford County, PA*. Pennsylvania Bedford Bedford County, 1933.
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VIEW FROM SOUTH OF 1903 POOL BUILDING LOBBY/DINING ROOM BUILDING
Historic American Buildings Survey, C. (1933) *Bedford Springs Hotel, Old U.S. Route 220, Bedford, Bedford County, PA*. Pennsylvania Bedford Bedford County, 1933.
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VIEW FROM SOUTH OF SERVANTS' QUARTERS (LEFT) AND MAIN BUILDING
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Bicentennial Wagon Train

Interview with JAMES R. THRASHER

OCTOBER 18, 1976 Midland, Maryland

Interviewed by Laurie Williams for

The Oral History Collection, Allegany County Local History Program

Cumberland, Maryland

Today I am interviewing Mr. James Thrasher, who is a retired coal miner. He lives in Midland, Maryland, and I am interviewing him on the trail ride that took place in July of '76. My name is Laurie Williams, and today is October 18th, at Mr. James Thrasher's house.

LW: How did you become involved with the wagon train?

Thrasher: The Bicentennial Wagon Train Committee hired us to join in with the Bicentennial Wagon Train. The Bicentennial Committee hired us, and they're the ones that paid us. We were paid for we had the official wagon. We had one of the five official wagons that were hired to go on this Bicentennial Wagon Train by the Bicentennial Committee.

LW: O.K., how were you hired by them? How did they hire you?

Thrasher: They got in contact with me through a friend of mine. I do a lot of work in the state of Pennsylvania with my wagons and carriages.

LW: In your opinion what would you consider the main highlight to the wagon train?

Thrasher: I enjoyed the wagon train most, as we were going into these towns, whenever they started to ring the church bells and walk on the streets of the towns. I enjoyed that more than anything; but there were so many people that viewed this wagon train, and you couldn't go a half a mile along any highway wherever we traveled that there wasn't a lot of people viewing this wagon train.

LW: Throughout the trails, what kind of shape were they in?

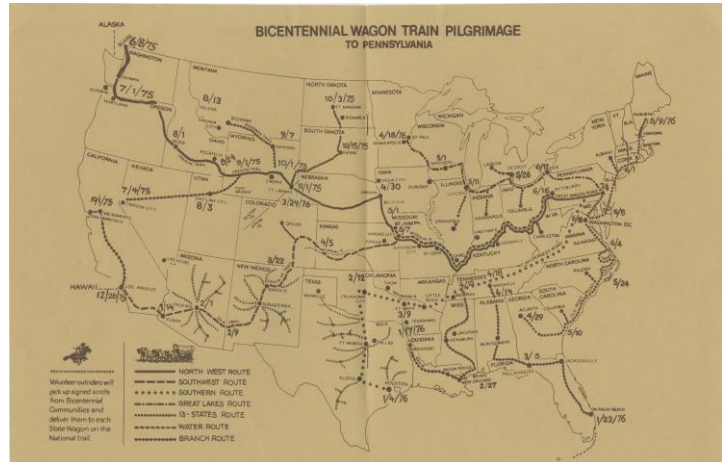
Thrasher: All the trails were in excellent shape, they were in good shape. We traveled quite a bit on highways with police escorts and sheriff escorts, but most of our...there was only one place that we traveled quite a bit on graveled road and that was from Harper's Ferry in towards Martinsburg. We had quite a bit of back road there on account of the people--not the people, but the officials in Charlestown didn't want the wagon train to come through Charlestown. And then we traveled back in the back end of Shepherdstown and a couple more of them small towns to go to Martinsburg.

LW: When you were in Johnstown, did you have that much problem, since they didn't want you going through there?

Thrasher: We weren't in Johnstown.

LW: You didn't go through there?

Thrasher: No, we joined the wagon train in Winchester, Virginia. Then we went from Winchester, our next stop was...Berryville. Then we stayed in Berryville, and then we went from Berryville to Bluemont. Then we went from Bluemont in to...I'm trying to think of the name of



that town...Leesburg. Leesburg, and then we went from Leesburg into Harper's Ferry, and then we went from Harper's Ferry into Martinsburg, and from Martinsburg we went to Hagerstown....We went into Hagerstown, and then we went from Hagerstown to Thurmont, and then we went from Thurmont back into Waynesboro, Pennsylvania, and we went from Waynesboro into Gettysburg. And then from Gettysburg we went into Hanover, Hanover to York, and from York we went into Lancaster. From Lancaster, Pennsylvania, we went into Kinzers, Pennsylvania, and then we went from there to Downingtown, and we went from Downingtown into Valley Forge. And that was the end after we went through the reviewing stand--the end, Valley Forge, and that was on July the 3rd.

LW: How did you get your horses to where you started at?

Thrasher: We used our tractor-trailer to take our horses and our wagon to Winchester. And then each evening after we got to our destination we came back and moved our trailer up. That's where we had all of our supplies to feed our horses, and that's where we slept.

LW: And how did you prepare your food?

Thrasher: We had our food furnished by a chuck wagon. It kept following us every day, and they fed us three times a day, breakfast, lunch and our dinner. And it was paid for by this Bicentennial Committee. The Bicentennial Committee paid us for our horses, our wagon, and they furnished the feed and the veterinarian service for the horses, and they also give us our meals three times a day.

LW: You said about the veterinarian service. Did you have much problems with the horses?

Thrasher: No, ma'am. That was one thing about the....once in a while they would have a small problem and they'd call the veterinarian out, but it was very rare that we'd need the veterinarian. It seems as though everybody had good luck that way--and it's a wonder we did, for every day we had a different change of water, every day we had a

different change of feed, and some of our feed was furnished by Southern States and some of it was furnished by Agway. It just depends on which section we were in, but some of it, like Agway Company or Southern States Company, would furnish the feed and give it to them, and some of them didn't. Some of them, they had to buy it.

LW: Did you have much water problem?

Thrasher: We only had but one time we had a water problem in one of those small towns, but most of the time the fire companies used their tank trucks to bring water to us, and in a lot of times they used milk trucks, like these tanker milk trucks--these tractor-trailers. They'd bring them out there and park them, and they would provide us with water that way.

LW: Did you see much wildlife through the trails?

Thrasher: No, we didn't. We didn't see...no...very rarely--we seen hardly any wildlife at all.

LW: Approximately how many wagons were there on the trail?

Thrasher: This wagon train that we were on, there were fifty-one wagons, and there were a hundred and fifty riders that rode horseback.

LW: Did many people get sick?

Thrasher: No, we were very fortunate that we didn't have much sickness on our train either.

LW: What kind of entertainment did you have throughout the trail?



Pennsylvania State College students entertaining wagon train participants

Thrasher: Well, the entertainment was furnished by the Pennsylvania State College, they furnished the entertainment, and they had entertainment each night. I think there were...six college students that did all this entertaining. I couldn't tell you their names or anything, but they were from the Pennsylvania State College. And this Mayflower Moving Van Company, they furnished the tractor and the trailer to move their equipment around, and there was a mover...Chevrolet...General Motors furnished the van for these children to use, these

college students to use for to drive around with us.

LW: They went through the whole trail with you?

Thrasher: Yes, and then one evening they didn't have any entertainment and the young folks on the train, this was in Leesburg, the young folks on the wagon train, they put on a show there. It was a cowboy/Indian attack, and they made it so real! Did they ever have a lot of fun at it! We had so many young people on that train, and they were such wonderful young folks. They just enjoyed life. They would, well--every evening they would have a lot of fun themselves, you know. Once you seen the entertainment that they had, it was the same every night.

LW: You mean it was the same show?

Thrasher: The same show every night. Once they put it on, it was the same every night, there wasn't nothing different.

LW: Yes. Did everybody go to them, or did they just...?

Thrasher: Every camp site that we were in, they was always swarmed with people. Thousands and thousands of people attended this every camp night that we had.

LW: You mean people from that town would come in?

Thrasher: Yes, yes. And lots of places they come from far off in to see us, you know, wherever we were camped, the camp sites.

LW: How many days was the trail?

Thrasher: Well, we joined it on the 4th of...we were on it exactly one month, one month we were on it.

LW: How much did it cost the other people to go on it?

Thrasher: The charge for people to join was nothing, but they had to pay their own way. They had to take and supply themselves with their own food and all the veterinarian service and everything. But any of the official wagons and the officials, like the wagon master and assistant wagon master, they had everything furnished to them too. And each state that we went in we had a wagon master from the state that we were in, plus the general wagon master. Each state furnished a wagon master. Like if we were in Virginia, Virginia furnished the wagon master; and then we went into West Virginia, they had their own wagon master; then we went into Pennsylvania, Maryland; every state we went in we had a different wagon master, but all we had was one general wagon master, which he was the boss over the whole train, all the time--and he was such a wonderful wagon master. He was a retired colonel from the cavalry, and he was from New Mexico. He was a wonderful gentleman.

LW: Did he talk much on the experiences that he had?

Thrasher: Yes, yes, every time that we got to talk to him, he talked quite a bit on the experiences that he had, and how he was enjoying it. He enjoyed it very much, and he was so thankful to work with so many nice people that was on this wagon train. Dissension, we had none. Everything seemed to--whatever the wagon master suggested, then he would get with the committee and suggest we were going to do this and do that, everybody seemed to agree that they were going to do it, and everything went off so smooth all the time. But I understand that quite a few of these other wagon trains had quite a bit of dissension on them, but we were very fortunate. We were one of the wagon trains out of the five that came in there. See, there were five wagon trains that came in to Valley Forge, and we were one out of the five. And how fortunate we was. We had the opportunity to go on four of them, and we had chosen the southern route, and what wonderful people we had met on it.

LW: Where did the other four wagon trains come from? Or don't you know?

Thrasher: Well, the number one train was the Great Northern train, and the other was the Central Grand Lake route, and the other was the Great Wagon Route, and the one we were on was the Southern Route, and then one was the Southern Colonial State Route, and the other was the National Colonial State Route. The one started in...it started in California, and one started in Florida, the other started in Georgia, and one started up in the New England states, and one started at Lake Erie.



Typical wagon used in the wagon train

LW: Did all of them start at the same time as you did, or did they start at different times?

Thrasher: The one in California started a couple months before we did, and then they had to lay over in the wintertime. They laid over in Cheyenne...Laramie, Laramie, they laid over in Laramie 'til...I think from October through March, and then they started out again.

LW: Like these people were gone almost a whole year then?

Thrasher: Yes, yes, the people out in California were pretty near a year on it, yes.

LW: Do you know how many people were, you know, when you all met together, do you know how many there were?

Thrasher: I couldn't answer you that exactly, how many people were there. I am only going to tell you what I heard. That was thirty-five hundred out of five wagon trains. That's what I heard. They said that there was about thirty-five hundred people went through the reviewing stand.

LW: Do you know if they had many problems?

Thrasher: That I couldn't answer you. We didn't get a chance to talk to quite a lot of people. We went into Valley Forge, and we went through the reviewing stand, and then the official wagons that the Bicentennial in each state owned, they had a certain place that they had parked them for people to review them throughout--I think it was-- August, September, and the first of October; then they discontinued it and closed the park. But the people viewed those state wagons two months after we got in there; and, see, why we become an official wagon--we just was furnished with the canvas; Pennsylvania Bicentennial furnished us with the canvas, and so we didn't leave our wagon there. We brought our wagon home. They gave us the cover after it was over with--the cover which belonged to Pennsylvania--and then they gave it to us too, plus they paid us for all the trip.

LW: Did the other states get to keep their....?

Thrasher: Wagons?

LW: Yes.

Thrasher: Yes, I understand now that each state...the wagon that was in Valley Forge has been sent to each state. That is including Hawaii, too. Hawaii had a wagon in it.

LW: Did Hawaii have those people on that wagon, or did they have people in the wagon train too?

Thrasher: I wish I could answer you that--I can't answer you that, Laurie, no. I didn't get a chance to talk to those people when we were in Valley Forge.

LW: They were on another wagon train?

Thrasher: Yes, yes.

LW: You were the master--one of the masters of Pennsylvania, right?

Thrasher: Yes.

LW: Did you take care of when they went through Pennsylvania, or did you help through the whole wagon train?

Thrasher: No, just in the state of Pennsylvania.

LW: Right. Did you have much bad weather?

Thrasher: We only had one storm, and that delayed us one day, and that was...we only made it there at noon time.



Conestoga Wagon on display at the Allegheny Museum, Cumberland, MD, 2022

LW: That day that you were held up, did you just stay in your wagons?

Thrasher: It stormed so much that evening that they got word that they should tie everything down, that there was a hurricane coming, and they said for to tie everything down, and fasten it. We had stayed in our trailer--our wagon trailer and horse trailer that we have up there--and we stayed in it, and we didn't take our horses down in the woods. A lot of people took their horses down in the woods, and I was scared to go, the way it was lightning and thundering, and I

thought maybe...and so I just kept my horses tied to the side of my trailer. After the storm blew over, there wasn't a whole lot of damage, nobody lost anything by it. But it surely was a pretty hard storm. But it just delayed us one day. We was supposed to have a leisure day, and the day we were supposed to have this leisure day we had to travel. That's how it detained us.

LW: You just made it up that day?

Thrasher: Yes. The next day was supposed to be a leisure day and we traveled on the leisure day.

LW: How many days did they give you for leisure days?

Thrasher: We had two leisure days out of the three weeks.

LW: You had the whole day off?

Thrasher: Yes, yes.

LW: What did most of the people do during those days?

Thrasher: Some of the people on the train went and participated in other events that they had around in different places. One of the assistant wagon masters, one of the leisure days he went and participated in a battle that they had there in Leesburg, and he went out and participated in it. That was Harper's Ferry, I'm sorry. It was one at Harper's Ferry--and a group of people was reenacting some battle, and, anyhow, this assistant wagon master he got pretty well shook up on it. It seemed as though when they was firing these guns his horse jumped, and he fell off it some way, and he stoved himself up pretty good. He lost a couple days by it, you know. He had to sit around and ride on

wagons, he couldn't ride his horse for them couple days. He got pretty well injured from it.

LW: Did he just pull his horse behind the wagon?

Thrasher: Uh huh, yes. There were quite a few done that, just like there was families and their children would be riding horseback along the side of their wagons and all, and they'd get tired of it, and they'd get in the wagon and then tie their horses in back of the wagon.

LW: How many times would you stop through the day?

Thrasher: We had...sometimes we had two stops and sometimes we had three; it all depended on how far we had to go. Most of the time we had two stops--we had a lunch break, and then the next one would be our evening break.

LW: How many miles would you go in one day--your longest day?

Thrasher: The longest day that we had was twenty-eight miles.

LW: How many hours did it take you to go that many miles?

Thrasher: We averaged right around four miles an hour. On this train the official wagon master, he had a fellow that led the train, and he would pace the train right at four miles an hour. And that was his job, just to pace the train. And the train would never stop. Anybody had any trouble, they had to get out of the train and get off to the side. The train would keep on going. They would have to have people help them solve their problems, and then they would hitch up on the back end of the train, see. But they would never stop the train for small problems, they would keep on going.

LW: Was there anybody going along that would help them with their problems?

Thrasher: Yes, they had quite a lot of help on the train. Everybody seemed to work together, and tried to help other people out with their problems. But they would always have a lot of help whenever they got into trouble, yes.

LW: Did many people completely drop out of it?

Thrasher: We had a very few people to drop out of it. We had Maryland--the Maryland official wagon, it joined us in Williamsport, Maryland, and it left us at Timonium. He had trouble with his horses, horses got sick on him, and so he dropped out in Timonium, and that was about the only one I know of that had many problems. But his horses got sick.

LW: What was the smallest kid that you had on the train?

Thrasher: There was some people from Tennessee, they had a young baby on there, I guess about a year and a half old.

LW: Did she have any problems?

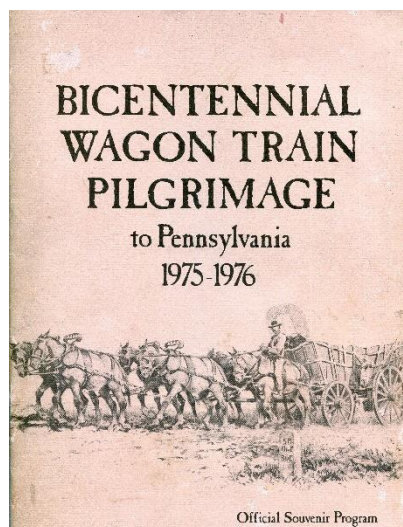
Thrasher: No, no, they didn't have no problems. But there was some folks from down in Tennessee and from down in Texas there, that sold their homes to buy a wagon and horses to go on this Bicentennial Wagon Train; and I had talked to these folks a couple different times and they said, "Well, Mr. Thrasher, why we sold our home to buy this wagon and the horses, we would never have another chance to go on a Bicentennial Wagon Train, and we can always buy a home. But we can never be able to go on another Bicentennial Wagon Train.

LW: Where were they going to live when they went back?

Thrasher: They told me--we talked to them later on, and they said that they were going back home and build themselves a home or try to buy another one.

LW: Did he have work?

Thrasher: Yes, he had work when he went back.



Bishop James Edward Walsh: A Biographical Sketch

Name: Louise M. Walsh

Occupation: Housewife; Niece of Bishop

James Walsh

Residence: 218 Fayette Street, Cumberland, Md.

Date & Place of Interview: March 30, 1979 at Mrs. Walsh's home.

Transcribed: by Stephanie Wilmes on July 30, 2004

My name is Carol Chaney and I am interviewing Mrs. Louise Walsh, the niece of Bishop James Edward Walsh who is going to be my topic of discussion.

Mrs. Walsh, what is the date and the place [of birth] of Bishop James Walsh?

Walsh: He was born April 30, 1891, in Cumberland.

CC: What were the names of his parents?

Walsh: William E. and Mary Concannon Walsh

CC: How many members were in his family?

Walsh: There were nine children in the family; five of them entered the religious, and two married, and one was killed shortly after World War I, and one was the local librarian, Miss Mary Walsh.

CC: Where did he live while he was growing up?

Walsh: He lived on Washington Street, in Cumberland.

CC: What elementary school and high school did he attend?

Walsh: He attended St. Patrick's grade school on Centre Street and from there he went to Mount St. Mary's College, which was also a prep school in those days.

CC: What was his childhood like?

Walsh: It was an average childhood; he played baseball, football, and he loved to read.

CC: Did he always know he wanted to join the priesthood, or how did that come about?

Walsh: No, after he graduated from Mount Saint Mary's, he came back to Cumberland and he worked at a tin mill in South Cumberland. He worked there for two years, and he finally decided that he wanted to study to be a priest, and he joined the Maryknoll order.

CC: And where was that located?

Walsh: In Ossining, New York.

CC: I see. At what age did he join?

Walsh: He was twenty-one when he joined. He graduated from college when he was nineteen.

CC: Where was he stationed when he first went to be a priest?

Walsh: His first...the first place that he was stationed was in the Orient, at Yeung Kong, China, which is a hundred and forty miles southwest from Hong Kong. Their order is strictly...they work in the Orient.

CC: How long did he remain a priest before he became a bishop?

Walsh: Let's see, he was ordained a bishop in...1927, so he was a priest for...

CC: From the time that...

Walsh: From the time he entered in...

CC: The Maryknoll?

Walsh: 19.. .Let's see, he entered the order in about 1921. He was made a bishop in 1927, and he was notified on Sancian Island [*Shangchuan Island*], on the Chinese coast, by the pope, that he had been made a bishop, and they had the ceremony right there on Sancian Island [*Shangchuan Island*]. It wasn't an elaborate ordination or anything because he didn't want an elaborate one; he was entitled to come back to the States and have an elaborate ordination but he didn't want that.



Father James Edward Walsh in China

CC: I understand he was a missionary in China for many years. Did he voluntarily go to China and work or did the order send him there?

Walsh: Well, the order sent him there because that was what they started the order for, was to bring Christianity, and particularly Catholicism, to the Orient.

CC: What were his main duties in China, do you know?

Walsh: When he first went over, they started to set up their missionaries because they didn't have any prior to that time. And then several years later they started a central--Catholic central bureau for missionaries in China and he was involved in setting that up

and getting it working and keeping it going; plus, he had a great deal of involvement with the Chinese people himself too.

CC: When he was adjusting to the foreign country, did he have to learn how to speak Chinese, or how did...?

Walsh: Yes. He speaks several different languages; he speaks Latin, French, of course English, and in China--I forget how many dialects they have--but there are somewhere like twelve different dialects and it's very difficult for a Chinaman from one dialect to understand a Chinaman with another dialect, and he knows about six of the dialects.

CC: When the Communists took over China, did they give Bishop Walsh an option to get out of the country or remain and be a prisoner?

Walsh: They asked him to leave the country and he told them that he was there before they were and that he was not leaving; he didn't feel that in troubled times like this that he should desert the people who he had been working with for many years.

CC: And then after that, is that when they took him like a captive prisoner?

Walsh: In 1954 they placed him under house arrest in his own home, and he was still able to say mass, but not for outsiders, and move around; but he was not allowed outside the vicinity of the house.

CC: It wasn't like a cell?

Walsh: No, no. He was free to roam his own house. And then in 1958 they officially placed him under house arrest and they took him to another place of their own, and he was never heard of from that time on; the family didn't know if he was dead or alive, we couldn't get any mail from him, we couldn't get mail to him. And then the family contacted the State Department; and because our government at that point in time didn't have public relations with China, they went through the British Embassy, who had diplomatic relations with them. And their sources could not find him anywhere; they said it was just as though he had disappeared off the face of the earth. And then in 1960, Judge Walsh--his brother--received a telegram at two o'clock in the morning stating that his brother, James Edward Walsh, had been tried and convicted of crimes against the Republic of China; and the crimes that they charged him with were...subversive activities, and he was sentenced to twenty years in prison. He was not allowed to attend his own trial, it was done in absentia, and he was informed that he had been sent to prison for twenty years. So, they moved him then to Peking, which is the prison where he spent the next twelve years.

CC: And that prison was like a regular prison?

Walsh: Yes, they had many prisoners in there. The first six months that he was interned he was kept in an office, the entire time, and they would question him day and night, and he slept on the floor; they gave him a mat to sleep on. And then after six months of that they put him in a cell, and his first cellmate was a young Chinese man who had been imprisoned for twenty years for breach of promise to marry. And then he was moved from that cell to another cell with a Chinese man, and this Chinese man did not speak the same dialects that the Bishop spoke, so he taught this man English and this man taught him his Chinese dialect.

CC: Was he tortured as a prisoner--or how was he treated?

Walsh: No. He was not tortured, he was treated very well. He was...they had propaganda classes every day which they did not require him to go to because of his advanced age--at that point he was about sixty-nine or seventy years old--and they said that he was just too old to change his mind, so he wasn't required to go to those. He was allowed out every day to walk on a quadrangle for exercise, and then several years later he was put in the infirmary part of the prison because his health was failing and because of his age.

CC: When he was in the prison, could he perform mass or hear confessions or anything?

Walsh: No, no. He was not even allowed to have a prayer book or rosary beads or anything.

CC: Was he able to keep in touch with the family when he was there?

Walsh: Yes, he was allowed to write to Judge Walsh, his brother, and Mary Walsh, his sister, but no other members of the family; and the only thing that he could talk about or that they could write to him about were family matters, things that were going on in the family--otherwise the letters were not given to him.

CC: Was the family ever able to write to him or go over and visit him?

Walsh: Judge Walsh went over as soon as he found out that he had been imprisoned. He applied for a visa and went to Peking, and was there for a total of two weeks and was allowed to visit with his brother for an hour and a half, total time.

CC: How was it decided that Bishop Walsh was going to be released?

Walsh: He said that the guards came to his cell one day and just told him to pack up his things, that he was leaving. He didn't know where for or anything, and he only had his toilet articles and his clothing; and he did keep a journal while he was in prison, but they took that away from him--they said he wouldn't need that where he was going. And he was put on a train, and they sent a doctor with him, and they were on the train for three days and nights, and the doctor took his blood pressure every hour during the

entire trip. And he wound up in Hong Kong, and they handed him over to the American authorities; and that was the first he knew that he was being released and that was the first that the family knew.

CC: Mrs. Walsh, whenever you heard that Bishop Walsh was first released, what were your actions, reactions?

Walsh: Well, we were all quite excited; we were in Ocean City on vacation and somebody told us that they had heard on the radio that Bishop Walsh had been released. So, we immediately called Cumberland to talk to Bill's father and he said yes, that he had just been notified that he had been released--and everybody was quite thrilled that he was out of there and he was safe, although he was not in the best of health.

CC: Yeah.

Walsh: But he was taken in to a hospital, and kept in several different hospitals for about...from July until the first part of September, at which time he was sent then to Rome to see the pope and had an interview with him. And then he was brought back to this country, to Ossining, New York, to Maryknoll, and the family--a number of members of the family--went to Maryknoll to greet him when he arrived.

CC: When was the first time that he came...he didn't come right back to Cumberland, Maryland first, he went--

Walsh: No, he went right back to Maryknoll and he came to Cumberland in...October. The arrangements were made for him to fly in here; Kelly Springfield Tire Company volunteered and sent their plane to Ossining to pick him up and bring him back to Cumberland. And he came back, and the city had a very nice reception for him, and he was here for approximately five or six days and then he went back to Ossining.

CC: When he came back to Cumberland, did he stay at the order--like the priest order--or could he stay with his family?

Walsh: No, he stayed at St. Patrick's Rectory.

CC: When he came back was that the first time that, you know, they told him about the new school that was being built in his honor--or how did he first hear about it?

Walsh: He first heard about it after he had been released from prison. His brothers and sisters went over to Europe to be with him and he was told then that they had built a high school here and named it after him, and he was very pleased; and then when he came to Cumberland, he went to see the school and thought it was a very fine educational institution.

CC: But when he was in China, he never knew anything about it, you know, the school?

Walsh: No, no we were afraid to write that kind of knowledge to him because all of his letters were read before they were given to him, and if the Communists didn't want him to know this type of information they wouldn't give it to him; so, we just, we were very cautious about what we put in letters.

CC: How was it decided that the new high school would be named after him, do you know?

Walsh: Cardinal Sheehan called my husband Bill and said he wanted to talk to him, and he said that they were going to name the new high school after the Bishop.



Bishop James Edward Walsh

CC: What is Bishop Walsh doing today?

Walsh: He's at the Maryknoll headquarters in Ossining, New York, and when he first came back he did do some writing and talked to different groups--not too many--but he doesn't like notoriety or publicity of any kind; he just doesn't care for it. So right now, he does a little bit of writing and he just mainly serves as a helpful aid to the new young students coming in.

CC: How old is he, now?

Walsh: He's...April 30, he will be eighty-eight years old.

CC: Is he still able to perform masses and...?

Walsh: Yes. He says mass every day of his life. He says it in a chapel, at Maryknoll, and...he says it quite rapidly, too.

CC: Whenever, um, you know, Judge Walsh died--his brother--didn't he come back and serve that mass or have that or...?

Walsh: Yes, he was back in Cumberland for...about a week and a half, when his brother was very, very ill, and he left and went back to Ossining...and that night the Judge died, so the Bishop came right back the next day.

CC: Does he, like he doesn't hold any regrets, you know, about the Chinese people or what they did to him?

Walsh: No, no. He loves the Chinese people. He thinks they're the finest people on the earth.

CC: Does he still keep informed about, you know, what happens over in China?

Walsh: Oh yes, yes.

CC: And does your family correspond frequently with him, or does he keep in touch?

Walsh: Yes, yes, we write, you know, quite frequently to him, and we were there a year ago--we drove up and took all the children up and saw him.

CC: Well, Mrs. Walsh, I want to thank you very much for giving me your time and for letting me interview you on Bishop James Walsh, and I must say I have really enjoyed hearing about his life.

Walsh: Thank you, very much.

PHOTO CREDITS:

Father James Edward Walsh

<https://commons.wikimedia.org/wiki/File:First-missioner-china-med.jpg> (Public Domain)

Bishop James Edward Walsh photo:

Archive Perraud

The Bloomington Dam

Name: J. David Llewellyn

Occupation: Engineer for Perini Construction Company of Bloomington Dam Project

Residence: Haverhill, NH

Date and Place of Interview: Nov. 22, 1977 at Bloomington Dam site.

Transcribed by Celeste Bartlett 4/28/2008

Today is November 19, 1977. Maribeth Amyot and Peggy Layton will be interviewing Dave Llewellyn, an engineer from Perini Corporation. He is presently coordinating the construction of the Bloomington Lake Dam.

Dave, we are doing an oral history report for a speech class at Allegany Community College, and we'd like to know if you could give us some information on the Bloomington Lake dam?

Llewellyn: Ok.

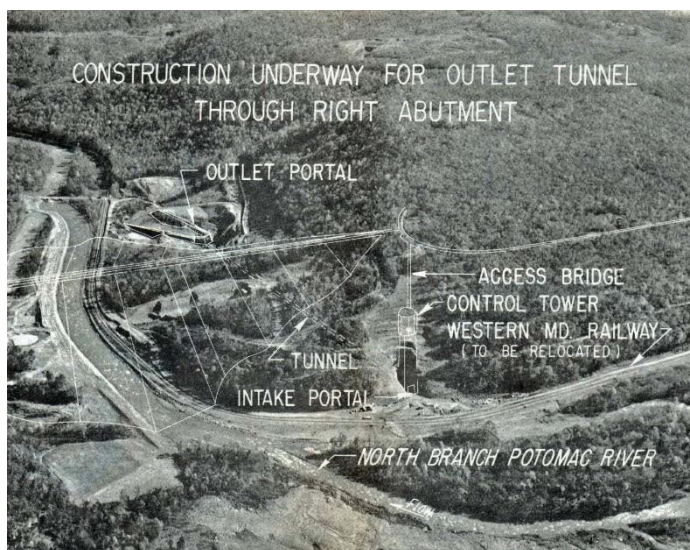
A & L: Why was Perini awarded the contract?

Llewellyn: Perini was awarded the contract because in a public works contract, there is competitive bidding between contractors. Perini agreed to do the work at the lowest cost for that work involved.

A & L: Ok, tell me exactly what your job is--what you do up here.

Llewellyn: My job is coordinating between a designer and our construction forces in the construction of a 2,400-foot-long conveyor belt line which will take materials from a quarry area to the dam site.

A & L: What is the purpose of this dam that you're building?



Aerial photo of Bloomington Dam construction

Llewellyn: The overall purpose of the dam is water control in quality and in quantity, reduction of flood damage downstream, water supply, and recreation. The north branch of the Potomac River has low flows of water during the summertime. In order to keep the levels at a uniform rate, this dam will impound water and then release it in the low water.

A & L: Ok, is this supposed to help out in the Washington area?

Llewellyn: Yes, it is. It will help out

Washington and it will also have a tendency to flush pollutants downstream as they are dropped into the river.

A & L: Tell me about the construction of the dam.

Llewellyn: The dam is a multi-layered structure with an impervious core. This will block the flow of water through it. Upstream from the core are transition zones consisting of materials which transition from the impervious, to a semi-pervious, to a totally pervious rock material. On the outside will be large stones which will protect from erosion. On the downstream side there are zones of free-flowing materials, similar to gravel, and then a capping of rock layers on the outside to protect from erosion.

A & L: OK, we've seen the Savage River dam. So can you compare the size of this dam to the Savage?

Llewellyn: Basically, the size of this dam is double that of Savage River dam. This has some more sophisticated works in it, however. This dam will have five moveable gates, which will control the water in high flows.

A & L: Savage only has one?

Llewellyn: Savage has a fixed weir which the water flows over and then runs down a spillway in high water. There is a control structure on both dams which controls the water during low flows.

A & L: About how much water will this dam hold?

Llewellyn: This dam holds 36,200 acre-feet of water. And one acre-foot of water is 32,872 gallons. It all adds up to a lot. [laughter]

A & L: Ok, what about...what was Savage's...we found out what that was.

Llewellyn: Savage has 20,000 acre-feet of water.

A & L: Ok, how much water?

Llewellyn: Six billion, five hundred million gallons of water; so this is about one and half times that, in capacity of storage.

A & L: Ok, can you tell us why they chose Bloomington as the place for building?

Llewellyn: North Branch has about twenty percent of the...twenty percent of the North Branch basin is above this site; by founding the dam here, they will control the greatest percentage of that basin. The other reasons are the soundness of the rock, the availability of building materials here, the lack of impact on other people, relocations--situations similar to that.

A & L: Ok, now when we look down there, we can see that the river runs between Maryland and West Virginia; what if something goes wrong, does Maryland pay for it, or what state is it going to be considered in?

Llewellyn: Well to begin with, this has been well-designed and nothing should go wrong; however, there will be general maintenance as long as the dam is in effect. If things do go wrong with it, I don't know exactly the proper channels, but probably it would become the responsibility of the Federal Government, since they are the owner of this dam.

Ok, to get back into the size of this dam. Savage River has a crest length of 1,000 feet. This crest length is 2,100 feet long with an additional dike which will be 900 feet long adjacent to the spillway. The bottom of this dam will be 1,640 feet from the upstream toe to the downstream toe. The height of this above the river bottom is 296 feet--almost 300 feet high. The total volume of the embankment of the main dam structure is 9.8 million cubic yards; in addition, a dike near the spillway structure is another three quarters of a million cubic yards of fill.

A & L: Can you give us an idea of the cost of the equipment you're using--or what's the most expensive piece?

Llewellyn: Our equipment costs run from a couple hundred dollars for a small tool up to a quarter of a million dollars for a large loader. On this job we have three large loaders, Caterpillar 992s, which are capable of lifting eight to ten cubic yards at a bite. We also have two 988s, which handle buckets from six to eight yards. We have fourteen rear dump trucks which are rated in capacity from thirty-five tons to fifty tons. We have a fleet of 651 scrapers which carry approximately thirty-five cubic yards. We also have six what they call belly dumps; they are a trailer dump with a four-wheel tractor which will be used in the next couple of years in placement of fill. These pieces of equipment, major pieces of equipment, basically run from \$125,000 to \$200,000 apiece.

A & L: You must have a lot of men up here doing work.

Llewellyn: We have anywhere from a hundred and ten men to three hundred men during the peak construction season--and this is our contract only; this doesn't include the adjacent contracts.

A & L: Like...Groves?

Llewellyn: Groves...

A & L: Now, they're building the spillway, right?

Llewellyn: They have the sixteen-million-dollar contract to build a spillway structure and the dike adjacent to it, plus the recreation area on the Maryland shore.

A & L: Can you give me an idea what the entire cost of the dam will be when it's finished?

Llewellyn: Not the entire cost of the dam; the basic construction cost will probably run from a hundred and thirty-five million to a hundred and sixty-five million dollars, in addition to which the Corps of Engineers have bought permanent materials which will be incorporated in the contracts. In addition to that there is the engineering and design cost, the land acquisition cost, which will drive the cost up.

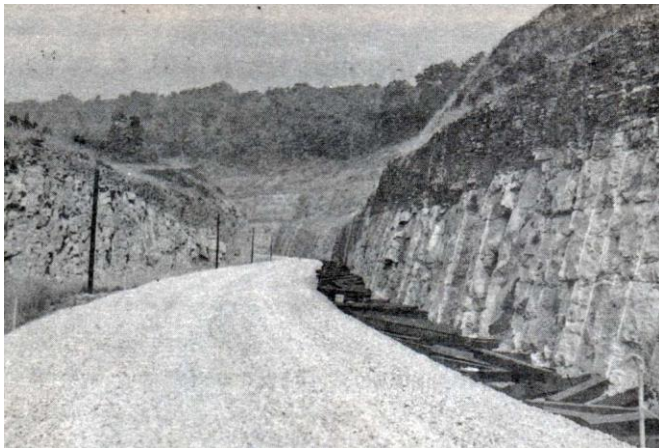
A & L: Ok. What did you say...did you tell me when the finishing date will be?

Llewellyn: The job was started with the railroad relocation in 1971, I believe; the completion should be approximately 1981.

A & L: It will be filled with water?

Llewellyn: Not completely filled with water; the filling of the dam with water depends on what kind of precipitation we get. We have to maintain the water flows downstream so that outfits like Westvaco in Luke have adequate supplies of water to maintain their operation. We can't just block the water off, so that they have to take only the excess and impound it. And then if we get low water flows, they may let some out to maintain the flows during the period of time. It may take five years to completely fill the dam.

A & L: You mentioned about the relocation of the railroad and the towns; can you tell me more about it?



Typical roadbed for relocation of Western Maryland Railway

Llewellyn: A little more. The town of Shaw, West Virginia was approximately a mile and a half upstream of the site of the dam; that had to be completely relocated because it was in the main flood area of the dam. The western Maryland Railroad had a railroad track which followed the riverbed from Bloomington, Maryland to Kitzmiller. This had to be relocated up high enough to be above the flood pool. In the construction of that, there were three main bridges on the first contract and two more bridges on the second contract of the railroad relocation.

Another relocation is that of West Virginia highway number 46, which is going to have a new access from the Maryland side of Backbone Mountain, across the top of the spillway, across the crest of the dam, and then around on the West Virginia side above the pool elevation to the town of Elk Garden.

A & L: Can you talk about the town of Shaw--how many people were in it?

Llewellyn: I'm not sure.

A & L: It doesn't sound too big, that's what I was wondering.

Llewellyn: No, it wasn't but it was a coal loadout town, and had at least one tippie in that town. And when the Corps of Engineers bought up property in this area, there were people living there.

A & L: Did the people complain much, or did you hear about it?

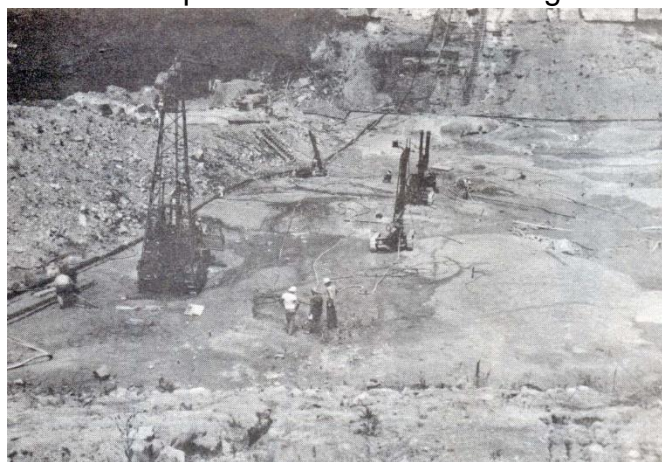
Llewellyn: I haven't heard.

A & L: I never heard anything.

Llewellyn: I have heard that there was one person that stayed 'til the last minute.

A & L: You always have people like that. [laughs]
[tape stops. Interview resumes in a different location.]
Ok, where are we now?

Llewellyn: We're located near the head pulley of the 2,400-foot-long conveyor. We're looking down along the conveyor to a loadout structure--a bin which trucks will come underneath and fill up with materials for the dam. We can see the excavation on the left-hand side of the dam, looking downstream. The rock has been peeled off of any decomposed materials and is ready for backfilling now. We're bringing the bottom foundation up to a level which will bring us above the river; then the river will have to be



Drilling and grouting valley floor

diverted through a tunnel and gate structure down to a...through the tunnel to a stilling basin which has riprap on the sides of the bank. At that time once the water is through there, the right-hand side of the dam will be excavated, the grouting will be checked out and will be filled in, and then we will complete the embankment on the right-hand side of the dam. Grouting is a means whereby they drill holes in the rock. Under pressure they force a concrete or cement mixture down into the rock layers and completely seal the bottom

and the sides of the dam. You've heard about the Teton Dam failure last year; this was a problem that they had out there, where there were large caverns in the rock and they could not completely seal these caverns off. And the water found a way around the dam and then washed out the downstream toe--and it's very highly unlikely this would

happen here. We did find a mine in the lower seam of coal here; and the Corps of Engineers instructed us to get the whole mine excavated out, and it'll be incorporated in the embankment for the dam.

A & L: Ok, this grouting that you are talking about--we can drive down that way to get closer so we can see them, can't we?

Llewellyn: Yeah.

A & L: 'Cause you can see them down there.

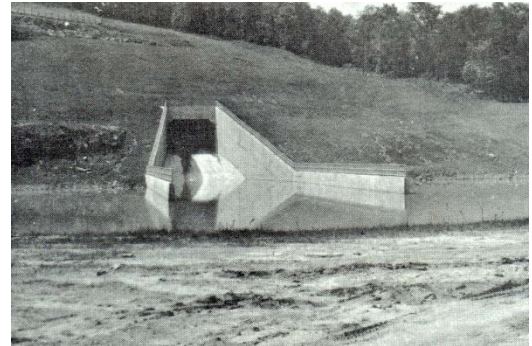
Llewellyn: From here on the left abutment, you can see where the grouting is taking place: right through the center portion of the dam, it shows as a whiteness on the rock. You can also see from here the different layers of rock structure, in that you've got a number of coal seams, you've got different types of shales there, and you've also got the light-colored sandstone.

A & L: Yeah, I can see that. We'll get closer.

Llewellyn: The spillway area will also have the drilling, grouting, and protection.

A & L: Ok, where exactly is the spillway going to be?

Llewellyn: Alright, from here you can see that the earth has been excavated off from the top of the left abutment back toward the railroad relocation. The spillway will be located approximately between--you see a little pillar, and then you see a drill and compressor. The spillway will be located in that area. Beyond that there is a big gully, and that area is where the three-quarters of a million yards will be incorporated into the dike. Then beyond that there will be a bridge across the Western Maryland Railroad, and then the access road will bear off to the north by Grove's office and shop, and on to Walnut Bottom.



Tunnel outlet and stilling basin

A & L: We're standing on the conveyor belt right now. This is where you're going to put all the rock on it, and it's going to take it down to the...loadout bin. Now, up above us, that's the quarry, right?

Llewellyn: Yes, that's the quarry, there's shot rock right there. Right behind this structure, which you can't see from here, is a forty-two by sixty-five Allis-Chalmers crusher, and it'll have a feeder which will feed rock and clay into the crusher. The crusher will have a belt coming up, and it will drop down onto this belt right here; three thousand tons an hour will drop down this belt.

A & L: I like this belt--it's made out of rubber, hard rubber or something?

Llewellyn: It is made out of a composition of rubber, fabric, and steel cables. It comes in fifteen-hundred-foot-long rolls, and it's vulcanized together, and they are vulcanizing it right here now.

A & L: Ok, your company doesn't work on Saturdays, but they're up here.

Llewellyn: Sometimes we have to, to get all the work done that there is to do. [laughs] During the week we've had two cranes operating in here, tractor trailers are coming in and out bringing materials, pickups, trucks; they can't put a pipe across the road when all of this is going on, and that's what they're doing today.

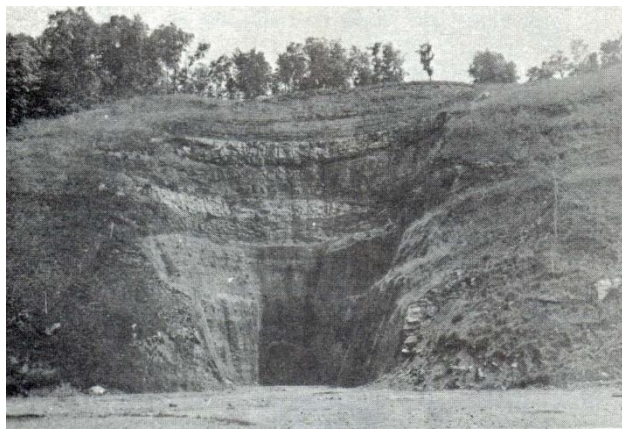
A & L: While we were talking--that noise, that's what they were doing today?

Llewellyn: That's a Gradall; it's an excavator. Ok, right now we are in a temporary shed which we constructed here to do the vulcanizing on the belt. We got a four-and-a-half-foot wide rubber belt, which is laced with quarter-inch steel cables all the way through it. This belt comes in fifteen-hundred-foot-long rolls; we pull it down the conveyor and then back up, and then at this point we do a vulcanizing job on it. The strength of the belt will be equal to that which came originally from the factory. Under a hundred and seventy-five pounds of pressure and a temperature of around three hundred degrees, this rubber is fabricated in this vulcanizing process, and then we'll continue to pull down and make these splices, about four splices, and complete the belt.

A & L: Let's go down to the control tower that he was talking about. Ok, what state are we in now?

Llewellyn: West Virginia.

A & L: Ok, when we cross the river...are we going to cross over in a minute? This is the place right here; will you tell us about that? I forget how to explain it. I just remember it's going to be underwater. This is the tower here, right?



Tunnel intake

Llewellyn: Yup.

A & L: Ok, that's what I thought. That's a tower all right! [laughs]

Llewellyn: Ok, this is the intake control structure. It has two gates in it, and it will take water in and put it through the tunnel. Now this is a way of bypassing the main dam structure. The tower itself will be approximately three hundred and forty feet high, and it has an access bridge

which comes from near the dam tender's residence, to a pier, and then to the tower itself. This will allow small vehicles to get onto the tower; maintain the tower, the gates, the valves. There's a great deal of mechanical construction work in there that has to be maintained all the time. It will be backfilled with a sand-type material, where they've excavated the rock, and then there'll be stone riprap placed on the outside to prevent erosion and stream scouring.

A & L: What's riprap?

Llewellyn: Riprap is broken stone which is placed in a finished plane and will prevent erosion because of the size of the stone.

A & L: Ok, you said that this was going to be flooded in May, this area right here?

Llewellyn: Yup.

A & L: Ok, so where we are now, right this moment, is going to be full of water.

Llewellyn: Where we are right now will be probably ten to twelve feet under water, next summertime. They will continue to construct this tower; right now, we've got probably fifty to sixty feet of tower built and poured, but they will continue to build this for the next year and a half. They'll have to change their crane locations, their method of placing concrete. Right now, we're just about on the old railroad bed, and we're using that as an access road. Come next year we'll have a new access road which will go up over in back of this tower and the pier, back into the main dam work area. It'll have to be pumped out if there's any leakage through the temporary cofferdam.

A & L: Ok, over on this side there's railroad tracks, but those are the ones you relocated, right?

Llewellyn: Yes, those are the relocated railroad tracks, and that is the second contract that we've got here.

A & L: Ok, so when they relocated them, up there in the corner...those...what would naturally travel on this one is up there now?

Llewellyn: That is correct. It's all Western Maryland Railroad.

A & L: Ok, that bridge is in Maryland.

Llewellyn: That is correct.

A & L: Ok--but now, before you relocated it, it was in West Virginia.

Llewellyn: The reason for that is that there was better access for that route on the Maryland side. On the West Virginia side the slopes are steeper, I would say they're

probably less stable--even though they had a slide on the Maryland side of earth and rock after the construction. But the West Virginia side I think is a little bit steeper and it has a number of deep gullies which would either have to be bridged with a high bridge, or they would have had to go up the hollow and then back out around the point; it's better on the Maryland side.

A & L: Would you mind if we get a picture?

Llewellyn: Go ahead.

Right in the center of this intake you can see a cross form, and that is a reinforcing steel for what they call trash racks. If logs or debris come down the river, hopefully those will catch any stuff before it goes into the tunnel and gets caught inside. Anything that can go through that opening should be able to pass through; those continue up in the full opening of the intake.

A & L: How many men do you have working on this?

Llewellyn: There is one concrete superintendent; there is one carpenter superintendent; there is one concrete placement foreman. Now, each one of these men under them have anywhere up to a crew of fifteen to twenty men. In addition to that there's a subcontractor who installs the mechanical work; that is, the embedded steel items. There's another subcontractor that's doing the reinforcing steel, just the placement of it--he has about a crew of three to four men. Later on, we'll have some heating and ventilation electrical subcontractors in here, and they'll have crews of anywhere from three to probably ten men apiece.

A & L: They're starting to do what here?

Llewellyn: Ok, we're parked right on the center line of the dam, just about, on the right-hand abutment.

A & L: Abutment?

Llewellyn: Yeah, an abutment is where something joins on to the natural ground. We're in the floodplain area, about where the railroad was originally. Now, they are starting to do some test drilling to check the grouting that was done on a previous contract; I think this was by Mott Construction. This right-hand side was grouted, but it has to be re-grouted to check the take, they call it, of the grout. SJ Groves did the excavation as part of their contract under the railroad relocation. They'll do this checking, and then they will put holes in and do a third-level grout program here, and tighten all the small cracks in.

And up on the top, we have started the excavation of the rocks: we've come down in a bench, and we come out, and we take another slice down and then out--depending on the type of rock, and the durability of the rock, and a lot of different features that the Corps has determined beforehand. They have a pretty good idea of what we're going to run into. We can see a layer of sandstone right here, and then below the sandstone

there's a layer of shale and then another layer of sandstone. This will make a pretty good foundation. And then below there you run into a poorer layer of shale: the shale isn't very durable, and if any air or water gets to it, it can decompose into its components--mainly clays and small particles of sand. Right here this pond of water collects the runoff from this excavation area; it has a chance to settle before it gradually seeps through a rock fill underneath the road here, and then back into the river. Pollution control is one of the prime things that you watch out for on these jobs.

A & L: I'm glad that they're thinking about us. I'm going to take a picture of this. This is the...

Llewellyn: This is the stilling basin, and the outlet of the tunnel area. The first thing you see here is a large concrete structure--two walls--and down on the bottom there's some concrete pylons. These will have a tendency to stir up the water, make it dissipate energy as it comes out of the tunnel. Inside the tunnel it's sixteen and a half feet in diameter, a round tunnel; it's about a thousand feet back to the intake there. They are presently working on covering the inside of the tunnel with an epoxy lining; this will prevent any erosion or decomposition of the surface rock materials. As the water gets out here into the stilling basin area, there will be a pool here working in that dissipation; and then it'll gradually flow down the river here where we're located. On both sides the riprap stone has been placed on a bedding of sand and makes a good tight erosion-proof area. [tape stops, restarts]

We are still here at the stilling basin; above the stilling basin, looking upstream and slightly to the left, you can see a retaining wall--as an example of the instability of West Virginia materials on the surface here; they spent almost a million dollars just stabilizing the slopes up here to keep it from sliding down and making more problems. Above that we've got our conveyor belt line coming down the hill, and we spent a lot of time and effort stabilizing the slope up there in order that we could get up and down the hill in the construction of that conveyor belt line. We'll go on down below here, across the bridge and over to the gravel plant.

A & L: [...Over in Maryland where the roads are better.]

We're at the gravel pit now, so down below us, that's the settlement ponds. Ok, explain to us why those ponds, they look green--like, there are two or three ponds and the one looks sort of brown, and the next one over is green. [There used to be another pond there, what happened to it? There used to be three--or I can't see it from here.]

Llewellyn: There *are* three ponds there: the first one is a muddy color because of all the mud that comes from washing the materials that we're getting out of this flood plain area. It's highly contaminated with silts and fine materials. We wash the gravel before it comes out of this plant in the correct size. The fine materials go into these sediment ponds: the first one settles the larger sediments out, the second one takes the medium-size sediments, and then the third one which is really green still has real, real, real fine sediments in it, and that's what gives it the green cast. But it isn't detrimental to the water quality, really; with more aeration and time that greenish cast will go away.

Now, all the materials that have been excavated in the dam area have been stockpiled for use in one area or another. We have to process some of them, some of them we can use in their natural state, others we have to spend quite a bit of time getting correctly sized, or crushed, or taking the fines out like we're doing here in the gravel area. We get some of this gravel from this gravel pit area, and then we get some of this from the stockpiled gravel which was excavated from the floodplain zone in the dam area. This crusher can take up to about a three-foot by four-foot rock and it will break it down into one-inch-minus stone. Then sands are made in another portion of the plant, and some through blending we get the necessary products needed for bedding materials underneath the riprap, and also for the filter zones in the dam.

A & L: Ok, where we are now, this is going to be the major portion of the dam and we'll be under water, right?

Llewellyn: That's right. We are just downstream of the center of the dam, and what we can see here are the different zones being placed. Down here in the pit to the right we have the lowest area of the dam; and that's getting a gravel drain, and it will have a sand and gravel blanket on top of that with an unprocessed select rock which is a sandstone material on top of that. Now this gravel will take the water and then carry it off downstream, allowing the dam to take the seepage and take any rainfall out and away from the dam core. Then upstream from that we have a processed minus-three-inch rock, and that is a zone of transition; the unprocessed can be six inches and above--this is three-inch rock. And then closer to the core of the dam, we have a processed sand and gravel area which allows any moisture to drain away from the impervious core. Now, the impervious core means that water can't get through it--and that's the whole secret of this dam: it's an earth-filled dam in the center, but it has rock on the outside which is transitioned to allow passage of water away from that center core. Over the years through the pressure of the water upstream of it, it may need repair, but basically, it's a sound, well-constructed dam, and it shouldn't give too much problem. These have been built all over the eastern United States that I know of, and probably a lot in the western United States, and with the number of the dams the failure rate is quite low, really.

A & L: You were talking about when they drill the holes in, that's called ...

Llewellyn: Grouting.

A & L: Grouting, ok. This is the wall where they do the grouting, right?

Llewellyn: This wall has recently been grouted; it started over a year and a half ago on this side of the river, and this wall was a very steep area--really there was only a sliver of material taken off from here, comparatively speaking, and this was grouted after the excavation. On the right abutment it's a flatter terrain at this point, and portions of that have been grouted. It will be regrouted after the excavation to make sure that cracks weren't set up during the excavation program. This river that you see to our left is not the original riverbed. The original riverbed was right in where we are filling right now.

This was relocated under a previous contract. This gravel material that is in the riverbed that you see here right now will be utilized in the gravel plant for material to be processed and made into sand and gravel.

A & L: I know you said that these dams were built not supposed to break, I know that--ok, let's say in four years, when they have it all finished and everything, something does happen--what kind of damage is it going to do in Westernport, or Bloomington?

Llewellyn: Four years from now you probably wouldn't have too much water in the dam, and it would probably do just the minimum amount of damage--it might be like a hundred or a hundred fifty-year flood; however, eight years from now it would do immense damage. However, there are monitoring devices in the dams; most of the time they can tell that something isn't right with the dam. At that point, they can lower the water in the dam. Now, if nothing is done then you run into problems. Some of these dam failures have been due to either ignoring the warning signs or not having the funds to do the proper remedial work. Sometimes they...somebody in charge may weigh up the pros and cons and figure that, well, we'll let it go, it won't bother too much, and then somebody gets caught in a jam later on.

A & L: It'd probably hurt Westvaco the most, I think, 'cause that's what the next thing down would be--well, it would pass through Bloomington, but then it would hit the mill and the mill is right there.

Llewellyn: Yes, it would; anything in the floodplain area downstream of a dam of this size, or even Savage River Dam, would suffer a lot of damage. Down around Cumberland--now since the building of Savage River dam, Cumberland hasn't had the flood damage that they used to have. They say that Cumberland is very similar in terrain and also in the drainage pattern coming into Cumberland as Johnstown, Pennsylvania; and Johnstown, Pennsylvania has had quite a few disasters--basically because of ignoring the warning signs from dams upstream.

A & L: I was just wondering...I just can't imagine Westernport being under water. I don't know why, you know, it bothers me to think about it.

Llewellyn: Well, any area can be subject to flooding if the water gets high enough. Most people aren't located in a flood zone. A lot of industries are located in a flood zone because of the need for that industry to use the water, but residential areas generally try to stay out of the floodplain areas--unless a mill town, through its build-up process in the late 1800s...a lot of them were located in the bottom area, because they were owned by the industry, and then they were gradually turned over to private individuals.

A & L: It would be nice if they had parks and things, like they do at Savage. After they get finished, do you have any idea what they are going to be doing?

Llewellyn: Yeah, they will have a picnic area on the Maryland side. They will have a boat launch and picnic area on the West Virginia side. At the onset...at the beginning of

this program, probably the water will be too acid to support fish life here and/or anybody taking a serious thought of doing much swimming here. Now, through the environmental laws that have come into effect with the strip-mining and underground mining, it's becoming more and more common--and it *is* the law--to treat mine water waste. This should cut down on the acidity of the stream and eventually, hopefully, they plan to introduce fish and utilize the water better; the water should be upgraded as time goes by. There are, however, a lot of old mines that have mine water waste coming from them, and they have a tendency to be very acid. These old mines most people won't accept responsibility for; a lot of these mining companies have gone out of business. And it's a very difficult problem to control these drainages; some of these mines are very small, and yet the overall effect of so many of them in this area is such to raise the acidity of the streams.

A & L: This dam isn't going to have any effect on the Masteller Coal you were talking about?

Llewellyn: I don't know...I have heard that Masteller Coal will be doing more development in this area. I don't know who the owner of the tippie in Shaw was in the past, whether it was a [BNL?] or a Masteller, but there will be more coal operations that take place as time goes by in this area, it's just inevitable. In this immediate area, I would say probably most of the coal reserves have been utilized--whether or not they're a hundred percent worked out...I don't believe that they are a hundred percent worked out in the flood area, but there probably will be some coal reserves that are under the water. It's a tradeoff whether the amount of coal that will be flooded will be equal to that of the benefit of the dam itself, and under the Corps of Engineers they have a cost-benefit ratio. This incorporates not only the cost of the dam, but also how many people will benefit from it, whether it be industry, whether it be municipal services, water relief downstream, flood control, recreational aspects--all come into play. It's worked out that this location and this dam will be a plus for this area and for the country.

A & L: Who first...who came to you guys and decided that they needed a dam up here?

Llewellyn: Well, the Corps of Engineers has a responsibility in the eastern portion of the United States to determine water priorities, public works priorities. And they have had for the past forty or fifty years a dam-building program where they surveyed every major stream where the possible sites of dams would be, what the foundations would be, what the conditions would be, whether it was feasible to build a dam--whether it be for hydroelectric use, or whether it be for pollution control, or flood control; all the different aspects of all the major streams. And then by applying different parameters to the location, they can come up with an effective ratio and say whether this is feasible or not feasible. It was authorized by the federal government to do this control program in this Bloomington complex; and then they get a list of selected bidders--companies that are competent, capable of handling the volume of work under the quality that they need. Then they say, give us a price to do a certain portion of this work, and at a certain time they all submit a bid--sealed envelope--and then the letting agency opens the bids and

they say, well this person said that he'd do the job for the least amount of money, and they'll all base it on the same amount of work.

A & L: Yeah, I think that's in any kind of business....

Llewellyn: But there are a lot of people who don't know what competitive bidding and sealed bidding is. There are other contracts that are set up with other agencies which are negotiated contracts; and there a company might go out and say, well, we'll pick five people that can do the work, and they will all say that they'll do the work for a certain amount of dollars, and then they sit down at the table and they say, well, this is too much, what can you do to bring the price down to what I can afford to pay. This is a negotiated contract. Usually, in a negotiated contract the cost is little bit greater, but maybe you get more benefit in that you get done what you need to have done; whereas here you might have a few things that you can't plan on and you might have to negotiate later on.

A & L: When we started talking about this, we've been taking each section of the dam in part and explaining what it does, and how it helps out, and what's going to be done in the future to it--but can you summarize for me what exactly...what thing goes first to build, to start the dam, and go through it?

Llewellyn: Well, the first step in building a dam is to obtain the land--to get the right to build a dam. Maybe I should step one step back. The dam has to be authorized; because this affects not just one entity, it affects many people in a large area, and it has to be authorized by some agency. Then you acquire the land, and then you design the dam--or it may take place at the same time but coordinated; you have to have a good plan of that dam. Then when you get to the contracting stage, the first thing you want to do is get everything out of the way, out of the area of the work. That included relocating gas lines, that included power lines, the railroad, the roads, the towns, the people, the businesses that were involved--all these facets had to be taken care of. Then they got into the actual construction work, and this will take five ... well, anywhere from six to seven years in the actual construction of this dam. When you consider the grouting, and the foundation work, and even before that there was some coring--some exploratory work to see what the foundation was--that gets back into the design.

After the actual physical construction of this dam, there will be a lot of supplemental contracts left: clearing of the trees from the shoreline, and it may even entail clearing of the main flood pool. There will be a lot of small contracts, putting in picnic tables for instance, or fireplaces--things like that. All of these contracts lead to business in the local area as well as in the large area of influence: our company being from Massachusetts, it generates work in Massachusetts, Vermont, and New Hampshire as well as Pennsylvania, New York, and this area. Some of the embedded steel items came from Georgia. Some of the...well, the conveyor belt, for instance, came from Oregon. It affects not just one small area, but it affects a large area. And it's an infusion of dollars and affluence. The people that work here are from not just the West Virginia-Maryland area, they're from Pennsylvania, they're from Virginia; some of these ironworkers travel over a hundred miles a day, one way. And then our supervisory

people, a lot of them are from the New England area--in fact, most of them are from the New England area. SJ Groves is probably pulling a lot of people that they had working on road jobs in the West Virginia-Maryland area to work on *their* project. The gates on their spillway will probably be bought by--I'm not sure, but I think they're probably bought by the Corps of Engineers and prefabricated and sent here. Where they're coming from I'm not sure, but there is no facility right in the immediate area that could do that.

So the generation of economic value is something that the local people might not see, but it's affecting a large area. Our conveyor belt came on seventeen railroad cars, all from the West Coast, and this gave work not only for us, but also for all that railroad work coming up here; so that it's quite an economic impact. We were talking, say, a hundred and fifty million dollars just for the construction of this dam; well, probably thirty percent of that hundred and fifty million dollars is in salaries. So, it starts to add up. Probably there might be fifty million dollars in the embedded, or permanent materials that the Corps of Engineers has bought. We're buying fly ash, which is a byproduct that comes from fossil fuel power plants. This material is coming from Ohio; so we're buying that, we're bringing that in to use in the concrete. So, we're not only making a savings in the concrete but we're also helping get rid of a waste product, and we're also providing jobs to haul that down here. It's a big project, it's affecting a lot of people, but it should have a good effect in the long run for this area.

A & L: I think you've just about covered everything. Is there anything you'd like to add?

Llewellyn: Yep, there are two things. One is that we're very conscientious as far as the safe working conditions for the employee; and the other thing is that we are also mindful of the environment and doing the best you can under the conditions that you have, to protect the environment and give a good product at the same time.

A & L: I think that's important; I think those are the two main things that I'd think about. You've taken out a lot of time for me to interview you, and you stopped when I wanted to take pictures and everything, so Maribeth and I would like to thank you for taking out your time.

Llewellyn: You're welcome.

A & L: That's it.



Jennings Randolph Dam (formerly known as Bloomington Dam)
view from WV side in 2016

PHOTO CREDITS:

Old photos of Bloomington Dam project:

Bloomington Lake pamphlet published by the U.S. Army Corps of Engineers, 1975

Jennings Radolph Dam:

https://commons.wikimedia.org/wiki/File:2016-06-18_09_36_09_View_of_the_Jennings_Randolph_Lake_Dam_from_the_north_end_of_Jennings_Randolph_Road_in_Mineral_County,_West_Virginia.jpg

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Jennings Randolph Lake, view from Mineral County, WV in 2005

C&O Canal Boat Reconstruction Project

Name: John Millar

Occupation: ABL; Chairman of Canal Boat Committee

Birthdate:

Residence: Bel Air, Cumberland, Maryland

Date & Place of Interview: April 10, 1979 at the Canal Boat Site at North Branch, MD.

Transcribed: by Stephanie Wilmes on August 17, 2004

Millar—The C&O Canal Boat Reconstruction Project

(John Millar - Interviewed by David King and William Diamond Jr.)

I'm Bill Diamond along with Dave King. We are at the Canal Boat, which is located off Oldtown road. This is April 16th, and we are interviewing Mr. John Millar who is the president of the Canal Boat Committee.

WD: Mr. Millar, where did the idea of the Canal Boat originate?

Millar: Well, a park ranger said one time it might be a good idea to build a Canal Boat, and it got passed on to some other history buffs, and they said okay, let's try it.

WD: What kind of problems did you encounter prior to the actual construction of the Canal Boat, and where did the plans come from?

Millar: Well, we encountered every problem known to mankind.

WD: Mmm-hmm.

Millar: I mean--no money, not know how to build it, because we really didn't have any plans. See, when they used to build the Canal Boats in Cumberland Boat Yards, they had an apprentice system, where a young man learned how to build a component for the boat from his boss or his dad or something; and the men, most of them couldn't read and write anyway, so they never saw the plans. They might only have had one plan for all the boats they ever built or something. So, we had to get a partial plan from one that had rotted up--from a boat that had rotted up down in Hancock--and they'd taken some dimensions and recorded them, and then we looked at old photographs and talked to some old canal people, and we did some guessing; and we think we're about ninety-eight percent right.

WD: After you had all the plans, who helped you to get the ideas all together, then after...were there any people involved?

Millar: Well, we had our own organization set up: it's called C&O Canal of Cumberland, Maryland, Incorporated, and we're all volunteers. And after we came up with a design—and the design was mainly from a guy named Harry Ellis, who works at ABL—and then we went to the Seabees and asked them to help build it, and we had some help from Army reserve and VoTech out at Cresaptown; those boys did all the oak work and all the hand work on the boat--like these oak rafters. They cut out forty-two of those, and

they broke a lot of saw blades because their oak was really tough, but they did a wonderful job.

WD: How much time was spent on the research and development, and how long did it all take to...?

Millar: Well, it took a couple years to find out how to build it, and then it took about a year and a half to build it, based on working one weekend a month--'cause that's the only time the Navy Reserve and Seabees had, was during their monthly drill.

WD: What kind of wood was used in the building of this, and why was this particular type of wood selected?

Millar: Well, pine was used because pine was used originally, and it has the right quality of swelling whenever it gets in the water. And we had to get our pine from down in North Carolina shipped up here.

WD: Where was the money...did you have any money coming in from anywhere, and where did you receive any money, or help, to build the boat?

Millar: Okay, the money we got basically was, we went around to civic organizations like Kiwanis, and Rotary, and Jaycees, and things like that, and they all gave us a hundred bucks apiece in order to get their name on a plaque on the boat; and then we went around and sold souvenir shares of stock for a dollar a share, and that's how we raised all the money for materials. We spent about fourteen thousand for materials.

DK: Will the Canal Boat actually float?

Millar: Well, eventually it will float. Right now, we have a couple little things to repair--cracks and things like that--because, see, it sat out in the weather since nineteen-seventy-six in the cold winter; and water gets in the hull, and freezes, and causes separations, and so we had to repair those cracks. And another thing is we had a couple leaks, where the water leaks through the deck into the bottom and to solve that problem we, uh, used a very a special technique: we drilled eight one-inch holes in the bottom.

DK: [laughter] When was the construction of the Canal Boat actually completed?

Millar: It really was completed in...let's see, July, 1976.



C&O Canal boat replica at the Canal Place grounds, Cumberland, MD, 2011

DK: The canal, I know part of it--the Battie Mixon ponds and whatnot--is that...are you actually going to rebuild part of the canal to float this?

Millar: Yes--there is a development plan, which is being prepared right now by the National Parks Service, and after they come up with different plans, then they'll have public meetings, and people will give their comments about it—they've already had two of these at Allegany Community College, where they discuss various plans. And we plan...we are asking for re-watering about a mile here at North Branch, and also some canal in Cumberland also, and we plan to operate in the canal here, between Lock 72 and Lock 73.

DK: How has the local area reacted to the Canal Boat?

Millar: I would say it's been at least ninety-nine percent favorable. We've had 25,000 people here since the boat opened as sort of a historic exhibit and we have not met anybody that wasn't impressed with it and didn't enjoy their little tour through the boat.

DK: I noticed there's a lot of people in and out of here—

Millar: Right, right.

DK: And are there tours conducted through the boat?

Millar: Yes, we normally open for guided tours the first weekend in June. But as it turns out, today is the twenty-fifth reunion hike of the C&O Canal Association. In other words, that's the hike where Justice Douglas took a hike to publicize that you should preserve the C&O Canal as a park rather than make a freeway out of it; and we wanted to show these people that we appreciate their efforts to preserve this canal by allowing them to come on our boat, and we offer them free coffee and drinks and so forth.

DK: What kind of attractions are there for tourists who come to look at the Canal Boat?

Millar: Well, the main thing is that you have the historic furnishings of the boat. Now most boats that are on exhibit in the United States, particularly Canal Boats, are just a structure--a shell--and they don't show the living quarters and all that kind of stuff. Now our boat is unique in that it shows how people lived in the late 1800's: how you cooked your food, where you slept and that kind of stuff.

DK: What do you see in the immediate future for the Canal Boat?

Millar: Well, eventually we're going to get it in the water and offer rides up and down the canal; and also, they're going to build other facilities out here like a visitor's center, restore the canal, restore the locks. They've already restored lock house 75 over there—they've done that in the last year. Now also, one of our biggest things: we have a C&O Canal Festival every August, the last weekend in August, and it's an arts-and-crafts festival, where you have old-time people showing the cooking they did in the

1800's, and sewing, and tatting, weaving, carpentry. We had one man here last year, he could take a one-foot diameter log, and he would take a broad ax--a twelve-inch broad ax--and hew it into a perfect beam, he would put a mortise in it...in other words, we're showing all the old-time skills that people had, and there's a terrific amount of interest in this.

DK: Have you had any estimates on the cost of restoring the canal, or part of it?

Millar: It depends on how much you restore; a million dollars a mile is not unheard of, and when it comes to restoring locks, that's a rather expensive thing too because you don't have that many stonemasons anymore that know how to do it, and it is an expensive thing--and there is so much planning that is done before they even lift a spade to do anything.

DK: What kind of shape is the canal in right now?

Millar: Well, the canal in the Cumberland area, some of it is in fairly bad shape because there was a lot of trash in it--people use it as a dumping ground. But in the last year, they have begun to remove a lot of the plastic and old tires and debris and clean it up. But in the North Branch area in particular, the canal is not in bad shape: most of the clay liner is still there. Now, the clay liner is a twenty-inch layer at the bottom of the canal, and it is what contains the water, because our normal soil around here, the water would run right through it, and it just kind of wouldn't hold water. So, now we have problems with trees: sometimes a tree that's in the canal dies, the roots rot out, and then the water can leak through that layer, but all observations so far have indicated that the canal is in pretty good shape in most of the Cumberland area as far as holding water. Our biggest problem is money and priority--I mean most of the money so far has been spent on the Washington end of the canal, and then, when they start working up here, we'll get something. Now, we also had to think of a water source; now water can be pumped in from the river, it can be brought in from Will's Creek, it also can be brought in...the effluent from the Cumberland Sewage Plant. The Cumberland Sewage Plant, when the water goes out of there, after treatment, it's a pretty good purity, and it would be good enough to really take care of the canal. Now, when we talk about re-watering the canal, it isn't just to float a boat, it's so that you can stock it with fish, and people can ride in canoes, flat boats, and have all forms of recreation.

DK: Are there any other Canal Boats in the state?

JM: There is only one other Canal Boat, and it's at Great Falls, which is near Washington, and it's a \$200,000 concrete boat, and it does not have historic accuracy or authenticity, like our boat has. I mean structurally, it's a good boat, a lot of people ride it and enjoy themselves. It has a crew of ten. Of course, when the Canal was in operation, they only had a crew of three on the boat--but you know sometimes the federal government does things a little bit differently [laughter].

DK: What about the older people in the area, how have they reacted to this, the Canal Boat?

Millar: The older people in the area who know about the canal are very thrilled with it. I've talked to a number of people who lived along the canal and played as a boy, and they enjoy it. We know a number of old canal people that are still alive in the Cumberland area that actually worked on the Canal Boats, like Scat Eaton, and Harvey Eaton, and some of those guys. They're thrilled. There's another—Laura Eaton—who also lived on a Canal Boat, and she was our consultant, that told us how to furnish the captain's cabin--the kind of curtains to use and kind of quilts. She gave us about a hundred-year-old quilt. We've had terrific response from these old canal people.

DK: Where—where does all the stuff come from that's in here, the barrels and what not?

Millar: Well, everything we have has been donated. I mean, we're a volunteer group, we never have more than a thousand dollars at one time; as soon as we get it, we spend it on something additional for the boat. And people give us frying pans, pancake grills, barrels, singletrees for mules, that whisky barrel. They say, well, why don't you have this—well, we don't know where to get one, we can't afford it; they say, we'll get you one. So, this community has supported this thing in a wonderful fashion, particularly the civic organizations--they have really been great.



C&O Canal boat replica at the Canal Place grounds, Cumberland, MD, 2011

DK: Could you estimate the number of man-hours required to construct this boat?

Millar: I would say about 20,000 man-hours in actual construction. But then, there are many other man-hours going around promoting the boat--in other words, trying to raise money. Like, I gave a hundred and fifty speeches to civic clubs and things like that to raise money--and then we spent a lot of time in coming up with plans. Now, we probably spent half as much doing *that* as we did doing it, 'cause we had to know *how* to build it before we could build it.

WD: Would there ever be any other ideas of building another Canal Boat?

Millar: If there ever are, I'm going to take a big vacation, [laughter]. I *never* intend to get involved in doing another; it's been a...I've worked about 8,000 man-hours on it myself. You know, I've spent a good bit amount of money, too.

WD: Is it completed as it stands now?

Millar: It is completed, but anytime we can add another little feature because we have a little bit more money, we'll do it. Now, I realize you don't say that completing a boat means getting mules--but, at some time, we will have to come up with a couple thousand dollars to buy mules.

WD: Mr. Millar, could you explain what the mules were used for?

Millar: Yes, normally the mules would pull the boat. They would walk on the towpath with about a hundred-foot tow line, and they would pull the boats about two miles per hour. It would take them about a week just to go to Washington. And, if you had a loaded boat—and when I say loaded, sometimes that could be a hundred and twenty tons of coal, more than a railroad car hauls today—you'd have four mules, you'd have to have four mules. Now if you were empty, you could probably get by with one or two. And you had to have a supply of mules because that was your way that you propelled the boat.

DK: Would you like to add anything else?

Millar: No.

WD: Okay, Mr. Millar, thank you very much--very interesting. You do a very fine job here at the Canal Boat.

Millar: Well, thank you very much.

WD: You're welcome.

The Cumberland & Pennsylvania Railroad

Name: J. Gerald Farrell

Occupation: Retired Engineer for the C&P Railroad

Residence: Mt. Savage, MD

Birth date: April 4, 1903

Date and place of Interview: March 29, 1977 at Mr. Farrell's home

Transcribed by: Celeste Bartlett 2/2008

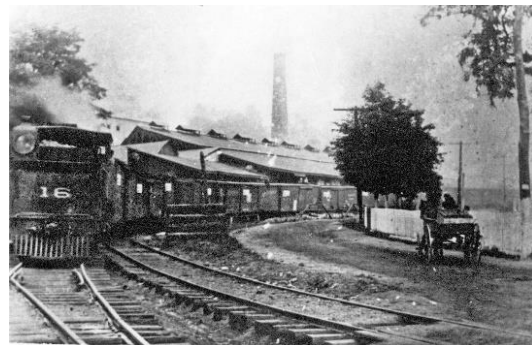
My name is Mary Beal and I'm going to interview Mr. Gerald Farrell on the subject of railroading. Mr. Farrell is a resident of Mt. Savage and was born on April 4, 1903. He is a retired engineer from the C&P Railroad.

MB: During your first fifty years of service to the C&P railroad, what jobs did you hold?

Farrell: First, [unclear]-making apprentice. I went from there to pipe fitting, and oxy-acetylene welding, and acetylene welding to fireman--firing an engine--from fireman to engineer. I started in 1918 and retired in 1968.

MB: Ok...How did the railroad grow over the years since its beginning?

Farrell: The railroad started from Mt. Savage to Cumberland in 1838. Due to rocks, cliffs, they run short of funds, and they sent a man back to England for more funds. On the way over, the ship got lost at sea; that delayed things for about a year. Then they sent another man back to get some capital; he came back, and they finished the railroad and it reached Cumberland in 1845....The railroad, then the rail mill and the blast furnace, was all one company, which was an English concern....In the beginning the railroad was built from Mt. Savage to Virginia Lane, now Virginia Avenue, and to the Potomac wharf--the present site of the Kelly Springfield plant. Mount Savage owned both railways out of Cumberland; the B&O Railroad had trackage rights.



C&P train leaving Mt. Savage station

MB: What was the passenger route for the C&P Railroad?

Farrell: There were six daily trains: four trains in the daytime and two at night. They run from Piedmont; Barton; Lonaconing; Midland; Carlos Junction; Borden Shaft; Grahamtown; Frostburg; Number Nine; Borden Yard; Allegany; Morantown; Mount Savage; Barrelville; Kreigbaum (now Corriganville); Hay Street; in Cumberland, Queen City Station.

MB: Since you worked at the Mount Savage Terminal end of the C&P Railroad, can you give us a description of the buildings that were once the railroad yard?

Farrell: Mount Savage was the main terminal of the C&P Railroad, and that included the yard office, weigh scales, the round house, passenger depot; and Machine Shop, boiler shop, blacksmith shop, car shop, tin shop, passenger car shed, lumber shed, powerhouse, and a two-story office.

MB: What structures stand there today?

Farrell: The machine shop, boiler shop, the office, part of the car shop, and the paint shop.

MB: They are all part of the refractories?

Farrell: And the black smith shop.

MB: And they are all part of the...

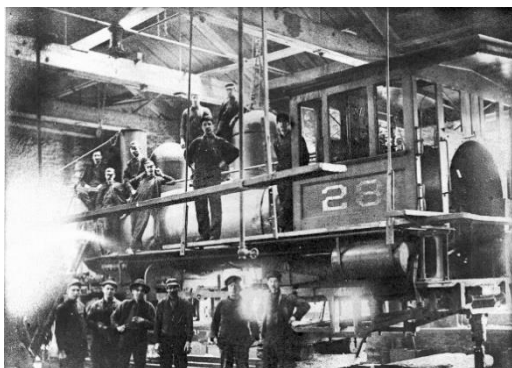
Farrell: Yes, they all belong now to the Brick Yard Company.

MB: What were some of the unions or governing bodies for the railroad?

Farrell: Well, there was four: Brotherhood of Locomotive Enginemen; Brotherhood of Locomotive Firemen and Engineers; and Order of Railway Conductors; and the Brotherhood of Railway Trainmen.

MB: How many people were employed here at the Mount Savage terminal of the C&P Railroad?

Farrell: When they were building engines, 1917 was the last engine to be built. There were 320 men employed. In 1931 there were only 125 men employed, and the annual payroll for 1931 was 175,000 dollars for the shops; and the transportation department had 150,000 dollars, maintenance department 75,000 dollars. At the shops, they built their own cars, cabooses, and some passenger cars, and all their locomotives. They started building locomotives in Mount Savage in 1883 and they built locomotives for different railroads all over the United States--some as far west as New Mexico--and Southern Railroads: Addison, Alabama, and Boston, Atlantic; and built engines for the West Virginia Central Railroad and for the East and West railroad of Alabama....



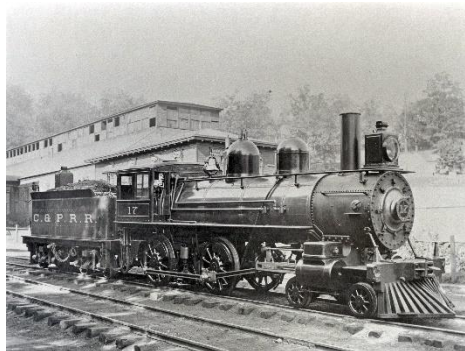
C&P Engine 28 being built in the machine shop in Mt. Savage

MB: What was the length of a working day for one of the people that worked here on the railroad?

Farrell: Back in the '90's and early 1900's, twelve hours a day. In 1910 they reduced it to ten hours, and in 1913 President Wilson signed an act for the eight-hour day. Back in the '90's and in the early part of the 1900's, they had eighteen crews working out of Mount Savage, and they run them out in the convoys: some would go Frostburg and West, and some would go East to Cumberland and the state line. Then they would all come back to Mount Savage and they had an eating shanty--they had a cook, made coffee and soup for the men and the boys. The railroad men would bring their buckets down to the eating shanty and leave them there. I have to say the women were hurrying up in the morning at 5 o'clock to get breakfast--they didn't get breakfast, then they wouldn't have to pack their lunch until later.

MB: What was the link between the C&P Railroad and the C&O Canal?

Farrell: Consolidation Coal Company was the parent company of the C&P Railroad and also the C&O Canal; and the C&P Railroad always serves the canal. I've read several times where people would say about different railroads servicing the canal-- well that isn't so. The C&P Railroad was the only railroad that served the canal, 'cause the Consolidation Coal Company owned the wharves--the Cumberland Basin wharf and the J.G Lynn wharf and the Potomac wharf--but there was coal come from off of other railroads to go on the canal. But the other railroads never serviced the canal.



C&P Railroad Engine 17

MB: What kind of legalities were involved that Consolidation couldn't call the C&P Railroad the Consolidation Railroad?

Farrell: When the Consolidation Coal Company was incorporated, they had a law at that particular time that a coal company couldn't operate a railroad under the same name as a coal company, and they took the name of the Cumberland & Pennsylvania Railroad. In the beginning, the C&P Railroad was supposed to run into Pittsburgh, and that's where it got its name from: the Cumberland & Pennsylvania Railroad. From 1845 to 1934, the Cumberland & Pennsylvania Railroad moved a hundred and fifty million tons of bituminous coal from the George's Creek region.

MB: What caused the C&P Railroad to collapse?

Farrell: Mines worked out, closed down, trucks taking over, short hauls--used to be the railroad serviced all the coal yards in Cumberland, and Kelly Springfield Tire Company, Amcelle, Taylor Tin Plate Mill--that was all taken over by trucks.

MB: Thank you, Mr. Farrell, for your time and cooperation with this tape.

PHOTO CREDITS:

All old photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and Clipping file.



Frostburg Depot, location of former C&P Train Station, in 2022



Frostburg Depot, location of former C&P Train Station, in 2022. Western Maryland Scenic Railroad train pulling into station. (Engine 1309 is a restored 1949 locomotive of the C&O Railroad.)

Catherman's Business School, Cumberland, Maryland

Name: Charles S. Catherman

Occupation: Instructor in Secretarial Science at ACC; formerly President of Catherman's Business School.

Residence: 27 Prospect Square, Cumberland, MD.

Interviewed by: Susan Hopwood

Date & Place of Interview: March 1, 1977 at ACC

This is Susan Hopwood and it's March 1, 1977, and I'm at Allegany Community College. I am interviewing Mr. Charles S. Catherman, who is an instructor at ACC. He was born in Baltimore, Maryland. He lives at 27 Prospect Square, and I'm interviewing him on Catherman's Business School.

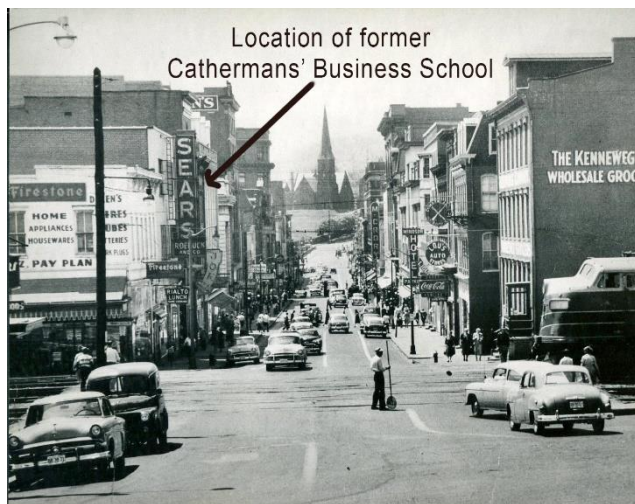
Alright, Mr. Catherman, how did Catherman's get started?

Catherman: My father came to Cumberland in 1917 and purchased the Tri State Business College from the Shaffer family.

SH: Was it always Catherman's?

Catherman: No, we changed the name, or he changed the name, to Catherman's after he bought it; but the Tri-State had been here for, I guess, thirty or forty years. There's been a business school in Cumberland for well over a hundred years, or had been.

SH: How many places were you located, and where?



View of Baltimore St., Cumberland, MD, 1953

Catherman: When my father bought the school, it was located in the building that is now occupied by, and now known as, the Medical Building, at the corner of South Centre and Harrison Streets. There was a fire in that building about two years after he started the school and we moved to 171 Baltimore Street, which is now approximately where the Holiday Inn parking lot is located, near the railroad. Then we moved from there to 123 South Centre Street which was coincidentally right across the street from the original site of the school, and in 1974 we moved to 114 Park Street.

SH: What was the layout of the building?

Catherman: Well, there were four buildings; now which layout do you want?

SH: The last one.

Catherman: The last one was a private home of some historic significance here in Cumberland; it was built prior to the Civil War. We had ten rooms, five on each floor: one large room which was the living room of the house, and then three other rooms downstairs and a small office; then upstairs we had five classrooms. Incidentally, the home that we occupied was my wife's homeplace. She still owns it, although it's now not occupied.

SH: How did you advertise?

Catherman: Through all the media: we used radio advertising, we used newspaper advertising, and we used a considerable amount of direct mail advertising to prospective high school graduates, when we could get the list. And we also went to the high schools, and if we couldn't get a list of the seniors to be graduated, they would take the literature from us and distribute it themselves among the seniors in the school.



SH: What were your diploma courses?

Catherman: We had an executive secretarial, medical secretarial, secretarial, stenographic, accounting and business administration, and a clerical course; six of them altogether.

SH: What was the approximate time of completion?

Catherman: I listed them in the approximate length. The executive secretary was about eighteen months, the medical from sixteen to eighteen, the secretarial approximately twelve, stenographic nine to ten, accounting about twelve to fourteen, and the clerical six to eight months in every case.

SH: What were your credit certificates?

Catherman: For each subject in one of the diploma courses that was completed, the student received a small certificate, about a three by five piece of paper, indicating the course in which they were enrolled, the name of the subject that they had passed, and the date and the grade that they received--that they passed that subject.

SH: What were the qualifications for getting into the school?

Catherman: Primarily, the students that we had were high school graduates. However, students who were more mature and who may not have, for some reason or another, obtained a high school diploma were admitted after interview. But primarily high school graduation was a requirement.

SH: What was the tuition?

Catherman: Well, when I first started in the business, the tuition was \$20.00 a month. And the last tuition charge we had was \$80.00 a month. The average monthly tuition charge for private business schools today is in the neighborhood of \$150.00 to \$175.00 a month.

SH: What was the highest enrollment?

Catherman: I suppose that right after World War II when we had a tremendous influx of veterans under the GI Bill, that at one time we were occupying classrooms at the YMCA as well as at 171 Baltimore Street, and at that time we probably had anywhere from a hundred and seventy-five to two hundred students.

SH: Did people come from different areas to attend?

Catherman: Primarily from the Tri State area here; I would guess that probably sixty to seventy percent were from Allegany and Garrett Counties, and probably maybe ten to fifteen percent from Pennsylvania and ten to fifteen percent from West Virginia. Occasionally students came from greater distances, but they were isolated cases, primarily.

SH: Did any famous people go to your school?

Catherman: Famous people [laughs]...well, I would say that some of them became famous locally. Some bank presidents were former students at our school, at least one rather prominent attorney here in town started on his career as a student and later as a teacher at the school. A man by the name of Carl Markert(?) came to the school years ago and taught for us and went to a very large business school in Pittsburgh, Duff's Iron City, and became general manager or operating principal of that school for many years; so we've had a few that have become quite successful--I wouldn't say they're famous, exactly.

SH: How had the school changed since it first started? Education-wise.

Catherman: Well, it changed, of course, with the changes that occurred in office procedures in the various businesses throughout the community. One example--I can remember that the desks that we had for accounting and bookkeeping in the old school up on Baltimore Street each had a receptacle for a bottle of red ink and a bottle of blue ink, and nib-point pens--those are steel-pointed pens, dip pens--were used to do the accounting. But primarily, the changes occurred when the employers expected more than just a shorthand writer and typist, and more than just someone who could keep track of figures. They had to know something about the operation of a business, the accountants did; they had to take off the income statement from balance sheets; and they had to interpret; they had to learn how to close books--they became accountants, really, rather than just bookkeepers. And the secretaries, instead of just shorthand and

typewriting, they became somewhat experts in human relations; they had to be receptionists, they had to learn how to answer the telephone, they had to learn how to make decisions in the absence of their employers. And I suppose that's the greatest change that has occurred over the last thirty to forty years--the employees now are expected to do more, and are *able* to do more, and are trained to do more than they were in the early days.

SH: Did you help students find jobs?

Catherman: Oh yes.

SH: How did you go about it?

Catherman: Well, we, from time-to-time, would use mail advertising to prospective employers throughout the community indicating to them that we had not necessarily specific individuals available, but that we were in the position of training office employees and we'd be glad to have them call on us if they did have an opening; and word of mouth--a successful student would tell her employer when a vacancy occurred in her office, and why not call Mr. Catherman. That was primarily the way we were successful in placing students. We did this also: we used to compile a list of the students who would come to school, the high school from which they had been graduated, and the employer for whom they were working. We mailed those lists around the community, indicating that the school was not only operating to train students, but also to find jobs for the students. And if we hadn't found jobs for students, we would never have lasted as long as we did.

SH: Was it a great percentage of students that you found jobs for?

Catherman: I would say that of the students who were graduated from our school--that is, actually completed a course of instruction at the school--that our employment, percentagewise, was probably in the middle to high nineties. We had very few failures. We did have drop-outs, like anyone else. And we had a lot of students who, as soon as they were offered a job, would quit school; it happens right here at ACC. It's discouraging to us, but they came to school to get a job, so if they got a job it was fine with us. We used to advertise for years that we never had an unemployed graduate; we used to use that quote "not an unemployed graduate for X number of years". And it was *true*; and I stopped it when we did have a couple people that were unable to get jobs for one reason or another, usually not the knowledge that they had, but quite often personality-wise, or they might have had some physical disability that hampered them in seeking employment.

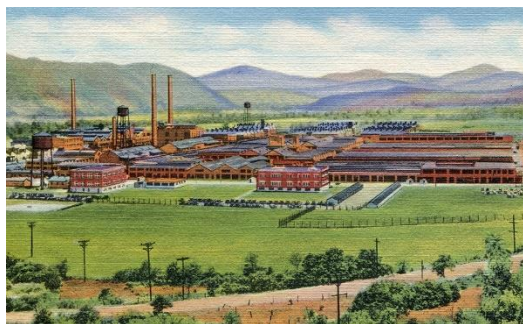
SH: Did they find jobs around here, or did they have to leave town to find them?

Catherman: I would say, again, that seventy-five to eighty percent of them worked in this area, or in the area in which they lived--if they came from Somerset or Bedford Counties, they wanted to go back there, if they came from Mineral or Hampshire

Counties or even down in Grant and Pendleton, they wanted to go back there to work. There were times when there were depressions; you're not old enough to remember the depression of the thirties, but at that time probably the only jobs available were with the federal government, and that's a little bit true today that quite a few of the students here are seeking government employment of one kind or another--state, city, county, or federal. I think there was a notice in the paper that the county gave an exam just last week, and I think some forty-odd people took that test. Ordinarily--in ordinary times--there might be five or ten take it, or maybe only two or three; but with the employment situation the way it is now, a lot of people are going for government employment. And that's been true over the years--it swings back and forth. But mostly our students did work in this area.

SH: What type of businesses or industries offered employment for students from your school?

Catherman: Well, I wouldn't want to list all of them, but I would say there were well over a hundred; different kinds of employers in the area. We sent them to lawyers, and to doctors, and to accountants, and to the industries like Kelly and Celanese; in the old days, Celanese hired literally scores of secretaries and stenographers when they had twelve, thirteen thousand people working out there. It was really difficult to keep up with the demand in those days, because there were more jobs than there were secretaries. That's still true for good secretaries today, that there are probably greater demand for them than the supply in most areas. But we did send them to retail establishments, little small one-man businesses, and large industries all over this community.



Celanese Plant, Cumberland, MD

SH: What is your background and qualifications?

Catherman: Well, I have an AB Degree from Saint John's College in Annapolis and I'm a graduate of Horace Mann School for Boys in New York City. I had, I would say, a liberal education background. And then summers, I went to my father's school and learned shorthand at an early age, learned typewriting at an early age; and also during the summer in the old days when telephones were not quite so frequent as they are today, we spent the summer in "beating the bushes" as we used to call it. We'd go get the high school lists and I would actually go down into West Virginia and Pennsylvania and Garrett County and spend two, three, four days actually going to the homes and talking to the students and asking them whether they would be interested in a business education. And if they weren't, ask them if they knew a friend, and usually one would give me a couple names, another would give me a couple names, and we'd literally go around and visit the houses one by one.

So I grew up the business, really. Both during my college summers and after I came out of college, I worked three years as city editor of the Cumberland News (it was then the Cumberland Daily News). When the evening paper absorbed the news, quite a few of us were let go because they didn't need that many people down there when they made a joint enterprise out of it. And then I went into the school business full time; my father then had a small school in Altoona, Pennsylvania and I managed that for about a year, year and a half over there. Then we closed that; that was closed around the time of World War II. To get a job, all you needed to do was to know what a typewriter looked like in those days because everybody was in service. And then I came back to Cumberland and worked here with my father for a number of years; and then he retired from the business in, I would say, about the middle '50's, and from that time on until we closed it here this past year, I operated the school by myself.

SH: Why did you get involved with the business school?

Catherman: Well, it was a family enterprise.

SH: Why did you stick with it?

Catherman: I liked it; and I suppose after the disappointment of the newspaper career that I had, I said, well, something's better than nothing. That's about what happened. I was offered some other jobs--I was offered a job with the Associated Press when I was working at the newspaper. But I went down for an interview; and the Associated Press in large cities like Baltimore and Washington were really primarily rewrite-men in those days--in other words, they'd take the Baltimore Sun or the Baltimore News Post and they'd rewrite these stories and put them on the wire, the telegraph wire, for the outlying communities in Cumberland and Hagerstown; any place there was a newspaper outside of Baltimore. And I was doing original work here, you know, creative work--at least I felt it was--I was going out and interviewing, and writing up the story on my own. And that didn't appeal to me. And then when the newspaper closed, my father said "would you like to come into the business, we could use you, full time?" I said, sure, why not.

SH: What was the impact of ACC's secretarial program on yours?

Catherman: In the beginning it wasn't too critical, when they were up on Frederick Street at Carver. I remember the first year that they announced the secretarial program--they had two students show up to enroll. Later on, when they moved out here to the beautiful campus here on Willowbrook Road, and when they employed Mrs. Zembower as head of the department, things started to gel for them. Two or three other things: the impact financially--we couldn't possibly compete with the charges they were making out here because as you realize, a public institution is subsidized three ways: one third by the county, one third by the state, and one third by the students themselves. The student does not pay in any way, shape or form the total cost of a course at ACC--in any of the programs, not just secretarial, but in any of the programs--and of course we had to support the building, pay taxes, meet a payroll, and all the expenses that were involved with a private business--solely from the tuition income.

And although we kept on raising it each year or two, it became increasingly difficult to meet the demands, the financial demands, of the business from the low tuition; as I told you, we were about half the average, and *still* people would say "\$80.00 a month, that's an awful lot of money, I could go to ACC, or I could go to Frostburg, or I could go to Pot. State--any of those places."

SH: What were your reasons for closing the school down?

Catherman: Primarily, we didn't have sufficient students. In other words--I sorta 'led up to that--the income from the student tuition was not supporting the payroll and the other expenses that we had. Another thing too that affected all private...this has been the history of a lot of small private business schools; I know of a school not too far from here that used to have six, seven hundred students, and I saw a report last year or the year before that this school was down to a hundred and twenty-five or a hundred and thirty students. So, in small communities it's a coming thing that the public colleges are taking over. Now in the larger cities--not quite so true. But here's another thing too that I've always felt has effected the demise of the private institution--not only the business school, but a lot of others--that not too many years ago when a young woman, for example, came out of high school, she had a *very* few choices for a lifetime vocation or occupation. In our locality, she could go to Frostburg State and try to become a teacher, she could go to beauty school and become a beautician, she could go to the nurse's training at Memorial Hospital then and become a nurse, she could go work in the stores--Murphy's, you know, a sales clerk in a store--or she could go to business school. Literally, there were only about five or six areas in which a young woman could expect employment. Today there are probably five *hundred*. For example, I think I saw in the paper that the vo-tech school had young women graduating as carpenters, electricians, and that--they had a list of people not too long ago. So you have, for instance, right out here you've got a forestry department. Well now, would you expect a young woman to go into forestry? You wouldn't think so, you'd think that'd be a man's occupation, but there is no such thing as a man's occupation. So, the students graduating have been presented with a much broader choice in occupations than they were not too many years ago.

SH: OK, well, thank you.

Catherman: OK, Susan.

PHOTO CREDITS:

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Celanese Corporation, Amcelle Plant: Before, During and After World War II

Hello, my name is Dave Sibley. I am going to interview Earl Stemple of 28 Browning St., Cumberland, Maryland. The purpose of this interview is for the oral history project at Allegany Community College, and in conjunction with the Allegany Local History Program. The subject of interest is the Celanese Corporation before, during, and after World War II. Today's date is April 27, 1977.

Hi, Mr. Stemple, how are you today?

Stemple: Ok, Dave, how have you been?

DS: Oh, not so bad. How long did you work at the Celanese?

Stemple: Thirty-seven years and two months.

DS: That's a good while, isn't it.

Stemple: A long time.

DS: What's your age now?

Stemple: I'll be seventy-three on the tenth of next month. That would be May 10th.

DS: What kind of work did you do out at the Celanese?

Stemple: I washed the acid out of the acetate. The acetate was originally cotton dissolved in acid. Dissolved, it became like molasses, or a syrup. When you put acid in it, then it came back to a cotton--but it was harder then. It was hardened; then we softened it up and put it in a big vat and washed it, and we washed this acid out of it.

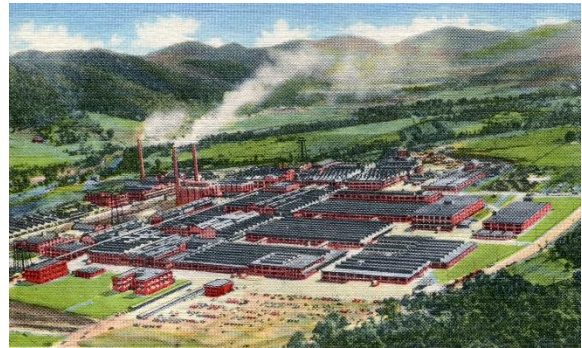
DS: What'd you do out there *before* the war?

Stemple: Well, we done the same thing but it was a smaller process.

DS: Uh huh. Was there a big transition of products between...right before the war and during the war?

Stemple: Oh my yes, yes. Business picked up terrible...er, tremendous; in fact, from 1939 on to '49, it was just a constant...*rains*...you know what I mean, larger production, more of what's needed.

DS: Now, did they change any of their production methods?



Celanese Corporation, Cumberland, MD

Stemple: No, they didn't change their production methods, but the stuff that we made could be made into gunpowder, it could be made into *dope*--which they used to paint the wings of the airplanes in World War I. But then in World War II, then they put it into a cloth called Fortisan, they made a cloth, and they also made parachutes out of the same stuff.

DS: What were the methods for shipment of the materials during the war?

Stemple: We used tanker trucks...not tanker trucks either, but big tractor-trailers...

DS: The railroad was involved?

Stemple: Well, the railroad to a degree, not very much; we'd get better service by trucks because the railroads were hauling war material, and the Celanese bought a fleet of large tractor-trailers--I guess sixteen-wheelers, you call them, don't you. And they just had big doors on them, and they were airtight; they just cut a hole in the top and go on in and load it from a Cyclone--by blowing it in there.

DS: What was the impact of organized labor during the war? Did the government run all the production, or...

Stemple: Well, the government controlled us to a degree, but not too much. We weren't allowed to quit; if we quit our job, then we were in trouble--we lost our draft status. We were allowed so many men because of the war production, or the product we were making. They'd even give deferments for some of the men, they did, because they had a key position.

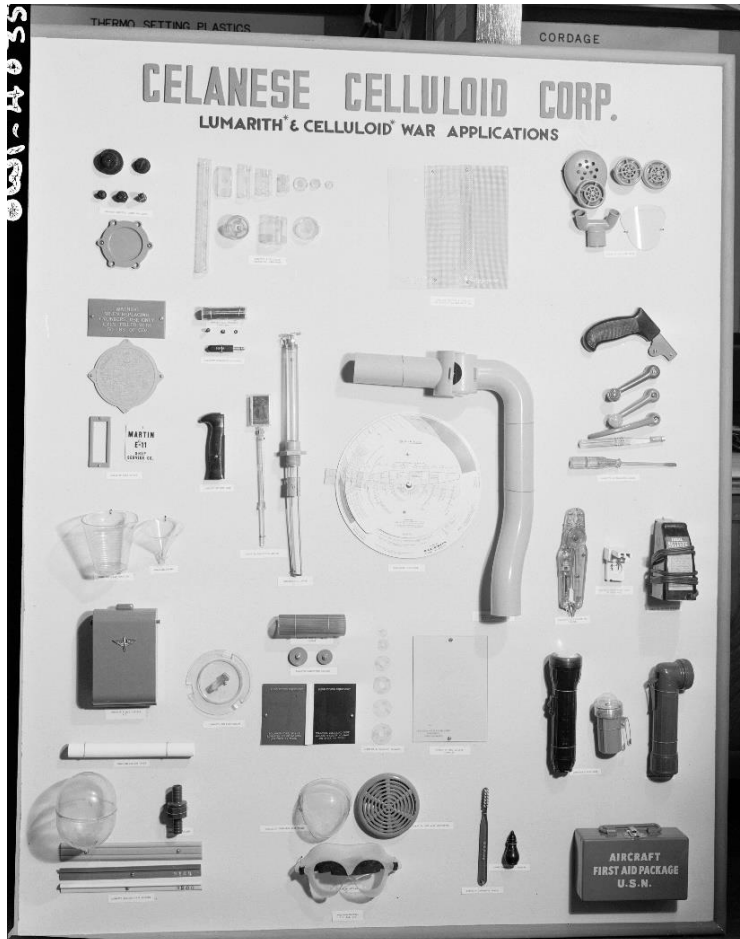
DS: What about the quality or the quantity of the products produced during the war; were they the same then as what they were previously, you know, before the war?

Stemple: Well, they had to make them a little bit better; the government specifications in the war--we had to watch stuff awful close. For instance...the *dope*--we'll call it *dope*--the product was done up in batches that would give you three, seven-hundred pound cars. Now, you would take four of them and put them together. They would take and mix this stuff with chloroform, dissolve it, and get the...tensity[tensile]--or something like that--up. The strength of it. And we could just throw any four together; but during the war, no--we had to match. We couldn't be higher than...

DS: Well, they used different products for different...to produce different types of equipment and stuff, I guess, right?

Stemple: Yes, well, a different type of yarn, which was for knitting, or...and then they would use this different kind of *dope*--they even made paint, that could be made out of

this same stuff. Moving picture films... nonflammable camera films...all that did was, it dissolved, see? You can dissolve it right back and get a liquid out of it. And you spray this liquid so thin, they put it in what they call jets, and however fine them jets are, was how fine this thread would be. And when this stream hit the air, it was a silk thread or a film, whatever you had. And we didn't do all this at the plant; all we done was made it for that, you understand?



Display of Celanese products manufactured during World War II

DS: You just made the liquid--it was in liquid form when it was shipped out of there then, right?

Stemple: No, ours was in a dust form, or a powder; like cotton, it would have been ground real fine.

DS: And they sent it to different plants for processing.

Stemple: That's right, uh huh.

DS: Could they make gunpowder and munitions out of it too?

Stemple: Oh yes, yes, yes.

DS: It was definitely explosive, then...

Stemple: Well, it *could* be, by changing the formula into an original started [section unclear] when it's worked on in Department H.

DS: How about just coming out of the plant, now; was it dangerous just coming out of the plant?

Stemple: No, no, no danger whatsoever.

DS: Now, if it was going to a munitions plant or something like that there, it would be dangerous coming out of the plant, though.

Stemple: Right, right.

DS: They did that out there too, though, right? They made this stuff that you could make munitions out of?

Stemple: Yeah, uh huh.

DS: I see. What were the wages during the war?

Stemple: Well, they were comparatively...for instance, our machinists, or what you'd call them...

DS: Skilled labor? Well, they'd be journeymen now.

Stemple: Mechanic. Alright. He would receive about a dollar less than you would've by working at the B&O or some other places; but yet your skilled labor in the plant was only receiving fifty to seventy-five cents less on the hour. But the union was the cause of that--the CIO [Congress of Industrial Organizations] said it cost the ditch-digger as much for a loaf of bread as it did the journeyman or the skilled laborer.

DS: Sure. Same as it is now.

Stemple: Yeah. So then when anyone got a raise, why, each one of them...

DS: Everybody got a raise.

Stemple: Everybody got a raise. And originally, when you start out then, you all settle for a certain wage, you know, in the first...

DS: Like, each department.

Stemple: Yeah.

DS: I see. Any levies on the amount of wages being paid, or anything, right?

Stemple: No, no. Our contract would come up one year, and then we'd finally settle by two year. Every one of us, we had our own contracts.

DS: How about the transition after the war, back to normal production; was there a lot of equipment had to be...was there a lot of things that had to be modified, like equipment or that kind of stuff?

Stemple: No.

DS: They just used the same stuff then, right? Used the same equipment.

Stemple: The war really helped us; I mean, even after the war, then our production kept on jumping, you know what I mean? Because the public--or, we'll say, manufacturers--knew what Celanese fibers would do--the product we made, the different stuff they can make out of it.

DS: How about the transition...you made stuff too for the Korean War, right? How was World War II's production compared to Korean War? Did they use as much stuff during the Korean War?

Stemple: Well, that particular time, during the Korean War, that's when we had dropped down the Celanese and built two other plants--modernized them. They didn't modernize this plant out here. They built a plant in Virginia; in Mexico; and near Rock Hill, South Carolina.

DS: In other words, this plant today out there is more or less what it was then, really--except for maybe some new control devices, and machinery, stuff like that.

Stemple: Uh huh. You see, as they modernized, it would cost as much money to modernize this plant as to build a new one. So they built a new plant. For instance, in my department, starting in at '32, you had about four or five men; and then during the war it jumped up to thirty-five men--and we had three blocks using thirty-five men. Now, when they started to modernize, why, they would put big tanks that took the place of hydros(?), took the place of vats; then you had two big tanks for my department, and the man up above me had two big tanks--and three or four men were running that tank. It was like a big oil tank that you can get gasoline stuff in on the railroad. Then when they had to take it out of there, why, they would have done the same thing that we had done before by using three different processes--boiling, washing, and drying; it was all done in this one operation. Well then, when they started to modernize, and they found that they could do that, well then, they built the plants down there in these other two places.

DS: Instead of modifying this plant, they just went ahead and built a modern job.

Stemple: And they done away with labor also, because, well, you had one man on each floor; and three floors, so you had three men--and he wasn't doing anything but pressing buttons, down there. In fact, up here we had three men in two, three men in nine; Virginia?--one man run both departments.

DS: In other words, it was all automated.

Stemple: All automated...

DS: Yeah...automated systems.

Stemple: That's what happened just before they shut down, down there: one man was running...in block two, where we made the...well, we made our best grade of plastics in block two. See, block one was still making regular what we called rid(?) tag, or for films or any kind of a plastic--cheap, like toilet articles: hair combs, toothbrushes--stuff like that.

DS: You mean film was made out of the same grade of plastic.

Stemple: Same grade of plastic.

DS: Oh, I see. I didn't know, I thought it had to be finer grade.

Stemple: No, no.

In block two, one man was running all three floors; meaning that down here (demonstrates) on the bottom floor he was controlling machinery on the second floor and machinery on the third floor by just lifting a panel and pressing a button. He could open a valve on the third floor, dropping stuff down into his tank on the bottom floor.

DS: How about during the war, World War II, were there many female employees?

Stemple: Well, I didn't see any, but there were up above; see, the textile end of it--let's say it that way--was ninety percent female.

DS: It's about the same then compared to today, probably, huh?

Stemple: Uh huh.

DS: About the same. How about before the war--were there more females during the war than before the war? Same way?

A VINTAGE 1930'S SAMPLE OF CELANESE FABRIC



Stemple: In the textile end of it, it was just about the same. Well, men's fingers wouldn't be...what do we say...flexible enough? Strings(?) had to be tied on a cone or a bobbin, or a wheel; and you'd grab them, and, well, they have a little way to clip it. One person needs to clip it. Women are more adapt[ed] to it. And they'd use the men in the hardware [unclear section] at the bobbins.

DS: Oh, I see. Now during the war, were there many...was there any troops at all at the Celanese? Did they have any guards of any kind, any security guards?

Stemple: Well, they weren't controlled by the government, they were controlled by the Celanese itself.

DS: Oh, you had your own security service, then. They didn't have to beef up their security during the war, then, huh?

Stemple: No. Well, in one sense of the word, yes, Dave--they put a new department in up there just as the war was breaking out called 851; and this was a secret process of making some kind of acid. What the acid was used for, we didn't even know. But when they started that out, they had a guard that was at the gate to let *you* in, and only the people that worked there was allowed in that. The government did control that; this was a government project. It was called 851, it was a new department.

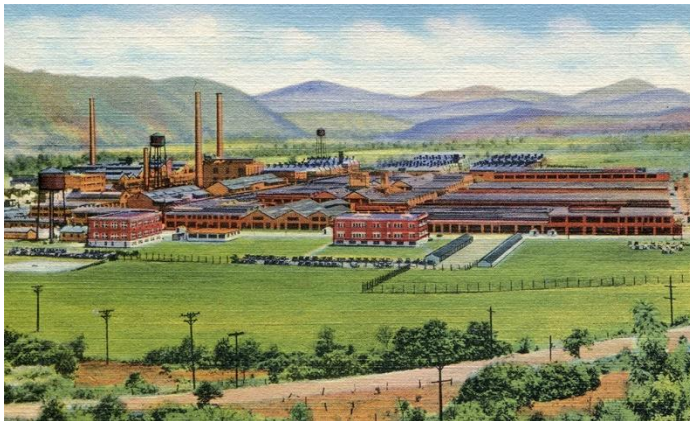
DS: And after the war, what did they do, did they get rid of that department?

Stemple: They moved it down to Texas. Down at their chemical plant. It was a chemical that they had in the war that maybe some of the higher-ups knew; I don't believe the men themselves that worked there knew what they...

DS: So maybe we did use a good bit of chemical warfare in World War II.

Stemple: Oh yes, yes, yes.

DS: There isn't any doubt about it, probably.



Celanese Corporation, Cumberland, MD

Stemple: There were a lot of [section unclear] Quite a few men worked up in this 851. There was a fence around it like...well, you know, like you got at home, here; or, the schoolyard--the schoolyard has the [Sib: chain-link fence]. Chain-link fence all of this, and there was a guard there at all times--high-security, it was called. And each one that went in there, you had to have a badge on, and well, with the war being on, they had the guard do you, to get in...anyone else was not allowed in there.

DS: Not allowed to pass through, you had to have a permit. It must have been a pretty good security area, then.

Stemple: It was in that particular department...and it was off from the rest of the plant--they built it clear at the upper end of the field, up close to their old swimming pool.

DS: Were there any accidents during the war that you can recall, like half the plant blown up...or anything like that?

Stemple: No, no...we were very, very fortunate. Now, up where I worked you couldn't smoke; they had smoking areas that you could go at your lunch period, but that was all. I don't believe we had an explosion at all...

DS: Weren't anything like sabotage, or anything like that.

Stemple: Oh no, no, no.

DS: Nothing. No conspiracies or anything.

Stemple: No, we were very, very fortunate.

DS: Because, you know, if you had that secret department...you know...

Stemple: No, we don't know what all went on up there; if anything did go on up there, why, nobody knew anything about it.

DS: It was private business.

Stemple: Private stuff. It was all hush-hush.

DS: If you had to do it over again, would you start out at the Celanese again?

Stemple: Yeah, yeah! I'm one of them guys that never went to school [unclear], you know, and I needed the job working out there and they give me one.

DS: And you worked there for awhile.

Stemple: Right...boy....

DS: How many years was that now, thirty-seven and a half?

Stemple: Thirty-seven years and two months...

DS: Well, now you can kick back and enjoy a retirement.

Stemple: Right (laughs).

DS: It's well deserved.

Stemple: Well deserved.

DS: Well, I thank you for your time.

Stemple: Thank you, and I hope I helped somebody.

DS: I believe you did. Thanks a lot.

PHOTO CREDITS:

Wartime product display:

<https://www.loc.gov/resource/fsa.8d41683/>

Untitled. , None. [Between 1935 and 1945] [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/2017863996/>.

All other photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and Clipping file.

City Drive-In Cleaners

[Pat Leo] I'm going to interview Mrs. Maria Lovece, a native of Naples, Italy, who is now the owner of City Drive-In Cleaners, downtown Cumberland, 500 No. Centre St. Mrs. Lovece, when did you come to the United States?

Lovece: I came on March 21st, 1953, and my age was twenty-two.

PL: Ok, and what was your reason for coming to America?

Lovece: Oh, I married my late husband, Domenic Indolfi; and that's one of the reasons why I came.

PL: Was getting into the cleaning business your intent from the beginning, when you first came to America?

Lovece: No, I was more devoted to being a mother, housewife; but I also knew that I would like to get into my husband's business and learn, and help him in what was necessary. And of course, back in 1968, he died; and since I had learned already how to operate the dry-cleaning establishment, I went on and took it over. It was not easy because of all the responsibility and the duty of a mother and a housewife, and on top of that I had to be a businesswoman; I was not any longer a housewife but a full businesswoman--which is completely different, really, from anything else.

PL: What type of career did you hold before coming into this country?

Lovece: Well, in Italy it is a little different than this country; usually the girls, they don't want to work, you know--at least it was in my time. And I had my college education, and during that time I married my husband, and I came over here.

PL: When you first came to this country, did you speak English--and if not, did you find it hard to communicate, or learn?

Lovece: Well, that's a good question! I didn't even know a *word* of English because I studied German. But it wasn't hard to communicate with the people because they were very understanding if you made a mistake in speaking a few words, you know; they were not there to laugh at you--they were there to help you, really. And that did more so encourage a person that comes from another country to go ahead and speak. And I was ambitious to learn, I wanted to learn, was determined because I felt I was not an Italian student, I was not going to be an American (?). I can never learn alike, you know, as a native--but, at least, I am capable to converse with any one of you and be understood.

PL: Starting your business here, did you encounter any difficulties because of not being a native of the U.S.?

Lovece: No, I think I was very well accepted by people--and "native" I don't think really has got anything to do...because over here it's freedom, and you are free to do, really, whatever you wanted, and nobody envies you; if it is anything, they *admire* you. And in my case, it was better yet because my husband had passed away and I had a lot of business friends that came to me and gave me beautiful encouragement, by saying to me, "keep your chin up, you can do it, we know for sure that you can". So that and the determination to carry on in my husband's business--I went on by doing it.

PL: Why was Cumberland where you decided to make your home and business?

Lovece: Well, this was not my decision--it was my husband, he was already in business over here when he married me; and of course, when you marry a man in Italy you follow him, and he doesn't have to go wherever you wanted to. And I found that it was very pleasant, and there was nothing really that I wanted to change at that time.

PL: Have you accomplished any goals that you set out to meet before leaving Italy?

Lovece: Excuse me?

PL: Any goals that you set up?

Lovece: Well, I think my biggest achievement was that I was able to carry on the business without any side help. And of course, it made me feel very proud to be able to do so; I had to work very, very hard and I was very determined to accomplish that.



PL: And has the business changed over the years that you've been the owner?

Lovece: At the beginning it was for better; and in 1970, all the way up to I think it was 1975, in the dry cleaning, it was very hard to pull through because of the material--wash 'n wear, permanent press--which the people, instead of bringing the clothes to

the cleaner, they were washing themselves at home. But I more or less had to apply a different system--a different schedule--to make sure that we could maintain the same business with less expense. And that's one of the reasons why today I'm still operating the business, four days a week. And I get more out of my employees, because they are working harder--not to the point that they are, you know, killing themselves; but I'm trying to say that having two days a week for themselves and for their families, when they come back to work, they are more full of life, and they really do more, than if we

had been open six days a week. And I had to cut a lot of my expense--because when you turn on the water you use a lot of gas, and if you don't have the clothes to clean, that water is still on. Then, in 1975 a lot of businesses went out of business--unfortunately, because I don't have nothing against my competitors, we are all here for one reason--I'm pretty sure we are all here to make a living, really--and I work with their policy, and I'm not envious if somebody else has more than me--God bless them.

PL: Ok. So, through 1970 was your biggest decline in the business (L: uh huh, it was, yes). When did it begin to rise again?

Lovece: In 1975. It was very hard for every business, all through the country--not just Cumberland, all through the country.

PL: Ok. Do you feel that your business has a good reputation in this town?

Lovece: Well, I hope so! I put all my effort to keep the same, you know, reputation that it had when my late husband was living. We try our best, with a smile to customers; be pleasant to them. And the customers, they know that they're not always right--but still, they come first.

PL: Do you as an owner feel that your business has contributed to your reputation as a successful businessperson?

Lovece: Oh, of course, of course, because when you're in the public's eye, they look at you no more as a person, that it is a [tomb?] and nobody knows; you are in the eyes of the public, and they look at you and they see what you do with your life. And the hours you spend in your place and how you run your place, and any progress that you're making--they look up at you and you have really something to be proud of.

PL: Do you feel that as a woman you are as capable as a man in maintaining this business?

Lovece: Yeah, I find it no harder than a man. The only problem that you have in any business is when you talk about equipment; that's one thing that a woman can *never* get into and do it--like repairing a machine, or whatever. But to run a business, like sit down in the office and figure up everything--it is no problem at all. You have the same qualification and the same capability as men to do it.

PL: What are your duties as owner of the business? Do you participate in work as your employees do?

Lovece: Oh, yes, yes, yes. I believe that when you own a business, you should treat your employees as well as you would like to be treated. In my place, we have a policy

that we are all working as a team; we are a *family*. It is no different to one that works on a machine or if I work in the office. We are all there for one reason--[unclear]. And with that, you've got to cope with your employees as well as they cope with you; you overlook a lot of things that they do, and there are times like if I'm not so well, ok, I don't produce as much, you know. So I look at them in the same way--if they don't produce for me, there is a reason behind it, if they don't feel too well. In fact, I'm willing to tell them sit down, you don't have to do it for today, that's enough, just sit down, or go home, or whatever. I never, never put pressure on them, and I'm a great believer for that; that's one thing I will stand up for, that I will not permit--no one to demand from me things, or to...be hard, you know, on me, and I don't think I would do that to my employees.

PL: Alright. Is there much competition in the city of Cumberland for your dry cleaning business?

Lovece: There used to be, but not anymore. There's no competition with dry cleaning; we are only two or three of us and that's about all, and everybody is happy, I presume. I am, I'm happy.

PL: What do you see in the future for the Drive-In Cleaners?

Lovece: Oh, the future for any dry-cleaning establishment, in Cumberland especially, is something to look up...that will go up high, and everything else, because wool is coming back and wool is not washable. So in the big city, it has already been wool for a couple of years; here, it always takes longer for any new material to come to Cumberland, so I'd say that in about a year or two all this polyester and other different kinds of fabric will be completely out and the only thing that will be left is wool. When you talk about wool, you pay quite a bit of money for that garment--and it is not washable; you've got to bring it to the cleaner to have it dry cleaned.

Consequently, it would be prosperous in a few years.

PL: This concludes my oral history report on Mrs. Maria Lovece from the City Drive-In Cleaners. She is the owner and we wish her well. Thank you very much.

Lovece: Thank *you* very much.

Cumberland Cement and Supply Company

Hello, my name is Richard [Ben?] Williams, today's date is March 15, 1979, and time is now 4pm. I am interviewing Mr. John Steiner, who is the superintendent at Cumberland Cement Co. in Cumberland. He was born on November 11, 1951 in Cumberland, MD., and he lives at. in Cumberland, from where I'm now interviewing him.

Ok Mr. Steiner, first, could you tell me how long the Cumberland Cement Co. has been in operation?

Steiner: Cumberland Cement was established as the Cumberland Hydraulic Cement and Manufacturing Co. in the 1830s. Cement was sold from the old city warehouse building, which was on Valley and Lee streets at that time. Then in 1921, they combined with the Builders' Supply Co., and they adopted their present name as Cumberland Cement and Supply. They've been in business ever since the 1830s.

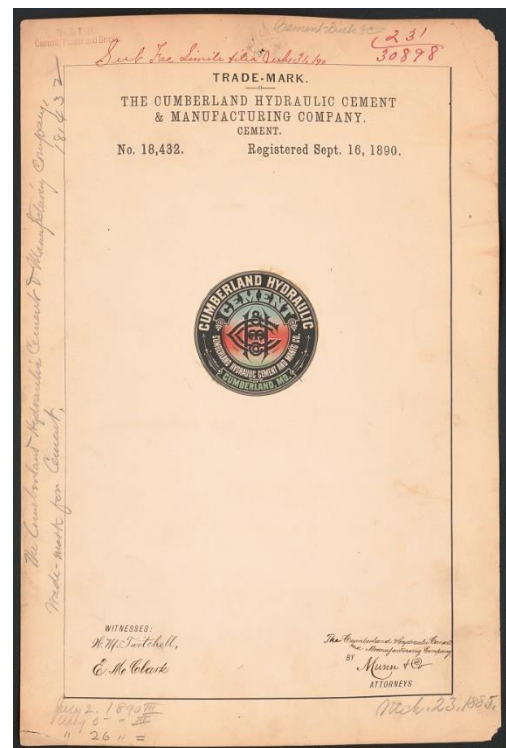
RW: How many men were employed at the Cumberland Cement Co. when it was first opened?

Steiner: When they first started, they only employed something like twenty-five men; and basically, they all worked in the same area, which was around Valley and Lee streets. They did all their concrete manufacturing from there, and they bagged all their own cement and sand and gravel. Basically, the things they sold were just building supplies; they didn't sell any lumber or anything like that, but basically just building supplies--like from the footer of the house up, like concrete blocks, sand and gravel, and equipment like that.

RW: What are some of your duties at the plant?

Steiner: Well, I do a little bit of everything; I'm basically a dispatcher at the ready-mix plant. I answer the telephone and take all the orders for concrete as they come in, and load the mixer trucks--we have fourteen mixer trucks. Just about all of them are running every day, so what I basically do is just take orders on the telephone and load the trucks with concrete; and when they come shorthanded, I work in the yard, and load bins, and sometimes even go on a truck.

RW: Exciting! Which part of the work do you enjoy the most?



Cumberland Hydraulic Cement and Manufacturing Co. trademark

Steiner: Well, if I had my choice, I'd probably like to drive a truck more often than sit around in the office; you get to get outside more, and you get to meet more people when you're out on a truck. I think out on the truck and out on different jobs, you can learn more about the business, which is what I'm interested in now--like, trying to advance myself more. We sell so many different products that when you sit in the office at the ready-mix plant loading trucks, you really can't find out too much about how all the products we sell are used--and I think the more I get out of the office and into the field where the products are being sold, I can find out more about how the company works.

RW: What different equipment do you need for making your cement?

Steiner: Well, the ready-mix family have, like I said before, fourteen trucks. Most of them are diesels, which are better for this area because it's so mountainous; we can get to the job faster. We have fourteen mixer trucks altogether; three of them are gasoline trucks--they're Dodges--which we acquired from Lewis Concrete Products up in Frostburg. Besides the mixer trucks at the ready-mix plant, we have two payloaders--a Trojan and a Hough, I believe it is. The Trojan is a bigger loader--it has a two-and-a-half-yard bucket; it's better to use that during the day because you can load your trucks faster that way. Besides making the concrete, the plant is probably the most important thing we have--it's the only automatic plant in the area; the only thing I have to do to load a truck is just to set the weights for the sand, gravel, and the cement, and hit the button, the recycle button, in the--I guess it's a small computer in there, it runs off the batch itself. And all I do is discharge it onto a conveyor belt which runs it into the truck. And that's the most important thing, I would imagine. Then we have other small things around the yard there which we use to make bumper(?) blocks, and wall slabs, and things like that. But the most important thing we need for ready-mix would be the plant itself, which does all the work.

RW: I see. How much [load] is hauled on the average in a busy week?

Steiner: Well, during the summer we're usually pretty busy. During the winter we usually haul about twenty-five yards a day; I'd say during the summer during a busy week, we haul...six hundred yards a week, I guess. Most of it is to larger jobs--like, the biggest job we had here recently would be the Thomas B. Finan Center, out on Willowbrook Rd. I imagine they poured somewhere around nine thousand yards out there over three years. But they...they had a lot of individual customers, but usually you try to work on your larger jobs in the morning; you have, like I said, the Finan Center--and then the Sewage Treatment Plant down in the South End, that was a rather large job. Try to get those jobs out of the way in the morning, and you work on your individuals in the afternoon. Basically, I'd say you want to keep to around six hundred yards a week; we average out to around a hundred and twenty-five yards a day.

RW: Keeps you pretty busy, right?

Could you tell me some of the names of people first associated with the company?

Steiner: Yeah, my grandfather was the major instigator of it. His name was George K. Steiner; he's the Chairman of the Board of Cumberland Cement. He started out his working career working for the railroad, Western Maryland Railroad. And he built up enough--I guess--savings to start this company himself. And when he first started, they just had part of the old tannery going on Valley and Lee Streets--that's where they originally had their building. Then later on, let's say twenty years after their conception,



Old Cumberland Cement and Supply Company building on North Centre St. in 2022.

they built a plant on North Centre St., which is our major operation, where they sell all the building supplies from. Then just about twenty-five years ago, my father, John W. Steiner, and my uncle, Charles Steiner became interested in the company; my father is the secretary of the company and my uncle is the president of the company. And through their workings and other people who were involved with the company, like Fred O'Baker, they acquired the sand and gravel plant up on Corriganville straight. Those are the

major people that are involved in it, I think.

RW: How has the business changed over the years? Do you think that it's changed in any direction, or different ways, or...?

Steiner: Well, like I said, they started out very small; it was just my grandfather at first, he was the only one who was involved in the major construction of the different buildings that we have now, and different areas we have. We've expanded a great deal, I think within the past fifty years, and we've acquired our own sand and gravel plant. Before, we bought our materials for ready-mix from out of town; I think we bought the gravel from Hagerstown, and the sand from Hancock. Now, since we own our own plants, we are able to produce, I think, a better product--at least, I've seen other people's product in the area, and I believe ours is better. I believe I mentioned before we have the only automatic batching system in Cumberland, and I think through that we produce a better product.

[pause]

RW: Ok, Mr. Steiner, I think I may have forgot to ask you: when did you first start to work at Cumberland Cement Co.?

Steiner: I started there in 1972. I was still going to school at Frostburg State College; I graduated there in '72. They were short of ready-mix truck drivers, so my father asked me if I would be willing to drive a ready-mix truck to school during the day. [laugh] And I would park the truck on campus, and whenever I was done classes--we had a ready-mix plant also in Westernport--I drove the truck down to Westernport and delivered the concrete down there. I would say I worked...I drove a truck for three to four years, and then they asked me if I'd like to work in the office. At the time that they asked me, I figured it would be a significant advantage for me because I wouldn't have to worry about work slowdowns during the winter; so, I took the job--I'd say it was in '75 when I started working in the office. I don't have much complaints about working for Cumberland Cement; it's just that during the wintertime, work gets slow when there's not much to do around the ready-mix plant, which is where I work.

But as for my education, I went to Frostburg to become a teacher. And I had a hard time finding a job in this area, which I would rather stay in this area than move somewhere else. So, I took the job with Cumberland Cement in hopes that I could advance to something higher in the company; which I'm sure eventually will come soon, as long as I know what's going on in the company at all times...it's just hard, we sell so many different things....

RW: Could you explain to me exactly what the materials are used in making the cement itself?

Steiner: The three basic materials we use are concrete sand--which is...when they say sand, everyone believes that sand is the same all over, but sand is the most important thing because there's so many different kinds you use: there's mason sand, there's concrete sand, there's fine and dry sand. But concrete sand has to pass a certain gradation test set up by the State of Maryland, which requires so much to pass through a certain screen which they run it through. You use concrete sand, and you use gravel--which we also produce ourselves, and it also has to pass a gradation test set up by the State of Maryland. And we buy our



Concrete sand



Gravel

cement from Martin Marietta, in Martinsburg; they ship it in in tractor trailers and they have a pumping system which they pump it up into our cement bin.

I guess there are the three basic things that are used in making concrete. There's a lot of other things involved, and you have to have certain different...certain jobs require certain admixtures. You put to it what's called MVVR, which is sold by Master Builders, out of Pittsburgh. You put that in every load you send out

because in order to...it's called "air", MVVR is called air, and you put it in the concrete to prevent the concrete from freezing and thawing and cracking during the winter. This

product would create air bubbles in your ready-mix; and it would prevent ice crystals from forming in the pockets of the concrete, and prevent it from cracking during the many freezings and thawings it goes through during the winter. We also put a...sand, it's sold by the same company, Master Builders in Pittsburgh--it's called Pozzolith 122 HE, and it's a water reducer; and you put...I think the proportions are three ounces for every bag of cement you put in the mix. It allows you to use less water when you're mixing your concrete in the truck. And some jobs require you put a retarder in it--and it's sold by the same company. It's using the same proportion as the water reducer is, and it will retard the set of the cement. Some jobs where they have trouble finishing the concrete because of--especially for the State--because of traffic flow on the highway or something; they'd have to retard the set until after the traffic flow calms down a bit, and then they can go on it and finish it by putting this retarder in it. They also have...I don't really know the names of all the major products they sell, but they have many accelerators that you put in. A major one we use is calcium chloride, which is inexpensive and you can sell it to individuals at, I think it's \$1.50 a yard.

There's also--which we don't, since we're such a small operation, we don't sell a lot of, we don't use a lot of--different types of cement in the concrete; there are five different types of cement: type one, two, three, four, and five. Type one is the one that we use all the time because it's the standard cement that everyone sells, everyone uses. Type two has a higher resistance to salt, sulfuric acid, and things like that. We used all type two cement in the rather large sewage treatment plant they built down on Offutt St. And then type three, I believe, is a faster-setting cement which we have never used except in bags, for smaller jobs. And I'm not really too sure what the properties are of type four and five. So, as I mentioned before, the cement and sand and gravel are the basic things, and everything else that you use, like the MVVR and the Pozzolith are just things to improve your product.

RW: Ok--since you mentioned it, most of your products you get from Pittsburgh, in other words, most of your materials.

Steiner: Yes.

RW: I asked you about how many were employed in the beginning of Cumberland Cement, but how many are employed now at your company?

Steiner: I'm not really too sure of the exact figure--I believe we said twenty-five were employed at the start of Cumberland Cement. I would say right now there'd probably be somewhere between a hundred and fifty and a hundred and seventy-five employees at the ready-mix plant, and we employ fifteen drivers; most of them are driving a truck just about every day. Sometimes when



Old Cumberland Cement and Supply Company building on North Centre St. in 2022.

work is slow they work in the yard making other products that we make, like wall slabs or things like that. I'd say about the same number of people work at the warehouse on Centre St.--I'd say between fifteen and twenty-five work there.

The majority of our employees work on Route 36 at Corriganville at the sand plant and at the gravel plant--I would say they employ probably around fifty people at rock cut, which they have many verified jobs up there. They have certain specified jobs for people who run the drill at the top of the mountain; they drill for shots of dynamite every--I think they shoot once a week. They have probably ten different payloader operators; I believe they run fifteen Euclids down off the hill--which, after they shoot, the material falls down to the base of the quarry; and then they have two shovel operators who load the Euclids, and they haul the material down to the base of the hill to the crusher. Then in the plant itself, I'd say ten workers work in the plant; the reason you have to have that many is it's not an automatic plant--the only thing automatic it does is crushes the stone. Then it runs on certain conveyors into different bins. Then you have the smaller trucks that haul the material, which runs across screens and then it's divided into different size materials; and then men have to pull the bins and load these trucks up and haul them to the stockpiles, which are all over the base of the quarry there.

We don't have our own dump trucks ourselves for delivering sand and gravel and things like that; the men aren't employed by us, they're employed by Valley Trucking, so any gravel or sand material we deliver to other people is hauled by Valley Trucking, but they are not employed by Cumberland Cement. At the sand plant, they employ probably, I would say, the same amount of fifty workers. Most of them...they have seven Euc's at the sand plant also, and they haul the material down out of the quarry down to the sand plant, which is almost right on Route 36; and it's basically the same type of operation as the quarry is, the gravel quarry is: they haul it down to the crusher and then...there's not as many different types of sand as there is gravel, so they only have, I believe, five or six stockpiles down there--so they only have one truck driver and he stocks all of the sand himself.

I think the major business we're doing out of the sand plant now--and I'm not really too knowledgeable on this--is what's called a ganister rock; they use it in steel mills in Pittsburgh. We have a rather large stockpile of it up there right now, you can see it as you pass the sand plant. And that's what our major business is at the sand plant now--it's being hauled to steel mills in Pittsburgh. I really don't know how they use it over there, or what they use it for, but Valley Trucking hauls it all over there. And I believe, last I checked with anybody, they were making ten trips a day hauling this stuff over there, so...about thirty-five tons a truckload. So the major business up there right now is hauling to Pittsburgh.

As I said before, the majority of workers work up in Corriganville--I'd say seventy-five percent of them work in Corriganville, and the other twenty-five percent work at the ready-mix plant in Cumberland and the warehouse over on Centre St. We also had two other ready-mix plants--one in Frostburg and one in Westernport--but they're not manned now. The business in those areas kind of slacked off a good bit in recent years, so we closed them down. We have a possibility of a rather large job with Frostburg

State concerning fly ash, I believe, a fly ash material with which they try to fill up the old mines at Frostburg State. And I think if we get that job we'll reopen the plant at Frostburg year-round. As for Westernport, it's an older plant, it's a manual plant, so it's not manned unless business in that area requires someone to go up there; and if someone does man that plant, it's usually someone from the Cumberland ready-mix plant--a driver, usually--goes up there and he loads the trucks that are sent up there to him.

RW: Well, would you think you'd like to have that job?

Steiner: [laughs] It's not really a *bad* job. I've been up there a couple times working; it's like I said before, it's a manual plant--you're by yourself so you have to do everything yourself, and if you get...if they send up too many trucks, you kind of...you work rather *hard*. They had one pour up there for the Bloomington Dam project--I'm sure everybody knows about that--we had a continuous pour of eleven hundred yards, and myself and another man worked the plant for twenty-four straight hours. We finally did get it poured--but I wouldn't want to do it again. [laughs]

RW: Yeah, I know what you mean there.

How did the Depression affect your company, or did it at all affect you?

Steiner: Well, I asked my grandfather about that, and I don't think...I'm not too knowledgeable about what happened at that time. I believe it was in the nineteen-thirties, and he said they were just beginning to get rather bigger, and spreading out into the area when the Depression hit. He said the business, it was just like someone had stopped it altogether; they had no walk-in customers, he said, they had no telephone calls--it was like they weren't even there. And he said it remained that way for almost three years, I think he said, where they had hardly any business at all. And of course, naturally all the men were furloughed, and, I believe, just himself and a few other people answered what telephone calls they did get, and waited on the customers they did get for--I think he said he did it for almost three years. He said in about 1933, business started picking up then, and he said it's been going steadily up ever since, as told by the number of plants we have now compared to what we had then.

RW: What about strikes--have you ever had any really bad strikes, put you out of work at a certain time?

Steiner: We haven't really had any *bad* strikes, I don't believe. Before I started working there...I think the labor union has only been with Cumberland Cement now for like, I'd say, fifteen--maybe seventeen--years. And they had one strike that I can recall, it's when I was in high school, and I think the major problem with the strike--I think that's the problem with all strikes--was money; I don't think it was anything involved with insurance or anything like that. I think it only lasted for two weeks--two weeks or maybe

three weeks--and it put a big burden on the company at that time, but I believe at that time they were building the GeeBee shopping center down there, and since our union and Super Concrete's union are both together, no one in this area could get any ready-mix or any other kind of building materials, so they were pressured pretty heavily to get it settled; and I think they settled in about two weeks. I don't believe there's been any threat of a strike ever since then.

RW: You like to hear that, huh?

Recently you have had a fire there--would you like to tell me what damage it did to your company, if any?

Steiner: Well, ever since I've been there, I've been afraid of that building; it's an old tannery building, it's been there for--my goodness, I read in the paper, I think seventy-five years, maybe even a hundred years. It's very old, and all the wood in it and all the other materials that were used to build it have dried out immensely. There was one section of it--it was rather a long building, I'd say maybe a hundred yards long, maybe a hundred and fifty yards long--and it was falling down because of its age. Well, Mr. McCannon is the one who owns the building, and he took a section out of it because it was falling down real bad. So, this January, it caught on fire; to date, the fire department hasn't decided what started it yet. But I got there I'd say probably twenty minutes after the building caught on fire, and since it was so dry and so old, it burnt down in about an hour and a half. We had our [haul?] metal shop, which is what I call it--it's basically steel doors, and steel frames, and garage doors, and things like that--it was located in this building. And it burnt down clear to the ground; it ruined...well, I believe a steel door sells for around a hundred and fifty dollars apiece and they said there was two hundred and fifty doors in there. I believe they decided it was something around seventy-five thousand dollars worth of inventory that burned up in there; naturally, the insurance paid for it, but.... When I got there, the major issues(?) I had was four mixer trucks were right in the middle of it. Of course, by the time I got there the building was so old, it had burned up so fast that it'd already damaged the mixer trucks: broke the windshields to all four of them, squashed the cab on one of them pretty good; we did get them out of the way before anything exploded, or anything like that. The materials we use for concrete--the sand and gravel piles--it ruined them, we had to haul them away, throw them away. They said the only thing it did to the ready-mix plant was while we were one day out of operation, the next day we were back in operation, because we had the materials to haul back down. That's the worst thing that's ever happened to us that I can think of. If it hadn't been for the [haul] metal shop, we really wouldn't have had too much damage to the company itself; we have another [haul] metal shop now, and we're back in business with that, and everything seems to be straightened out over there pretty good now.

RW: You were telling me about the different customers you have, and different places you haul the cement--but who are really your major customers?

Steiner: I think the major customer we have right now is Phenix Construction. They seem to...I hope it's they like our service, I don't know what it is exactly, but they seem to buy everything off of us. Carl Belt Construction Co., they buy a lot of their materials off us. One major customer we did have for awhile--he's not in this area anymore--is Butler Construction Co. He built the sewage treatment plant--in about two years it involved 25,000 yards of concrete. I'd like to think that most of our business comes from individuals, because as I said before, everyone sells the same kind of product--concrete is basically the same everywhere--and I hope that individuals and long-time customers would recommend us to other people because of our services. I'm not saying it's always good--there's lots of days when it's really rather terrible [laughs]...but most of the bigger jobs, you get into the larger companies as I mentioned, like for Carl Belt or for Phenix or for [Blatchley?] Construction Co., you usually get those jobs at "the price". But as for the smaller jobs, the smaller homebuilders, like [names unclear] who just build single dwelling houses, I like to think that you get their business because you give better service than anyone else in the area. I'd like to have *more* of the smaller homebuilders' business because they're rather steady; from one year to the next you're not really sure what jobs the larger construction companies will have, but you're relatively sure that every year the smaller, single-building homebuilder's going to have at least ten jobs every year. And if you get the majority of that business, I think you'd have a relatively good year.

RW: How does your labor relations affect your company?

Steiner: We had, in '74, when we had that strike--we've only had one strike. I don't think that our men in the union had very much concern for the welfare of Cumberland Cement. I believe that they're--as it is everywhere else, not just at Cumberland Cement--I believe they're interested in how much money *they* can make, and how they can better *themselves*, and not really interested too much in Cumberland Cement. But this year we have started a labor management group, which involves all the supervisors from the different plants, and all the stewards from the different plants--the union stewards. And I think through this...there's a hope with this we can get them more interested in the workings of Cumberland Cement, and get them to understand that this is their well-being as well as ours. I don't have...Leroy Skidmore is the union steward at the ready-mix plant, and I don't have too much trouble communicating with him--he's kind of a workhorse at the ready-mix plant, he does just about everything--though they seem to have had a lot of trouble with labor management relations at the warehouse. I don't know what the cause of it is because I'm not really involved with it too much over there; but I'm hoping that through this labor management group, we can get things straightened out over there a good bit. We started in October, we've had a meeting every month since then. It doesn't really seem like the men want to open up too much about it, but I think it will accomplish something eventually. Incidentally, we have a contract coming up in May too, let's find out how much good we've done since October then, I guess.

RW: Ok then, well thanks a lot, Mr. Steiner, for your time and your information--glad to have you here.

Steiner: Ok thanks.

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Cumberland Central Business District, 1930's and 1940's; the Restaurant Business; and the 1936 Flood

Name: J. Robert Murray

Occupation: Retired Restaurant Owner: Green Lantern Restaurant, Porter's Restaurant, & Liberty Tavern. All on Liberty Street, Cumberland, Maryland.

Current Residence: 852 Columbia Ave., Cumberland, Maryland.

Interviewed by: Larry McGreevy

Date and Place of Interview: Nov. 11, 1976 at Mr. Murray's home.

Transcription of Apl. Phonotape F189 .C9 M87

This is Larry McGreevy. I'm at the home of J. Robert Murray on Columbia Avenue in Cumberland.

LM: Ho Ho, as I'll refer to him, used to own restaurants in downtown Cumberland during the 1930's and 1940's, and we're going to shoot some questions at him today regarding the restaurant business in that era.

Ho Ho, as a restaurant owner in Cumberland during the 1930's and 40's, how was your competition? Were there a lot of restaurants at that time?

Murray: Not too many.

LM: Was the business district very large?

Murray: Yeah, most all the businesses in town always congregated there in the mainstem: Baltimore, Liberty, Centre and Mechanic Street.

LM: Are the stores pretty much the same now as they were back then?

Murray: The stores aren't the same because we don't have them.

LM: What kind of stores made up Cumberland at that time?

Murray: Well, we had drug stores, we had hardware stores, we had clothing stores.

LM: Were the clothes of good quality at that time?

Murray: We had outstanding quality. The older stores, the stores that had been here for years: like Schwarzenbach's, Wertheimers, Kaplon's, and Manhattan, primarily.

LM: A lot of those stores sold ... people went more in for suits and top hats at that time as opposed to now, didn't they?



Schwarzenbach & Sons Store Window

Murray: We had outstanding merchandise, like most anything you wanted. We also had the Two Brothers store. That was the Kamen Brothers.

LM: Were most of these stores on Baltimore Street?

Murray: They were all on Baltimore Street.

LM: In other words, Baltimore Street was *the* place to go.

Murray: It was the main street.

LM: Did everybody congregate on Baltimore Street on Friday and Saturday nights?

Murray: Friday, Saturday nights, and so on.

LM: That's different from the way it is now--kids don't go out.

Murray: Well, the generation has changed. They've all got cars; they used to walk--they don't walk anymore. That's when you had business down the street, on the main stem. You had pool rooms, dance halls, roller-skating rinks, theaters.



Baltimore St, Cumberland, MD

LM: How did the Queen City Station enhance the businesses of that time?

Murray: They were the upper class.

LM: A lot of the people came from there downtown to the restaurants?

Murray: Yeah, to a certain extent. People who were going to stay in the community for a day or two would leave the hotel and come down, come to the main part of the town--which was Baltimore Street.

LM: I guess that's how Queen City Cumberland got its name.

Murray: Through the railroads, Queen City.

LM: How many railroads were there at that time?

Murray: Well, we had the Western Maryland, the B&O, and the Pennsylvania coming into Cumberland.

LM: They were all right in front of the Queen City Station?

Murray: No, we had two stations. We had the Western Maryland, which was called the Wabash Railroad. That took care of the West Virginia part of the travel.

LM: Which railroads brought most of the people into the Queen City Station?

Murray: B&O.

LM: That ran right in front of the station?

Murray: Yes.

LM: What was the inside of the Queen City Station like?

Murray: Well, it was just a big waiting room with a ticket office.

LM: Nice plush carpeting?

Murray: No, no, benches...to wait.

LM: Wooden benches?

Murray: Wooden benches, big porch around it--you could stroll around, waiting on your train. You had a schedule on the outside marked up: the train is on time or running late, how late they'd be, when they arrived, and when they departed.

LM: What were the roads like back then?

Murray: The roads, well, we didn't have too many concrete roads at that time. The old macadam roads were the most important roads: hard surface, crowned in the center, ditch on both sides.

LM: Was it hard-packed mud?

Murray: It was a hard-packed road--it was a macadam road. Back in those days they didn't know too much about the macadam, how to build them and so on. That's the reason why they had them high in the center, which was hard to keep a car on in wet weather and snowy weather.

LM: Were there many theaters at that time?

Murray: Yeah, we had at least ten or twelve theaters at that time--movie houses.

LM: Did they show mostly live stage productions, or movies?

Murray: No, there was only one--that was the Maryland Theater--had the live: the vaudeville and the shows; they also showed movies, too.

LM: I guess a lot of the theater crews that came through probably stayed at the Queen City Station, wouldn't they?

Murray: Well, most of the time, yes.

LM: Then they'd go on to perform on Broadway?

Murray: Well, the cast--the shows would be trying out--they'd be new shows. They'd stop here on their second....

LM: Would they perform mostly on Fridays and Saturday nights? That brought a lot of the people down then?

Murray: Not necessarily. It wasn't Friday or Saturday. It was just when the time presented itself. It could be any day in the week.

LM: Did they always have big crowds?

Murray: Most always, most always. They had three floors: they had the bottom floor, and then they had the balcony--in the Maryland Theater--and they had the third floor which was called, which was known as, "peanut heaven".

LM: Why?

Murray: Well, it was so high up, just straight seats.

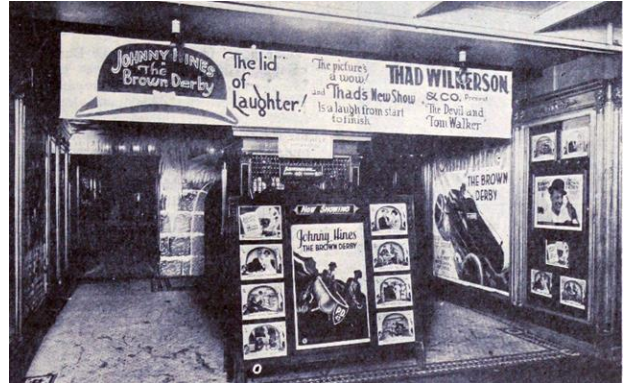
LM: Did people throw peanuts over the balcony?

Murray: Well, it was known as that on account of the height of it. It was way up. Along with that people used to, when there was a good show coming through, people would carry their lunch and get there a couple hours early before the show, so that they would get a seat, it was so crowded.

LM: Was it expensive to get in a place like that?

Murray: Peanut heaven was the cheapest. That's the reason it was always so crowded.

LM: What was a seat, about?



Maryland Theatre, Cumberland, MD

Murray: A dollar.

LM: When people came to your restaurants to eat, what were the most popular foods, at that particular time?

Murray: Well, we always had seafood, and a general line of food; steaks and seafood were the most popular.

LM: Like today. What was the blue plate special? Was that during the war?

Murray: That was during the war.

LM: Why was it called the blue plate special?

Murray: Because it was a special.

LM: Why blue plate?

Murray: Oh, it was something special.

LM: How much would a blue plate special cost?

Murray: Forty cents then.

LM: That was for a square meal?

Murray: That would consist of a quarter of chicken, French fries, hot rolls, salad, and coffee.

LM: Did your restaurant have waiters in it, or were they waitresses?

Murray: Waitresses.

LM: Did they do a good job? Did you have busboys to clear their tables?

Murray: No busboys then.

LM: Did people tip heavy, tip good?

Murray: Well, back in those days there was tipping, but not what you'd call good; today would be a different version of it.

LM: Compared to today's fast-food establishments, what would you say was the main cause for the change from most of the older restaurants to today's fast foods like McDonald's and Burger King, and several others--what would you attribute that to?

Murray: Well, everything has gone up, of course. Naturally, with the speed of the service, you can walk in and get it without too much delay. In the older days it used to take longer to serve people.

LM: Did you get a lot of business on Fridays and Saturday nights?

Murray: Yes, that was quite an occasion. A lot of people weren't allowed downtown except on Saturday night with their parents. A lot of kids, they couldn't run around wild then.

LM: Did you have a lot of efficiency in the kitchen as far as your cooking facilities went?

Murray: At that time, we had most everything that was modern--modern then. Of course, they've improved on all those things now.

LM: Who did most of the cooking?

Murray: We always had chefs.

LM: Then the waitresses would run back to the kitchen, pick up their orders?

Murray: Pick up their orders. That was...back in those days they didn't have dishwashers then, no automatic dishwashers.

LM: Did you have kids in there washing dishes?

Murray: You had men back there washing dishes, drying them.

LM: Men did it for a living?

Murray: Sure.

LM: Boy! They didn't do too well being a dishwasher...I mean, most of the kids do the dishes today in restaurants.

Murray: Well, it was men then.

LM: What were the prices for most of the lunches or dinners? You said the blue plate cost about 40 cents, but what were breakfasts? Were you open for breakfast?

Murray: Well, you could get a good meal for a dollar, a dollar and a quarter, a dollar and a half; a dollar seventy-five and two dollars were high prices then.

LM: What time did most of the restaurants open? Were they open for lunch?

Murray: A lot of them run all night, twenty-four hours.

LM: Really? I guess on account of the Queen City station, the trains coming in.

Murray: Could be.



Windsor Hotel, Cumberland, MD

LM: What other hotels were there?

Murray: Well, we had the Windsor Hotel. That was an old establishment. Fort Cumberland was one of the newest, and later on the Algonquin; but we had several small hotels, like the Olympic. Of course, a lot of hotels didn't serve food; they just had lodging--rooms.

LM: I guess a room wasn't very expensive back then, was it?

Murray: Well, you could get a room for two, two-and-a-half, three dollars. That was high then. That was in the better hotels.

LM: How did ... when people ate their meals back then, did they drink much liquor and beer with their meals?

Murray: No, no, not to excess, no.

LM: Were there a lot of people hanging at the bars, at late hours?

Murray: There was a lot of people around the bars back in those days; that's where they spent their time, mostly.

LM: Were there many fights?

Murray: Not too many.

LM: Why? Was the police protection good?

Murray: Police protection was good, and the proprietors were very strict.

LM: Did you ever have to throw anybody out?

Murray: Sure, but you had to be twenty-one before you could drink then.

LM: Did you card many? Many kids ever try to come in before ...?

Murray: Oh, there'd be some, not too many.

LM: Did you have to do much carding, or did you just do it to your own...what you thought?

Murray: Well, we used our own judgment. If we made a mistake, we made a mistake.

LM: What were the health inspectors like back then?

Murray: Well, they were fair. They weren't too strict.

LM: I guess during the war when it was tough to get food...

Murray: Well, the meat and things were rationed, yes. We had a hard time staying in business then. You had to buy meat and stuff without your stamps, and you had to get it wherever you could.

LM: I guess it was kind of nip and tuck getting away from the health inspectors, wasn't it?

Murray: Yes, it was nip and tuck.

LM: Did the local moonshiners hurt your liquor business very much?

Murray: Back in those days there wasn't . . . moonshining was about over then. Moonshining was over when liquor came back, when the law was repealed.

LM: What was Cumberland like during the flood? What year was that flood, about...

Murray: That flood was in 1936.

LM: And which restaurant were you in then?

Murray: I was in the tavern then: Green Lantern, on Liberty Street.

LM: What caused that flood? Heavy rain for a week?

Murray: Heavy rain for a week and snow melting, and...we had lots of floods back in those days, though. That flood was just one of the things...probably one of the worst that we had around here.

LM: What were the conditions like downtown during that flood?



1936 Cumberland Flood



1936 Cumberland Flood Aftermath

Murray: Well, it was just...it went down as fast as it came up. The flood started on the main street around four o'clock in the afternoon, and the water kept coming up until early the next morning. Then it started to recede, and when it did, why, it took windows out and furniture out and everything.

LM: What were you doing during the flood?

Murray: During the flood? Well, I was in the second floor of the building I was in-- the restaurant--watching the water go by, waiting for it to go down [laughter].

LM: Weren't you bringing things up to the second floor?

Murray: Oh, we had moved them--as long as we could. After it kept coming and coming and coming, we had moved all of our stock and stuff as much as we could, till we got it...

LM: What, do you mean the flood waters just came in your front door?

Murray: Kept coming and coming, rising, an inch at a time.

LM: How deep was it at the end--at its peak?

Murray: At its peak it was about eight feet deep in the place.

LM: Covering your bar and your...

Murray: Bar and the walls and stoves and refrigerators--a whole lot of equipment.

LM: What did you do to fix it up, or did you just . . .

Murray: After the flood, well--our floor had gone on us, and we were out of commission for three weeks or a month. We had to lay a new floor, and all new fixtures, and so on.

LM: How did... did the government help--give you any relief?

Murray: No, no one.

LM: It was all on your own?

Murray: All on your own. The individual stood the loss.

LM: It seems like, you know, that you should have had some kind of disaster aid. Who was president at that time?

Murray: Roosevelt.

LM: Teddy?

Murray: No, not that.

LM: Oh, during '36...well, Franklin declared war on the Japanese. Was that his second term?

Murray: I think it was, yes. I don't know whether it was his second or first term.

LM: Did people drink many soft drinks back then with their meal, or did they drink milk?

Murray: Well, they drank a lot of soft drinks.

LM: Coca-Cola?

Murray: Cokes mostly.

LM: They didn't have the Uncola back then, did they?

Murray: Well, they had different kinds of colas. Everyone tried to imitate Coke.

LM: Coke withstood them all.

Murray: Yep.

LM: How did the Coke company sell Coke? Were they in the big tanks, as they are in today?

Murray: They sold it both ways. They sold them to drug stores in the big tanks, and they sold it to the individual in the bottles as they do today. No cans, though.

LM: They didn't sell cans?

Murray: Not then.

LM: You know...they are talking about cans--if they could get Coke companies and 7-up companies to start producing in bottles now, and get a deposit, it'd probably cut a lot down on litter.

Murray: It would cut down on litter, but the companies seem to be objecting to that.

LM: It would cost them a lot of money. How was the litter situation back at that time?

Murray: Well, it was just as it is today, but there wasn't as much of it. You had a hard time getting rid of it; you had to pay for your own garbage removal if you were in business. You had to have people take the garbage out every day.

LM: There wasn't a garbage truck?

Murray: There were garbage trucks to the individual homes.

LM: Where did you--oh, you know, you put it in a dumpster? You had your own dumpster in the back of your restaurant?

Murray: We had cans; they would come to take your cans away.

LM: But you had to pay them?

Murray: Yes.

LM: How was that garbage truck service back then, the same as it is today?

Murray: Same as it is today, a little different.

LM: How's that?

Murray: Slower. Everything has speeded up since then.

LM: What was the speed limit on the streets back then?

Murray: Well, different conveyors...different trucks--some had wagons, some had trucks.

LM: Were many cars on the streets at that time?

Murray: At that time, yes, there was a good many.

LM: What car company would you say was most...did the most business as far as sales?

Murray: Well, I think the Buick and the Dodge. That was back in the days when Mechanic Street was two ways, and Mechanic Street was part of Route 40. Route 40 came right through the town.

LM: That was Route 40--Mechanic Street? And it went two ways? There wasn't a Centre Street?

Murray: There was a Centre Street. *That* went two ways.

LM: That's hard to believe. They're so small today.

Murray: It's hard to believe.

LM: What do you think of this mall they are talking about building now? Do you think that will do much to change things downtown?

Murray: That will change a lot downtown. It seems to me they've waited a little too long. They should have had a mall in there long ago, or the businesspeople should have rejuvenated their places.

LM: Yeah, there are a lot of older buildings down there.

Murray: The older buildings would've been all right if the people would have reinvested in them--modernized their stores.

LM: Do you think they should have torn down the Queen City Station?

Murray: No, I don't.

LM: I've been in there, when I was little, but I was never upstairs. I'm sorry I missed that.

During that flood--or the floods--were there many vandals?

Murray: Well, it all happened so fast. For weeks later, you could go down along the towpath and the Potomac and get stuff from the banks that was washed out of the business places, say like tires and this and that, and different things. Everything happened so fast.

LM: Everything was probably waterlogged. Will's Creek with no flood control--I guess just the smallest rain could set off a flood, couldn't it?

Murray: Well, we used to get water back up through the manholes in the streets.

LM: Bad sewage system.

Murray: Well, that's the way things were then.

LM: Huh, that's something. Was Will's Creek polluted at that time?

Murray: Everything was polluted.

LM: Will's Creek even was polluted?

Murray: Will's Creek, yes.

LM: Where did that get polluted, up there at the sawmill?

Murray: From the mines, and so on.

LM: That's too bad. I guess a lot of kids played in that Will's Creek, didn't they?

Murray: Yep. I used to swim in it; used to swim all along the Potomac until... we used to *fish* anywhere along the Potomac.

LM: There weren't any fish, were there...?

Murray: Sure.

LM: This...polluted...Will's Creek?

Murray: Later on, yes.

LM: What was business like during the war?

Murray: It was good: everyone was working...hard to get labor, and so on.

LM: Hard to get labor.

Murray: Sure, so many of them were in the army—the younger ones.

LM: Yeah, I guess the country had a lot of prosperity at that time.

Murray: It was good.

LM: That's when the Blue Plate Special was out, right?

How was the police protection back at that time--did they have cars, or did they ride around on scooters, or what?

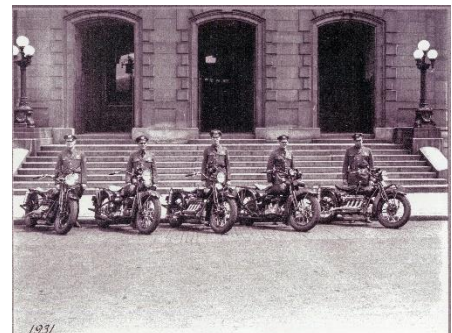
Murray: No, back in those days they walked a lot; the ones that rode used to be on motorcycles--motorcycle cops.

LM: Were they very stringent with their rules?

Murray: Yes, they enforced the law.

LM: What was the jail like?

Murray: I was never in it [laughter].



Cumberland Police Motorcycle Officers

LM: Was the fire department very effective?

Murray: Yes, they were pretty good then. They used to be able to climb ladders.

LM: They can climb ladders now.

Murray: Well, they never practice. I don't think they have to go through any drills. They used to have to drill every week.

LM: Did the horses pull their fire engine?

Murray: Not then, not back in '36.

LM: It was powered by its own motor?

Murray: Yep.

LM: Did they use their traditional color of red?

Murray: That's the only thing I remember.

LM: What about the YMCA, was that very big at that time?

Murray: Well, the YMCA is still where it was. Back before that, they were on Baltimore Street there.

LM: What building was that?

Murray: They were on...that was on Baltimore Street just below where the First National Bank used to be, on the corner of George and Baltimore. They were just below that, where Peskin's is now, around in there, on the second floor.

LM: Is it the same building that Peskin's is in now?

Murray: Well, they've had several fires there, but same location.

LM: I guess the YMCA was a pretty swinging place at that time, with the built-in pool and all the recreation facilities.

Murray: They didn't have any pool there.

LM: Oh, well—we'll talk about the newer one that's on Baltimore Avenue.

Murray: Yes, the newer one was very modern. That was built--I forget what year--that was built on the grounds where the Mertens Lumber Company...Mr. Mertens had a mansion, a big homeplace, right there on the corner where that was built.

LM: What, where the YMCA is?

Murray: Yeah.

LM: Was there a lot of air pollution back then?

Murray: Back in those days if we didn't have air pollution, why, there was no business. You had all these trains going through. If there wasn't dust and dirt, if there wasn't smoke, no one was working.

LM: That's logical. Was there an industry here at that time?

Murray: Yes.

LM: What?

Murray: Well, there was the Kelly Springfield, Celanese, glass factories.

LM: I guess during the war they were producing mainly armaments to send over to Germany or whatever.

Murray: Well, they were busy all the time.

LM: Producing at full capacity?

Murray: Yes....

End of Tape

PHOTO CREDITS:

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Cumberland During the 1920s

I'm speaking today with Mrs. Frances Tubbs. Her maiden name was Frances Williams. She is a retired clerk of Kelly Springfield. She was born in 1906 in Baltimore, Maryland and moved to Cumberland in 1914. In 1935 it was necessary for [her] and her family to move to Philadelphia, Pennsylvania. She returned to Cumberland in 1954 and has been a resident of Cumberland since that time. We're going to be speaking today about Cumberland in the 1920s. My name is Susanne Wilson. Today is April 15, 1978.

Mrs. Tubbs, you lived in Cumberland in the '20s; how old were you at that time?

Tubbs: Fourteen.

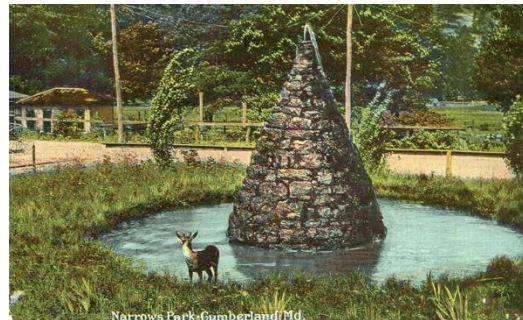
SW: What was Cumberland like in the '20s...like, what were some of the popular places that you went to?

Tubbs: Well, the movies. And ride to the Narrows. And the park.

SW: What type of movies did you go to see?

Tubbs: Well, serials mostly. And Houdini!

SW: What were some of the theaters at the time?



Narrows Park



Strand Theatre, Cumberland, MD

Tubbs: One was called the Leader Theatre and one was called the Star on Virginia Ave. But downtown we had the Strand and we had the Liberty Theatre.

SW: How much did it cost to go to the movies then?

Tubbs: Well, at that time...when I was small, it cost us a nickel. But by the '20s, it could have been raised to a quarter.

SW: Did they have, like, the concession stands then--like the popcorn, and all that?

Tubbs: No, they didn't.

SW: Did you take your own, or...?

Tubbs: Yes. You would go to The Candy Kitchen, across from the movies, and buy your nickel's worth of candy and then go across the street to the movies.

SW: Was it called The Candy Kitchen?

Tubbs: It was called The Candy Kitchen.

SW: Ohh. Where was that at?

Tubbs: On Virginia Avenue.

SW: On Virginia Avenue. Is that where you went to the movies most often?

Tubbs: Oh sure.

SW: You lived down around there, right?

Tubbs: Right.

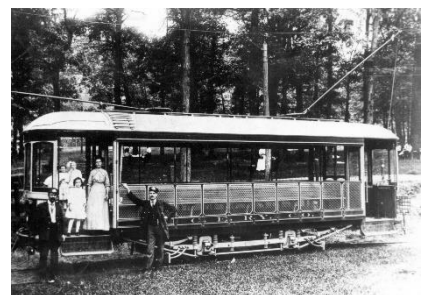
SW: Did you walk to the movies then?

Tubbs: Oh sure.

SW: What other kinds of transportation did you have at that time?

Tubbs: Streetcars. Of course, the trains. But if you were going uptown, you went on the streetcars.

SW: There were no cars around?



Electric Railway car

Tubbs: Cars? No. Your granddaddy had one of the first Model T Fords in Cumberland. And it sat on the street, and there was no other cars on the street.

SW: What about horse and carriages?

Tubbs: That was before my day! [both laugh]

SW: Well, you said about the trains...what do you know about the Queen City, do you know much about that?

Tubbs: Oh, yeah. I have so many memories of the Queen City--happy ones, and sad ones.

SW: Was it a popular place in the '20s?

Tubbs: Oh sure, sure.

SW: Was it used for just a train stop, or was...?

Tubbs: Oh no, there was a hotel, and your granddaddy and I went to dances in the hotel ballroom.



Queen City Station/Hotel, Cumberland, MD

SW: What kind of dances did you do in the '20s?

Tubbs: Well, we didn't jitterbug. [laughs]

SW: What kind of dances *did* you do?

Tubbs: Waltzes. Foxtrots.

SW: What was the foxtrot like? Well, compared to today's dances?

Tubbs: Well, not like the bump! [laughter]

SW: What kind of music did you dance to? Who were some of the famous bandleaders, and...?

Tubbs: Well, there weren't too many bandleaders at that time. Not the big bandleaders, they came in the '30s.

SW: So, what kind of music did you dance to, like, were there any favorites?

Tubbs: Small orchestras...

SW: What kind of...what were some of the popular songs of the time?

Tubbs: Well, Java(?) was one of them, and...I can't recollect...

SW: Well, when you went to the dances, what kind of clothing did you wear; what were the clothes like?

Tubbs: Well, you always dressed up. You always dressed up to go to dances; you didn't go in blue jeans.



(ca. 1920) Dorothea

SW: What were the fashions like, though; what were the fashions of the '20s, how would you describe them?

Tubbs: Very loose clothing--there was nothing tight-fitting. And the dresses that I wore were long-waisted; they weren't at your natural waist, they were below the natural waist. But everything was rather fancy: a lot of laces, and ribbon trims.

SW: What were some of the stores that you bought your clothes at?

Tubbs: Well, Rosenbaum's was in Cumberland; that was the main store. And McMullen's was... where Murphy's is now, that was McMullen's store, and it was a clothing store. We didn't have as many small shops as you have now, but they were *good* stores--good, dependable products that we bought from them.

SW: Did you make a lot of your clothes then?

Tubbs: My mother did.

SW: Was Cumberland a big city in the '20s?

Tubbs: Well, Cumberland was called The Queen City. And Baltimore, of course, was the largest city, and then Hagerstown--but Cumberland was larger than Hagerstown at that time. I don't think it is now.

SW: Could you give an estimation of maybe what the population was like in the '20s?

Tubbs: Oh, 1920? I'd say 30,000.

SW: Well, being a big city for Maryland, do you think it had any of the qualities of a big city--like with the gang wars, or with Al Capone, or anything like that?

Tubbs: I remember nothing in connection with Cumberland and the gang wars; I just remember reading in the papers. Chicago was one of the main big places for the gang wars.

SW: But they didn't have any effect on Cumberland?

Tubbs: Not to my knowledge.

SW: Um, I read a lot about the Klan in the '20s; I was wondering if that had any power in Cumberland?

Tubbs: Who, the Ku Klux? Sure they did. They used to meet around, and you would see crosses over on the mountain, and you'd ride out Bedford Road and there'd be a cross out there, and there would be Ku Klux all standing around in their costumes...but I remember nothing about them doing any harm to anyone. The only thing to my knowledge, that I remember, was a woman who had young children, and she wouldn't stay home and take care of them. And they would run out and play in their bare feet and without coats on. And I remember that she got a letter from the Ku Klux, threatening her what they would do to her if she didn't stay home and take care of her children-- which I thought was great!

SW: So they were mostly--they did good things?

Tubbs: To my knowledge, that's what they did.



Ku Klux Klan, ca. 1923

SW: They weren't the feared group that people made them out to be?

Tubbs: Not to my knowledge. I have no memory of that. Because they did, like I say, threaten that woman and that's the sort of thing that they did, which I thought was all for good!

SW: But they didn't have any of the hangings, or anything like that?

Tubbs: Oh no, no. It was like a knowledge, you know, that they're going to....Oh, I remember that very well. But I remember nothing harmful they did to anyone, it was just threatening.

SW: Uh huh. Well, let's move on then to the next subject. This is a good subject, I guess--Prohibition. I was wondering what it was like in Cumberland.

Tubbs: Oh, well, you didn't know who lived next door to you, whether they were making home...making whiskey or not. There was people all around the town that would sell it, I understand.

SW: Was there a crackdown on it, like did they have the securities go around and try to find out who was making it and all?

Tubbs: Oh, yes, sure, sure.

SW: Just like in the big city, kind of.

Tubbs: Yeah, yeah.

SW: Well, from what I'm reading about the '20s, I found that the blame for the breakdown in morals in present-day society was blamed on the people raised in the '20s. What do you think of that statement?

Tubbs: It's not fair! I don't remember anything like that, that would cause anything later. I think each age has their own things that they do that the next group aren't going to approve of; but as far as blaming the things that are happening now on the '20s, that just isn't right. I won't go for that.

SW: Okay. Well, I think what they were trying to say, though, was that...the morals then, that it was like the beginning of the breakdown, you see, and that's why I was figuring maybe they would blame it...like for our breakdown--we just took it like a step further.

Tubbs: Well, I don't think so. I won't go for that. I think the '20s had their groups that did things, the '30s that did other things, and so on.

SW: Well, in the '20s the things the teenagers were doing were considered outrageous; why do you think the people that were teenagers then that now are grandmothers and grandfathers think that today's teenagers do things that are so outrageous? You know, why do they think it's so outrageous?

Tubbs: I can't see that the young people of today...the only thing is, there are so many more people now, and so many more young people. And we have always had young people who would get into trouble--and we've always had *good* young people.

SW: So, you don't think that it's a true statement, or...?

Tubbs: No, I don't.

SW: I was wondering--who was president in the '20s?

Tubbs: Well, Coolidge was one of them. I saw him!

SW: You did? Where did you see him at?



(1925) President Coolidge, Mrs. Coolidge and Senator Curtis.

Tubbs: Well, your granddad and I were walking in the driveway at the White House, just looking over the grounds; and it was a Sunday morning, and the car came by--open touring car, was what they called it--and Mr. and Mrs. Coolidge were in there, going to church. And as they passed your granddad and I, he tipped his hat. And it was really nice because he didn't have to do that.

SW: Do you think that the opinions of the people in the '20s towards their presidents were better than today? Or did they think more of them?

Tubbs: I would say they did. I would say they did. We admired our presidents. Of course, you get good presidents then and good presidents now, but I do think that they held them in more esteem than they do now.

SW: Do you think we look now for the faults of them more, since...

Tubbs: Yes. I do.

SW: When you lived in the '20s, could you foresee the problems of the '30s and the Depression; were there any signs that it was coming?

Tubbs: No, the '20s were great. Now, in '29, when the Depression started in '29, it was really a shock, a terrible shock.

SW: You don't think that there were any signs leading up to it, like the frivolous spending that they say the '20s had, or anything like that?

Tubbs: We didn't spend money then like they do today.

SW: When you did spend your money, what did you spend it on?

Tubbs: Well, your granddaddy had a one tube Westinghouse radio, with two sets of headphones, and the first program I ever heard over that was a stock market report--I couldn't believe my ears! Then, after we were married...well, I used to hear...Guy Lombardo was on every night at six o'clock, and I hurried through dinner to go listen to Guy Lombardo.

SW: What was it like when they changed from radio to television?

Tubbs: Oh, now you're talking about a lot later; that would have gone into the '50s, '40s to '50s. But it was great fun to sit and listen to Guy Lombardo--that was....Imagine having nothing but records to play, and then having the radio, where you could listen to a dance band and all from up on the east coast--I think he was in Canada.

SW: They say that when you listen to the radio...that the people that used to listen to the radio rather than the television, that they had a better imagination.

Tubbs: Oh, definitely, definitely. The radio was terrific. They'd have a different show that would last an hour, like the Lux Radio Theatre would be on, on Monday night, and they would have a good show--and you imagined, you pictured things as they were in the story you were getting. And there was a lot of good shows. The radio was terrific; you know, after it got going, it was terrific.



(ca. 1929) "ACF" console

SW: Were there any radio stars at that time?

Tubbs: Well, most of the radio stars were people who had been in movies; it was live--the radio, it was live shows; of course there wasn't any taping then.

SW: Earlier in the tape you mentioned the Narrows Park; I was wondering if you could give a little bit more information on that.



Narrows Park

Tubbs: Oh yes. Going up through the Narrows from here it would be on your left-hand side, up on the hillside. And they had different amusements like the merry-go-round, and that sort of thing--not any huge things like you have today, like...well, we didn't have any Tunnel of Love [laughs]. We might have had a big sliding [board?], or something of that type, but it was beautiful; you rode up there on the trolleys--you could ride from where we lived on the trolley up there.

SW: Were there any other types of parks or anything around that you would go to for picnics and things? Like, was Constitution Park up there?

Tubbs: Oh no, oh no. There was no Constitution Park. That was our only park, Narrows.

SW: What about along the canal, was that a very popular place then?

Tubbs: Well, the canal was used up into the '20s, you know. (SW: Oh, it was!) Yes. We used to take trips to Baltimore and Washington at least once a month; and you could see...from the train--we would be riding to Baltimore or Washington and we could see the canal boats, and the mules that would pull them, and on the canal boats they would have clotheslines up and have washing hanging on them. And it ran--I think '24 was the last year that the canal was used. But this was the end of the canal line; it ran from here to Washington. And of course at one time it did a terrific business, because they used to haul coal and things of that type down to Washington.



Canal boat in lock, C&O Canal

SW: What were some other businesses that were located in Cumberland at that time?

Tubbs: Of course the railroad was a big business; the B&O Railroad was really a terrific business at that time. And we had as many as eight or ten trains a day.

SW: What type of trains would run on the tracks?

Tubbs: Well, when I say eight or ten trains, I mean passenger trains. And any number of long freights--you used to have to sit and wait on Baltimore St. 'til the trains went by, and sometimes you sat there for twenty or thirty minutes.

SW: The people that worked at the B&O...like, how many employees would you say were there; was it a really, really big business?

Tubbs: Oh yeah, it was a really big business: they had the car shop which repaired the cars, and then they had the turntable where they repaired the engines, and they had the B&O back shop, which is where your granddaddy and your great-granddaddy both worked.

SW: What other businesses were located in Cumberland at that time?

Tubbs: I think the Kelly was here, but it wasn't the Kelly as we know it today; it was much smaller, and of course at that time there was no union out there, and...it got to be a much better place to work. The Celanese, I don't remember too much about that--whether that was there or not in the '20s....It must have been, because some of my family went to work there in the '30s.

SW: Can you think of any other businesses that were located here?

Tubbs: Oh yes. We had the tin mill, which was down below the railroad on Virginia Avenue, and we had a glass factory down there.

SW: What was the name of the glass factory?

Tubbs: I don't know.

SW: In conclusion, how would you sum up Cumberland in the '20s?

Tubbs: Cumberland was a great place to live, and I have nothing but pleasant memories of the '20s.

PHOTO CREDITS:

Strand Theatre: <http://cinematreaasures.org/theaters/35703/photos/157836>

Dorothea:

(ca. 1920) Dorothea., ca. 1920. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/89710489/>.

Ku Klux Klan photo:

(ca. 1923) Initiating ceremonies Knights of the Ku Klux Klan. ca. 1923. Aug. 1. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/2007678116/>.

President Coolidge Photo:

(1925) President Coolidge, Mrs. Coolidge and Senator Curtis on the way to the Capitol. Washington D.C, 1925. [March 4] [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/00652339/>.

Radio photo:

(ca. 1929) "ACF" console model 333. , ca. 1929. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/96521522/>.

All other photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and clipping file.

The Cumberland Electric Railroad

Name: Mary Adele (Foley) Brinker

Occupation: Retired Housewife

Birth date: April 1, 1898

Residence: 517 Oldtown Road, Cumberland, Maryland

Date and Place of Interview: April 27, 1978 at Mrs. Brinker's home

Transcribed by: Celeste Bartlett 2/19/2008

I'm interviewing Mrs. John Brinker, nee Mary Adele Foley. Her occupation is retired housewife. She was born in Barton, Maryland, April 1, 1898. Residence is 517 Oldtown Road, Cumberland, Maryland. I intend to cover the topic of the trolley system in Maryland, the Cumberland Electric Company. My name is Maria Pacella. The date of the interview is April 27, 1978. The place of the interview is 517 Oldtown Road, Cumberland, Maryland.

MP: How were you affiliated with the Cumberland Electric Railroad?

Brinker: Well, we went from one place to another along our district from...Pekin to Lonaconing or Midland, or down to Westernport.

MP: Did you go to dances and such?

Brinker: Yeah.

MP: Where were they?

Brinker: Lonaconing, Midland, and Westernport.

MP: What was the Cumberland Electric Railroad? Exactly what made it up?

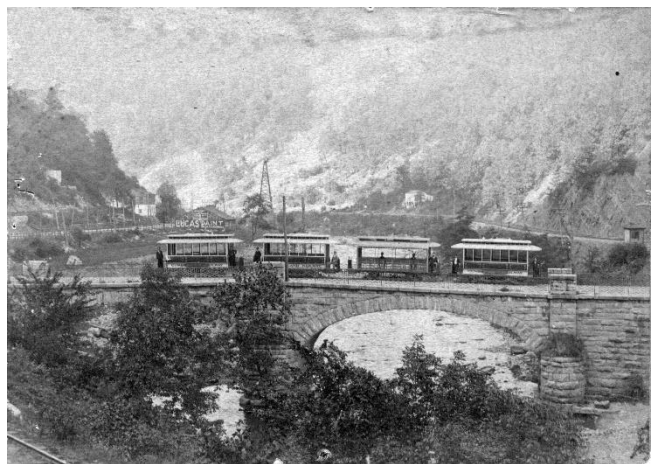
Brinker: It was the extension, I guess, of the electric cars in Cumberland.

MP: Well, where was the station in there, do you know? It was on Union Street?

Brinker: Yeah, between George and Centre.

MP: And did the train stop anywhere to pick up passengers?

Brinker: Only at the station--where they had usual stopping places. There's little stations along...now, I'm telling you there's a station in Midland, Lonaconing, and Barton; but there was no station...Borden Shaft...there was a station in Midland, and a



Electric Railway cars going through the Narrows

station in Lonaconing, and a station in Barton....now, wait a minute--that was the C&P station. You want C&P?

MP: No just the electric. The Cumberland Electric, the trolley.

Brinker: No, the Cumberland electric hadn't...wait now...we had a station....

MP: Do you remember how many trolleys there were?



Cumberland Electric Railway car

Brinker: They made a trip from Frostburg to Westernport in an hour, and they passed at Midland, Moscow, and over on Dellwood Flat. There was no particular...in the business section, they just stopped, and everybody would get it there. They would gather.

MP: Do you remember how many trolleys there were on the line, or did they all run one at a time?

Brinker: Well, they ran one at a time, and they usually passed one another at these...I suppose maybe three or four.

MP: And they switched?

Brinker: And they passed at these switches.

MP: Do you recall if they were all the same design and style?

Brinker: Yes.

MP: Which was just...

Brinker: It was about two thirds of the car was passenger, and the rest was freight or...

MP: Baggage?

Brinker: Baggage, yeah.

MP: How much do you remember that you had to pay for a ride?

Brinker: A whole nickel.

MP: A whole nickel. Was there a package deal like...?

Brinker: You carried it in your hand, I don't know about that part.

MP: Well, was...could you get maybe so many tickets for one price?

Brinker: Yes, six for a quarter.

MP: Six for a quarter? And that ran you to what, each station that you went to, or to a final destination? Did it take each station at a time that you went into?

Brinker: No, I don't think so, I think...finally the fare went up that it was three for a quarter, and I remember having only in my hand maybe ten cents. And when you are in the car the conductor was standing at the back of the car. And you dropped your...you didn't hand it to the conductor--you dropped it and you hit, like on a peg on its way down, and when it struck that, he pulled this.

MP: On a rail? It was on a pulley? The whole way down, or...

Brinker: No, when you went in, there was a little 'lope that the money would go in, and you'd put your money into that...now one time...they collected, and Mr. Abbott...

MP: He was one of the conductors?

Brinker: Yeah...no Mr. Abbott was a [unclear]. Tommy Smith was a conductor, and Abe King was a conductor.

MP: Do you remember how many people there were needed to run the trolley? How many men?

Brinker: Oh my, no, I wouldn't have any idea. They had this ...

MP: Just the car...

Brinker: Oh well, it was just the two. The conductor and the motorman.

MP: Alright, some of the conductors then were John Abbott, Tommy Smith and Abe King. Can you remember any more? Or are those the ones...that you...

Brinker: One lived right near us, see.

MP: Do you remember their personalities at all, what they were like?

Brinker: Yes, they were all very beautiful people, friendly, like everybody knew the other fellow.

MP: During that time, do you recall what other forms of transportation there would have been, besides this trolley system?

Brinker: The C&P railroad: that was steam, and it ran from Piedmont across the line over and into...all the way up to...up the creek and went through--something that I always wanted to go back and see about, and I never did it. When it came into Borden Shaft, there was a shaft in Borden that the coal was taken out over the other side of the mountain, in Hoffman. And when you passed Borden Shaft, you went through the mountain like the... when the C&P came into Frostburg, and we were down the hill at the station, it came through a tunnel--and that C&P train came on down from Frostburg, and when it got down the foot of the hill, it could not run down there; it had to go down, and back up, and then go down again to come out to come to Cumberland.

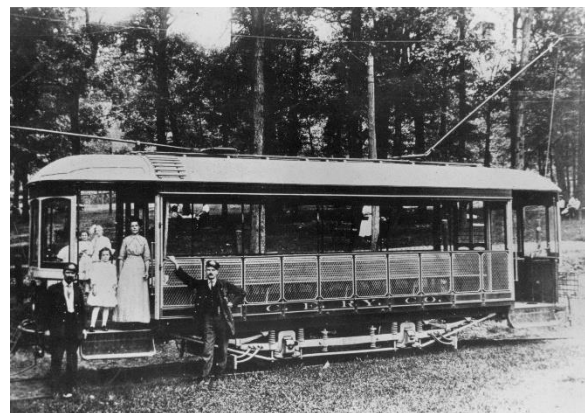
MP: Did you use a lot of... you must have ridden the railroad more than the trolley, then, right? Is that the way it was, or did you ride...horses and such?

Brinker: Yes, I rode the train to school, and the trolley came in and came up the street in Frostburg; that came from Cumberland and Eckhart, and down along the crick, and it came up the main street in Frostburg. They had to get off at Mount St. Cloud at the top of the street--I forget the name of the hotel now--and walk out that street, and down to State...and the old Beall School was in Frostburg--was open--that was where [unclear]. Gladstone Hotel--that was the name of that hotel and...

MP: Do you remember the route from Frostburg, where the trolley went--exactly what stations? Where did it start and end? Grant Street through Borden?

Brinker: It came down Main Street, and turned left and went down Grant, and it turned right--no it turned right and went down Grant. Then it turned left at the school at... [background talking]...

MP: Borden Shaft?



Cumberland Electric Railway car, Narrows Park

Brinker: You go down Main Street and turn and go down Grant; and then you turned left just a short distance and turned right away and went from there right down into Westernport. [more background talking] The tracks did not go...

MP: Then after Borden Shaft where did it go to?

Brinker: Ocean, Midland, Gilmore, Water Station, Lonaconing, Detmold, Pekin, Moscow...you got that down?...Barton...

MP: Ok. Then it crossed?

Brinker: It went down to Barton, then Reynolds was the next place down...it crossed the creek and went down on the right-hand side of the railway to Reynolds, that was the name of it then. Reynolds was the name of the man that had the Casino.

MP: Which was the dance hall?

Brinker: The electric. And then it went over Dellwood Flat, and it went down, and turned right and went down to Greens...Dellwood Flat, and it went right from Greens over; and down to Reynolds where the Casino and the electric plant was.

MP: Then to Westernport, Franklin?

Brinker: Franklin, and then Westernport.

MP: Where was the end of the line?

Brinker: At the end of Main Street in Westernport.

MP: In Westernport...alright...is that where you got off most of the time?

Brinker: Then you could spit across to Piedmont.

MP: Oh, I see.

Brinker: When we would go down, we went to the dances in Westernport, at St. Peters. And then we went to Piedmont and that was over on... and these men who, these officers, half of them were related to the other half--to us. And they played in the orchestra, they played in the choir—oh, they had the Devil's own time playing--and they taught music, and some of them had [unclear] and Brass Monkeys (background: "watch what you're saying").

MP: Do you remember, was there a class of people that rode the trolley system...or?

Brinker: Only those who really more or less danced or had business to attend to.

MP: No one took them for any kind of...just to be able to ride around on the trolley?

Brinker: Oh no, you couldn't do that. They hauled the miners, and miners had to ride in the baggage, on account of their dirt, and that is the way they got back and forth to work.

MP: Did the miners have to pay the same?

Brinker: Yeah, just the same fare.

MP: Just the same fare, hmm. Why do you think now that the trolley car system isn't in Cumberland anymore? Do you have any opinion on that?

Brinker: Because of the number of automobiles; everybody that can afford a dollar down can get an automobile now you know.

MP: Do you remember when they took the trolleys out? Was there any bad reaction to it from people?

Brinker: No, because they were ... if you got on a streetcar and your car got to the switch, you had to sit there until the other car coming this other way...if you were held up somewhere, you had to sit in the switch until this one got by. But nobody was in a hurry in those days, you know.

MP: Did you enjoy that, riding the trolley a lot, or did you have any preferences? You know, would you have rather ridden the railroad?

Brinker: I tell you I had preference because at the time there was a family who lived next door to us when we were kids, and they owned a taxicab, and it was 25 cents.

MP: For how far, just anywhere?

Brinker: Downtown and back, or downtown, and instead of riding up the lane and down to Oldtown Road to the streetcar--that is where we had to walk from here, down to Oldtown, to Virginia and Maryland Avenue, see. And until the...when what you call it put in the cab, why then we didn't have to ride anymore. That streetcar came down Maryland Avenue and Virginia Avenue, as far as...it came up Ann Street...when you left Baltimore Street on the streetcar you banged across the crossing to Park Street, and you came out Park to Williams Street, and up Williams to Maryland Avenue and right out Maryland Avenue to Virginia Avenue, down to--I forget the name of that street down there. Anyhow it was the last street on the avenue. You did not go over the railroad down into Cumberland because it was a wide space. And then later the Crow Bar was up on North Centre above St. Patrick's Church on that side.

MP: Then from there?

Brinker: It went to Westernport.

MP: Thank you Mrs. Brinker.

PHOTO CREDITS:

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The Cumberland Fire Department: A History

Name: Russell L. Livengood

Occupation: Chief of Cumberland Fire Department

Residence: Frederick St. Cumberland, MD

Date and place of interview: Dec.1, 1977 at Cumberland Fire Department.

Transcribed by Celeste Bartlett 5/19/08

My name is Allen Ruby, a student at Allegany Community College. Today is December 1, 1977. I am interviewing the Fire Chief of the Cumberland Fire Department, Chief Livengood.

AR: Good morning, Mr. Livengood.

Livengood: Good morning Allen. How are you this morning?

AR: Fine, thank you, sir. To start off with, sir, could you give me a general idea of how the Cumberland Fire Department was established?

Livengood: Yes, I could. In 1902, a committee representing the Fraternal and Benevolent organizations of the city met at the YMCA forming a committee to request that the city of Cumberland initiate a paid fire department. Then in 1903, a petition was presented to the Maryland Council by almost every businessman on Baltimore Street requesting that *they* institute a paid fire department. So here was two different factions wanting the Maryland Council to provide a paid Fire Service for the city of Cumberland. I can go on and give you a few other things if you want. Then in 1904, the City Council asked the Maryland Legislature to approve a \$25,000 bond issue so they could implement these recommendations. Mind you, this was on February 8; then on February the 16th 1904, the group of local volunteers that had provided the protection met with the county delegation and opposed this legislation. Then in 1906, the Cumberland Fire Department was formed and was a paid fire department at that time; this was 1906. So, from 1902, when it actually started, to 1906, there was a lot of work in there in funding the program, getting the buildings, the equipment, and hiring the manpower.

AR: So, in 1906 the Cumberland Fire Department was established?

Livengood: Yes, on March the 26th I believe it was, 1906, we became a fully paid fire department. Two companies at that time: one in South End, one in Central--downtown Cumberland.

AR: Ok, I see that, maybe if you go back a little bit...in other words...did the fire department in Cumberland...were they volunteers to start with, or did they start out as a professional organization?

Livengood: Probably as far back as indications that I have, there were several volunteer fire companies as far back as 1850; now, this was Chapel Hill in South

Cumberland, Pioneer here in Central, Canada Hose House up on North Mechanic Street, and there were many small volunteer fire companies.

AR: I see. OK, whenever you started out, how well do you feel the general community accepted the organization The Cumberland Fire Department?

Livengood: I think it was readily accepted; it was something that evidently, they had wanted for some time. In some of our records, we have a history of the department. It appears that each time they had a training session in the city square, a lot of people showed up to watch. One place it mentions the fact that they answered an alarm and the people used to turn out; it quoted a thousand people turned out when the alarm sounded, to see them harness up the horses and respond; so I think that it was readily accepted by the people at that time.



Pioneer Hose House, Centre St., Cumberland, MD

AR: That's great. Mr. Livengood, how successful do you feel that they were at their duties, at this time?

Livengood: Well, probably at that time there wasn't much of a training program. From what we can gather, a man was hired and he became a fireman the first day. The turnover was very rapid: some of them stayed only a few days, a few weeks; the pay was low, and the hours were long. They worked 24 hours a day 7 days a week, and they were allowed one day off in eight days; the rest of the time they worked around the clock. I believe they were allowed an hour home once a day for meals. And so, you can see that they probably served the purpose of being here and on call, but probably not very well trained, and the equipment would leave a lot to be desired.

AR: Well, that wouldn't be fair to go with today...I just thought maybe you had an idea of the establishment--how well they did with what they had.

Livengood: The fire loss probably was much greater than it is today, no doubt about that.

AR: What were some of the major fires that you can recall or have heard about in this town?

Livengood: Ok, I can tell you a couple that I have worked on. The Allegany Inn fire, for example; that's since I've been on the fire department...the Broadway fire...the Allegany Inn was in about 1972, I believe, and the Broadway fire was in about 1961 or '62. And I worked on both of those, and I think this was the greatest loss of life, in these two fires,

that we have had--that I can recall or most of the men can recall. We also had a large fire at the old Potomac Edison Building on Baltimore Street in 1952. The Paca Garage in about 1954 on Frederick Street was a pretty spectacular fire. The old Feldstein Junk Yard in about 1954 or '55 on Wineow Street, and Peskin's in downtown Cumberland in the early 1940's. And these were the major fires--a few of them I have worked on and some of them were before my time.

AR: Quite a large number for a city this size.

Livengood: Well, surprisingly, it seems like a large number, but our fire loss is real low - we're real proud of our fire loss. And our loss of life: we haven't had a life lost in Cumberland due to fire since January 28, 1975, so we are going for almost three years without a loss of life, which is a pretty good record because usually we have a couple a year.

AR: I'm sure that the public is well-pleased with that. What were some of the basic duties of the Cumberland Fire Department firefighters in the early days; in other words, you make rounds now, fire hydrants--what were their major duties?

Livengood: I would think the major duties in those days would have been caring for the horses; this was one of the prime responsibilities that they would have. This was a major factor and took a lot of care, and they showed a lot of pride in the horses; of course, they had to depend on the horse to get the equipment to the scene of the fire. And maintaining their equipment and maintaining the building and the grounds of their stations: I think this would have been the big thing, primarily. I do not imagine that they had any type of an inspection system, or any sophisticated training of any kind.



Chemical Company #1, Cumberland, MD

AR: I see. Over the years, how have the duties of the firefighters changed, that you could see?

Livengood: Well, I think it has gone from a work intensive job to that of more knowledge, more scientific...and in this area, we also have a code to enforce; we have to have men trained in enforcing this code. The equipment is more sophisticated: it no longer is just "catch a hydrant"; you have sophisticated pumpers and this type of thing. And so, it has become a job that takes just a little more skill probably than it did in those days. Knowledge of the streets, the terrain and this type thing; more mechanized equipment--the aerial ladder for example, you have to know what you are doing with

that: if you fully extend it and get it the wrong angle, you're going to turn it over--and things like this that you have to know.

AR: In other words, the country has progressed?

Livengood: Yes. Another thing would be our emergency medical training. We have always been involved in first aid; we have provided a lot of first aid service to the people, but more recently is the more sophisticated emergency medical training and the ambulances and this type thing.

AR: Ok, now that you mentioned the ambulance--how is the feeling of the people of Cumberland towards this now, as a professional ambulance service?



Example of a 1970s ambulance

Livengood: Well, they seem to have accepted it very readily; I think the need was here. We're offering immediate emergency medical service, we have fast response, we have well-trained men, we have pretty good equipment--and all in all, anybody that's used it, we are getting some very, very good compliments on this service. I think that it could be used to greater extent: I think a lot of people neglect to give us a call when they have an emergency medical situation that they should. Now we could go out and check it and give them some advice on it. It doesn't always have to mean a transport to the hospital as far as we're concerned.

AR: In other words, you will go to a home and give advice?

Livengood: That's right--if it's an emergency...now we don't... but if someone has an emergency situation, right--we will respond to that. We feel that's what our need is.

AR: How have the federal and state regulations affected the functions of the professional fire department?

Livengood: Actually, I don't think that they have affected us a whole lot in that--for example, the federal OSHA regulations: they're not really enforcing that in municipal fire departments. You know, they set a lot of standards, but they do not enforce them; and at this time, we use a lot of equipment that really is not approved by OSHA--does not meet these standards. The helmet, for example. The coat, for example, that we use--simply because they haven't come out with any clear-cut standards of their own of what we would have to meet. Now, we do follow the National Fire Protection Association recommendations, but this is not governmental, this is usually the recommendations that we follow, and the same way with our city fire code. This is American Insurance Association recommendations and NFPA recommendations, and we follow these--we've adopted them as our city code, and we follow those and require everybody to

meet NFPA standards in any installations, or buildings, or any of that type thing they might be involved in.

AR: Let's see, in other words: it's what you have seen, in order to prove that the safety of your men is what you're after. In other words, it may be...they say it's the best, but until it's proven, at least you know what you are using right now is safe.

Livengood: That's right. The masks, for example--air masks—now, from what I understand in the next year or so they are not going to meet the OSHA standards, but right now it's the best that's available. Now some companies have come out and have changed that, and we will have to go with that once this becomes mandatory--but as of now, I think that what we are using probably is the safest and the best for the job.

AR: Generally then, do you agree with the changes that have been made?

Livengood: Well, I can't agree with all of them; I think that sometimes the government gets involved setting standards that are premature--they set them, and expect them to be enforced, and they're just not applicable to some fire departments--or to all fire departments. I think the standards really should be set like the NFPA, or by someone that's involved in firefighting or fire prevention work.

AR: Sir, another question to go with this: do you feel--I'm sure you may have answered it, I just might not have caught it--that the people who are making these rules, aren't they sometimes not even involved in the initial firefighting or ambulance work, or the particular bill they're putting out, so to say?

Livengood: Yes, I think that maybe their intent is good when they start, but it gets out of hand before it actually gets into its final form, and like I say they can come out with recommendations that are not reasonable and really cannot be applied to the fire service, but nevertheless sometimes you're stuck with them.

AR: Yeah, but sure...

Livengood: For example, I will give you one. It's the federal brake system that now is mandatory on new fire engines. We got a new pumper last September '76 and it had to have the new brakes on it; now, we bought an identical pumper in '73 and it did not have this new brake system on it, as required by federal law, and it had no problems. It took us six months to get the problems ironed out and we're still not pleased with the brakes on this pumper--and this is a \$57,000 piece of equipment. And they just demanded that these brakes be on this, and I don't think they've improved the braking system at all.

AR: Well, do they use people like yourself, as Chief of the Cumberland Fire Department, and other areas--do they use people like yourself in making these changes; I mean, do they come to you and ask advice or anything with this?

Livengood: I'm a member of the International Association of Fire Chiefs, and I would

say about every two weeks we get a questionnaire from this organization, and this is used to compile information to make recommendations to the government and the people that might be setting standards for this equipment.

AR: I see. Has recent legislation permitting women to be employed as professional fire fighters affected the Cumberland Fire Department in any way?

Livengood: Up until now, it's only affected us indirectly in that we have a young lady on the civil service list right now. When we hold a civil service test to fill our positions, anyone can take it, and only the top ten can get on the list. She finished I think about sixth on the list, and I had her in and interviewed her--and of course this is no guarantee that anyone will get a job because we can only fill so many vacancies as they occur--but if the vacancy occurs, and she meets all of our standards, we will hire her.

AR: Ok, this next question may already have been answered; do you care to give your personal opinion [regarding] including females into the firefighting end of it?

Livengood: Well, I feel if they can meet the standards and they can do the job--and by the way, this young lady, her father is the chief of a volunteer outfit in Bel Air, Maryland, and she has just been around fire stations and fire trucks her whole life. She knows a lot about fire department operations right now. And my personal opinion--if they can do the job, they might as well be given the opportunity.

AR: Very well spoken. What are some of the other major changes that were brought about during your life at the Cumberland fire department—any major changes that you could see?

Livengood: Well, I would think that the major changes would probably be becoming motorized when they went from horses to gasoline-driven engines, lower working hours from the twenty-four hour a day, seven days a week to the present forty-eight hour a week schedule. Probably the big break there was when they went to a two-platoon system: working a fourteen-hour night and a ten-hour day which we still have--though we have a lower work week by every seven weeks they get four days off in a row to bring their work week down to forty-eight hours. The air masks are one that I spoke of a little while ago; I think this was a *big* change for fire department personnel--no longer did they have to eat this smoke. In the old days the guy that was the best firefighter was the best smoke eater--the man who could take more smoke. Well, we just don't do this anymore; we put a mask on and get inside, and you can work in a safe atmosphere. The fire codes for example: the City of Cumberland has adopted a fire code that we



Turntable Ladder Fire Truck, Cumberland Fire Department, Cumberland, MD in 2011

enforce. We have another thing now that's going to be a big change for us in the next few weeks is the new building--something that we've needed for a long time. This will change our whole operation: we'll have some room to move around and to operate in. So, these are changes that I think have been major changes in the years.

AR: In your years with the Cumberland Fire Department, do you deal with volunteer outfits--like if they would come in and ask advice, or be asked to join the training session--is this permissible in your fire department?

Livengood: We would be glad to work with anyone like that. There has been some problem throughout the years of not really being able to sit down and to work the way we would like to with the volunteers. Now, some of it is union problems at our level, and some is union problems out in the volunteer level. Because our union man says wait a minute, they don't get paid to do this, and the volunteer outfits have some hard-core union men that said we're not going in there because we might be taking their job away from them...but I'm trying to create an atmosphere of being able to cooperate a little more with the volunteer outfits. We need them, we really need them--they can supply manpower a lot of times that we do not have.

AR: Well, what changes do you feel need to be brought about, like in present day times?

Livengood: Ok--in our own department?

AR: Right.

Livengood: My concern right now is more productivity: this would be more involvement in inspection and fire prevention--and this is hard to do, for the simple reason that the average man that comes on is indoctrinated in his first couple of years to firefighting; and then the die is cast--he thinks this is his sole purpose, to extinguish fires, and the newest concept is to *prevent* the fires. And everybody all over the country is having this same problem, because the glamour is the red lights and the smoke and the fire--not inspection and fire prevention. Another thing that probably is our problem is make the average citizen more...how should I put it...our job should be to make him more alert to smoke detectors, and automatic detection, and even automatic extinguishing systems that are going to be a thing in the future. I can foresee a time when even a private home will have a sprinkler system in it. And it could be done very easily now--and this would be a big step, just like smoke detectors are now: early warning devices. But I can see that one day there will be extinguishing systems in the homes.

AR: While we are on some of these preventions, could you give me a general idea of which smoke detector would be the best type to buy for your home?

Livengood: We do not recommend any name brands, and my preference is a battery operated--and I believe I would go to a photoelectric now. Up until now, the ionization type I had felt was the best, but I understand the photo electric will pick up a smoldering

fire quicker than an ionization type. The ionization will pick up a fast-moving flaming fire, but most people die from smoke and gases, not the actual fire.

AR: I see. Are these available right now?



Livengood: Oh yes, almost every department store, discount store has them, and many, many different companies; it's a big business right now. A lot of people buying them--I get calls every day: what kind do I recommend. Well, I do not recommend any name brand at all, but we recommend that everybody have a smoke detector at some point.

AR: I think most of the homes now are coming out with them built in.

Livengood: State law, Maryland state law--this was effective July 1, 1975--any new dwelling in the state of Maryland must have them before they can pass the electrical code. And then by July 1, 1978 every existing motel, hotel, commercial type residential building must have them--even the existing buildings must have them.

AR: Are there any other type preventions that you recommend for a home?

Livengood: Well, we always recommend good housekeeping.

AR: Good housekeeping? How about a fire extinguisher?

Livengood: Well, people should have a fire extinguisher, though I'm not altogether in accord with some of them that buy a dry chemical extinguisher for a small fire--that may cause a lot of damage in the home. I think a good water type would be a good one, even a CO2. You get into expense, and most people will not maintain these type things.

AR: What are the present strengths of the Cumberland Fire Department today, do you feel?



Livengood: Ok, the present strength I would have to say is our quick response time. We have an excellent response time. We run two companies on all structural fires: one that is stationed close in that area, and then Central Station--the headquarters--Engine Company One runs with them. We are well trained, we have an excellent water supply in Cumberland, we have excellent equipment, and quick response. So if you put them all together, I think that gives us a pretty good fire department. And again, I would like to say the low fire loss substantiates what I'm saying.

AR: Well, does the layout of the town itself present any problems to you with the equipment that you have?

Livengood: Well, some of those problems have been solved with the freeway, and with

the bridge they just put over the railroad tracks--prior to this, the railroads were a real problem. If we had a train on the B&O tracks it could have every crossing in town blocked, and this used to be a problem getting not only routine fire call, but when they needed assistance, the downtown company was behind trains on both sides of them and this was a problem. Some of the hills give us a problem in the wintertime. This is really why we run two companies: it's to get more engines and more men on the scene immediately rather than waiting for the first company gets there, and then requesting assistance from a second company--you may have a two- or three-minute responding time, and then you may have an additional two- or three-minute responding for the second company. Now, everybody leaves at one time.

AR: I see. On the strengths of the company, how many pieces of fire apparatus do you have?

Livengood: Fire apparatus--we have seven engines, four first-line, three reserve engines, one ladder truck, and one emergency truck that carries additional equipment that will be needed on most any working fire: extra air bottles, extra masks, our phone equipment, rescue equipment--this type of thing.

AR: In your emergency medical, what do you have?

Livengood: We have two ambulances, one of which is manned full time; now, the second one on certain days can be manned, because we may have enough men on duty. It takes a minimum of eighteen men on duty to man everything that we have; now, some days, if we do not have anyone on vacation, or on any type of leave, this could maybe give us twenty men. That day we have two ambulances. We use the extra men on the fire engine, but if the first ambulance goes out, those two men move over to the ambulance--and everything is still manned. Now when the first ambulance comes back, these men go back on the engine; this is where they are during the day. We can move them when we have extra men wherever they might be needed.

AR: I see. And in your equipment truck, do you also run auto extrication?

Livengood: Yes. The equipment truck answers anything that two companies would answer. It does not answer on a single automobile or brush fire where only one company is gone; but anytime it's for a structural fire, where you have two companies responding, it responds also. And the ladder truck responds on special assignments: high rise buildings, schools, hospitals, nursing homes, industrial, shopping centers, all downtown area--and then certain other areas, like Washington Street where you have big houses, and some areas--Baltimore Avenue with its tall buildings, apartment buildings, things like this.

AR: Ok, does your department have inspections, outside--in the whole of the town itself?

Livengood: Yes, we have a full-time fire inspector; that's all he does, is inspect. And he is continually--he takes care of all complaints, as well as inspects routinely schools,

hospitals, business establishments. And then at times we do what we call in-service inspections: for example, we will take all of our department through the Kelly Plant, through the telephone building, through the hospital--and this takes many, many trips because of the way we work: we have three crews, and we will go once with each crew, take three times to go through this--and sometimes six times because we'll take two companies in the morning and two in the afternoon. But this is for familiarization, so in the middle of the night the men go to the Kelly Plant or Sacred Heart Hospital, or Memorial, and they know a little bit about what is going on. They are familiarization inspections and not code inspections. The fire inspector does all code enforcement inspections.

AR: I see. Well, it certainly has been an interesting interview; I hope that maybe some other time we can sit down and talk again.

Livengood: Ok, I'd be glad to; I welcome the opportunity anytime to talk about the fire department.

AR: I've seen that you're doing a fine job, and I hope that the progress keeps up as time goes on.

Livengood: Thank you.

AR: And this will conclude our interview, thank you very much sir.

PHOTO CREDIT:

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Cumberland Fire
Department Exhibit,
Allegany Museum,
Cumberland, MD

Cumberland Police Department: Current Perspectives

Name: Byron Schulten

Occupation: Sergeant, Cumberland Police Department

Residence: Bedford Street, Cumberland, MD.

Date and Place of Interview: Dec. 12, 1977 at Cumberland Police Department.

Transcribed by Celeste Bartlett 3/2008

My name is Patrick Smith, and I am interviewing Sergeant Byron Schulten on the Cumberland Police Department. Would you state your full name, address, and your present rank as a police officer?

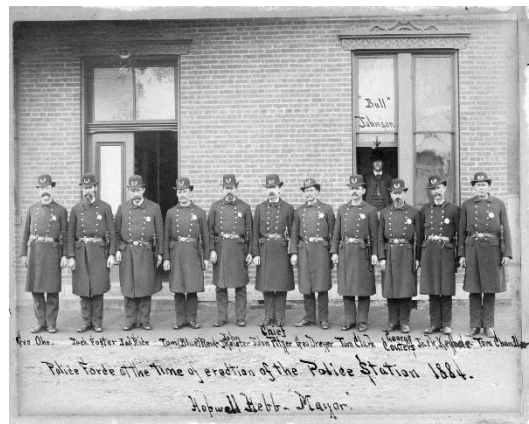
Schulten: Yes, my name is Byron Schulten, I live in Cumberland, Maryland, I'm a sergeant.

PS: When was the Cumberland Police Department founded?

Schulten: According to our records, the first police department was founded in Cumberland in 1870.

PS: When did you first join the police department?

Schulten: I joined the department in August of 1967.



Cumberland Police Department, 1884

PS: So, you have been a police officer how long?

Schulten: Just over ten years.

PS: How does one become a police officer--the training and requirements?

Schulten: The beginning of your attempts to get on the police department generally involve filling out an application, turning it into the city clerk; occasionally, throughout the year as the demand is necessary, they give a test, a written test, through the civil service commission. If you are one of the top ten scorers in this test, you're put on an eligibility list and from that eligibility list are drawn the potential officers; then, of course, there are several other requirements that you must meet, as far as height, weight, education.

PS: Is a high school diploma required?

Schulten: A high school diploma or a GED.

PS: How about college?

Schulten: College is not required.

PS: As for training, what type of training do you go through?

Schulten: The state of Maryland mandates that during the first year of your employment, you must attend a basic police school, which normally is held either in Hagerstown--for this particular area--or at the Maryland State Police Academy in Pikesville. Sometime during your first year you have to attend this. This is a state requirement and not a city requirement; however, it has to be met by all officers in the city as well as any other police department. And at this time, it is a ten-week duration.



Cumberland Police Department, c1910

PS: Alright, are you a police officer when you attend this, or are you just something like an apprentice?

Schulten: No, you are a sworn officer. Because of the fact that they only hold these particular schools perhaps four or five times a year, it is conceivable that you could come on here and be on

several months, or even close to the entire year, before you actually go to this school; so actually, once you are employed by the police department and are sworn in, which usually happens within the first couple days that you are on the job, you are a sworn police officer.

PS: Now the civil service exam that you talked about, do you have to know a lot about the town ordinances, laws, and things like that?

Schulten: No, the civil service test is sort of a general aptitude test geared to police-type phrases, the same way as the fire department test is basically an IQ test, but geared in fire-type terms; talking about the number of fires--to have you figure out a percentage problem, for instance. The thing will be written so that it just involves the number of fires in this year as opposed to the number of fires in that year. If it were a police-type question, it would be the number of burglaries this year as opposed to the number of burglaries next year; but the idea is still aptitude, not necessarily so much in the field that you are taking the test, but just aptitude--but written so as to be relevant somewhat to the police department.

PS: Prior to being sworn in, what type of training do you get; this isn't quite clear, I'm afraid.

Schulten: There actually is no training prior to being sworn in. There's two ways, if you compare a relatively small department such as the Cumberland department with larger departments in the state of Maryland--the state police, Baltimore County, Montgomery County, PG County—there's two ways that you become an officer, a trained officer. One of them, in the bigger departments they have an academy which you attend before you are sworn in. With the smaller departments, because of the nature of the department not being large enough and not hiring enough men to have their own formal academy, you have to actually swear a person in--more or less put him on the job before he receives his formal training; this is not unusual, this is the normal run of events for any small department. There are pros and cons, obviously, and we have to make allowances for that in a small department where you don't in a large department. For instance, in a large department before the man ever goes on the street, he's already been through ten weeks, thirteen weeks, sixteen weeks of school. He has learned a lot of the basics of police work before he ever sees the street, whereas we are a relatively small department; we have to face some definite obstacles in taking a man right out of civilian life, so to speak, one day and the next day he is in a uniform and out on the street. Of course, we have ways of overcoming it that fortunately have improved over the years.

PS: I take it he is not sent out on the street by himself?

Schulten: Right, that's one of the things, obviously, that we don't do. Our normal procedure here is to put the new recruit in the training division for about a week. Not all of that entire week is taken up with the actual training; there are a lot of administrative things that have to be taken care of for a new employee the first week. He has to have uniforms and equipment issued to him, and so on--but during that week, he will still get the opportunity to be at least exposed to the different criminal law books that we use, the motor vehicle books that we use, a lot of the procedures and forms that we have to deal with. So he's just really given a basic overview and it is a real cram course, obviously, and certainly we don't expect at the end of that week that he's going to be qualified to go out on his own the beginning of the next week and be a police officer. So in conjunction with that first week, the following week then he is either assigned to another shift or kept on the daylight shift and put with an experienced officer for an indeterminate period of time, until we determine that he's capable of performing some of the functions on his own.

PS: So, it's something like a probation?

Schulten: Yes, the first year is considered probationary from several standpoints, one of them being that during that first year, he has no right of appeal if the department decides to terminate his employment, whereas once you come off of probation and become a full employee, so to speak, you do have the right of appeal if your job is terminated. You have a right of appeal through the court for that matter. That first year you don't--the first year they don't have to give you any reason for letting you go.

PS: Alright, when you first became a police officer, what was the police department like to you?

Schulten: My impression looking back on it was of a department made up primarily of older officers; some of them I didn't consider to be too friendly toward new officers. I remember the first couple of days I was here, a lot of them didn't really even speak to you. They seemed to kind of ignore you, in a way. The department, just looking back on it of course, has changed quite a bit, and that is really one of the big things that have changed over the past ten years: the age of the officers has drastically reduced--an average age I really can't say, but I would venture the average patrolman on here is probably no more than twenty-five years old. And this is a big departure from what it was ten years ago.

PS: So, I take it the average officer was around thirty-five, forty when you first joined?

Schulten: Easily. We had quite a few of them who were over probably over fifty. Easily.

PS: How big was the police department, was it about the same size?

Schulten: It hasn't grown drastically in the past ten years. I imagine the full strength at that time was in the low sixties, and now it's seventy, so it hasn't really drastically increased.

PS: You are a sergeant now; what did it take to become a sergeant? Exams, or...

Schulten: Yes, this is something that has changed in the ten years that I've been here. It was conceivable, not only conceivable but it was a common thing, for a patrolman to advance directly to sergeant--or even to advance directly to lieutenant--without going through the rest of the rank structure. Now our rulings are different: it's impossible to do that; you must go from patrolman to corporal, from corporal to sergeant, from sergeant to lieutenant--which has some merits, definitely. But what's involved, and in my experience I did just that, I came up from patrolman to corporal, from corporal to sergeant. It involves another civil service exam, and that is really the only criterion for a promotion is passing the exam and getting on the eligibility list and then being promoted; and you don't necessarily have to be number one on the test to be promoted.

PS: Back to when you first became a policeman, how was your job or your assignment made; were you put in a police building, or out on the street? Who determined this?

Schulten: Well, in the very beginning, the idea--and it still is basically the same--the idea is to put a new man in the building for perhaps a week, to let him see the operation of the communication room: to see the way that the dispatchers have to handle things in there, to see how reports are filled out, forms are filled out. Then normally you would go out and ride with somebody, then you would walk a beat with somebody, then you would learn to operate a scooter and you would sort of be out on your own at that time. But it's to the shift supervisor's discretion to decide how he wants to handle that.

PS: What is your present function?

Schulten: I have a number of functions, I guess: primarily, I work in planning and research now, which is a new area of the department just starting to form, so this is the real groundwork that we're laying right now for this type of thing; we've never had this particular area before. It's been done, obviously there has to be a certain amount of planning done all the way through the history of the police department just like everywhere else, but we've never had a designated division to do planning and research, and we still don't. But we are very, very close to it, and I venture it's coming officially very soon. But my primary job is to work on federal grants for the department to do just what the words say: planning and research to find problem areas in the department and to find solutions for them; and in addition to that, my other job is a training instructor, and of course in that capacity we produce training materials and produce classes for the department on an ongoing basis. We also do public relations work, and go to schools, and give talks and demonstrations, and so on.

PS: Is there a certain amount of medical knowledge needed, like first aid and CPR?

Schulten: Yes, it's a requirement by the state of Maryland, again, that all police officers be qualified in advanced first aid and CPR. All our officers on the department are qualified, and they must renew every two years.

PS: Has the police department changed much since you've been here?

Schulten: I think, again, the big change that I see is in the age of the personnel, and in that very way, the feelings, and the thoughts, and the whole operation has changed just for that mere fact that the officers are younger--they have new ideas. And some of them have to be tempered a little bit, some of the ideas aren't workable. Again, that's part of what my job is now: to find new ideas, or get new ideas from other people, and find out if it's feasible and try new things.

PS: Have there been very many procedures, like regular police procedures like stopping somebody on the street...what if...say you stop somebody on the street, is there a certain procedure of going up to the car, or do you just walk up or...?

Schulten: Yes, there's procedures, there's standard procedures.

PS: Ah, that's what I'm...

Schulten: You would find, I think, if you were a police officer for a while, or if you had the occasion to really study law enforcement for a while--you would find that it's a very inexact science. That although there are procedures, everything is very, very flexible. It's impossible to sit and tell officers that we want you, when you stop a car and you're going to give the person a summons for speeding, that we want you every time to have the violator stay in his car, or every time we want you to bring the violator back to your cruiser. Now the reason this comes up is that there is a certain amount of danger every

time you stop a car. Lots of policemen have been killed or injured by unknown assailants as they stop a car; they don't know who they're stopping most times. Well, it comes up again and again in training sessions: what is the absolute safest way. This is what I'm saying--there is no absolute way of being safe in this job. Just on car stops--that's one thing. There is no surefire method, there is no way of saying that every time, if you bring the violator back to your cruiser, you are going to be safe. There is no way to say that every time you leave that man in his own car, you are going to be perfectly safe. Therefore, even though we have standard procedures, it's very hard to stand in front of officers and preach absolutes. It's not that absolute. We find that we probably get better results by discussing these kinds of problems and giving different ideas.

There is a pro and a con to almost every procedure in police work, and you can go beyond traffic stops into domestic disturbances--whether you let somebody go out of a room, whether it's legal to follow a person around the interior of his house if you aren't arresting him. On the other hand, if you don't follow him around there's a great potential that he could come back and kill you, with a gun that he gets out of another room. We've hashed over these problems time and time again, and yet nobody, I don't think, can really say, "this is the way to do it and it will work perfectly and we can guarantee it that if you do this everything will be fine." So.

PS: So, this has always been where you play it by ear every time?

Schulten: We tell them to play a lot of things by ear. There have been a lot of procedures in police work that have been proven to be relatively safe in relation, or in respect, to other procedures--but nobody can say that this is a guaranteed certainty that if you do this and you do that, everything will be fine, that you will never get hurt and nobody else will ever get hurt. There are some procedures that we make standard, and which are--at least we've determined are--good procedures. One is handcuffing prisoners. You can irritate a lot of normally docile, upstanding citizens when you have to arrest them for something that they're going to be incarcerated for, and it may be a family disturbance and this upstanding businessman is very indignant about being handcuffed; however, if you're going to transport a person in your police car, and take him to jail, it's an unpredictable situation. And we tell our officers, you, as departmental policy, handcuff everybody. It doesn't matter if it's the upstanding citizen, or it's the...scud ball down on the corner--it doesn't matter because each one of them, there's still the potential for danger there. So that's a standard procedure, and we preach it. And it's probably a good procedure, because you may have hurt the man's feelings, but that might be better than a lot of other things that might happen when you least expect it. So, we can preach some things, but a lot of the standard procedures we have to kind of temper a little bit by saying play it by ear.

PS: I'm just going to go to some basics. Have your weapons changed much since you've joined the force?

Schulten: I would say no, not in terms of the handguns that we carry. Still the basic same thirty-eight revolver; they've changed, they're new weapons, but they're still the same type. The type of ammunition we carry has changed. It used to be considered

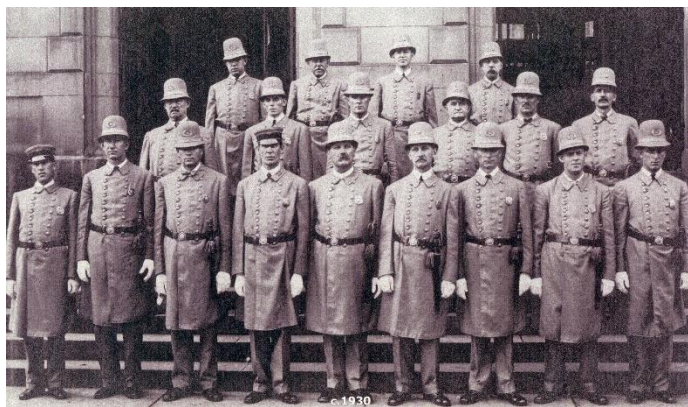
that a hollow point bullet was not the thing to carry, it was too dangerous; now the department along with many other departments have decided that the hollow point is a better form of ammunition than a normal thirty-eight slug. Other than that--the same type of shotguns and so on, ride equipment, pretty much have stayed basically the same.

PS: How do you feel about the hollow point?

Schulten: My personal feeling is we should carry whatever it takes to get the job done. And there are no rules for the other side. There aren't any rules for the other side, the criminal element; they don't play by any rules--and I'm certainly not sitting here preaching a lot of shoot outs and so on, because it doesn't happen, it doesn't really happen that often anywhere, and it really doesn't happen at all here, fortunately, the time I've been on. The point still is that if you need the weapon, to use it. I don't think that's the time to spare it--you use whatever is necessary.

PS: Have your uniforms changed any?

Schulten: Yes, when I came on the department, we at that time were wearing a dark blue uniform, much the same as the metropolitan police still wear, and I think New York City has changed theirs slightly, but theirs is basically the long jacket, navy blue. We've changed, about five years ago we changed to a different style of uniform, and we are in the process at this moment of changing to another relatively different style uniform, so we've tried to keep up to date a little bit.



Cumberland Police Department, 1930

PS: How have the regulations changed concerning officers and, say, the ordinances?

Schulten: The regulations of the police department have not really changed in the past twenty years, although I might add that the regulations are being rewritten right now, that's another function of our job that we are into right now, is rewriting completely the rules and regulations and operating procedures for the police department. It's like starting from scratch and expanding the job completely. It will be a whole new book, completely--hopefully completely--spelling out procedures as much as we can on many of the functions that you perform as a police officer; in addition to that, spelling out exactly the rules and regulations, department-wise, what you must do as far as being an employee here. But for the past twenty years I would say no, there hasn't really been any change in rules and regulations.

PS: Alright, I was talking to an officer, J. Croakem (?), and he said a police officer, or a Cumberland police officer, never really expects to fire his gun, I was wondering if this is true?

Schulten: I would say it's true. In my own opinion, or in my own mind, I think I probably deep down inside believe that I will never fire the gun. Although I can look back on numerous incidents over the past ten years where there's been a potential for doing so, I've never had the occasion to fire it. I've had it out, I've held it on people before, but I've never had the occasion to fire it, and I guess really deep down inside, I probably believe that too-- that it will not happen. I've only ever once since I've been on the police department seen *anybody* fire the gun at anybody, and I ... when you are dealing in that kind of situation, it's very easy to convince yourself that you never will use it. If you were using it once every couple months, actually having shoot-outs with people, your whole opinion would change very drastically and very rapidly--but see, it's like driving a car or riding a motorcycle: if you ride a motorcycle, and you enjoy riding a motorcycle, you don't really believe you're ever going to have a wreck, you really don't believe you are, even though there's a great potential. It's a joke sometimes among motorcyclists, you know, that sooner or later the bike's going to go down, there is no question about it; if you ride it long enough, you're bound to have a wreck. The odds are good you'll have a wreck--but you really don't believe it. Deep down inside you think that those odds are for somebody else, they're not really for you. It's the same way with this; the longer you go without doing it, the more you convince yourself deep down inside you never will.

PS: So, what basically does an officer's day entail?

Schulten: Depending on what his function is on the police department...

PS: Say it's a street officer.

Schulten: Ok, well, it also can vary from shift to shift. On the daylight shift, a street officer primarily either drives a cruiser or rides on a scooter. If he drives a cruiser his primary function is to answer calls which will be given to him over the radio, and of course they can vary; they can be almost anything. But a normal average day on daylight will not involve anything of any major criminal importance. Primarily he'll answer calls relating to traffic problems: traffic accidents, traffic tie-ups, illegally parked cars. Very seldom will he handle anything other than that type of call on the daylight shift. If he drives a scooter, he'll primarily tag cars; that's his primary function, is to tag cars. He'll work in the downtown area primarily, and he may investigate accidents in the downtown area. A foot patrolman on daylight primarily is there to either tag vehicles or to direct traffic. Now, when you go to the four-to-twelve shift or the midnight-to-eight shift, the job changes quite drastically. Many of the complaints that officers handle on the four-to-twelve shift will be primarily of the disturbance type nature; they'll also handle accidents, they'll work radar, they'll enforce traffic regulations and so on, but also many, many days they will handle disturbance calls--family disturbances, bar room

disturbances and so on, among a variety of other things. The point is that the evening shift and the night shift are generally more active than the daylight shift.

PS: Alright, going back to shooting, say an officer does fire his gun, what will happen?

Schulten: We have an internal affairs division that would conduct an investigation in a shooting situation to determine first of all if it's a valid use of the weapon, and the full report of course would be turned in to the chief of police.

PS: One topic--are there any female police officers?

Schulten: No, there are not, not at this time.

PS: Say hypothetically there are, do you know if the other officers, or the men would object, or have second thoughts about riding around with one, or having one back them up?

Schulten: I see no objection to having female officers among the people that I've discussed it with. There could be some definite problems; there have been definite problems in other departments. Depending on the woman herself. It's the same as a man--everybody is an individual; there are problems with some male officers, there are certainly some problems with female officers. And there could be some basic problems with female officers in relationship to dangerous situations, and situations that involve tussling around with people and, you know, physical situations--but as far as general, normal day-to-day operation, I don't think that there would be any hesitation on the majority of the department's feelings toward having female officers.

PS: How are *your* feelings about female officers?

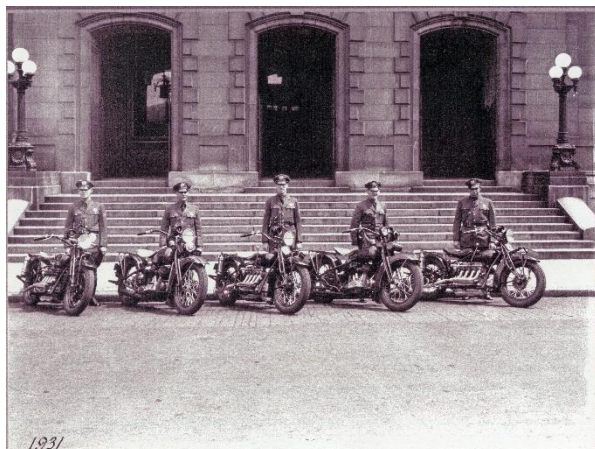
Schulten: I'd like to see them. I would like to see them; I think it's an area of police work that we have not become involved in, and I think it's something we *should* be involved in.

PS: Do you have any stories that are rather strange, or even an instance that was very rewarding for you, that happened?

Schulten: I felt that a case that I was involved in about two years ago was rewarding to me in an educational form, in that it exposed me to a type of a crime that I had never had any experience in before--and it was a double murder, which occurred at the Fort Cumberland Hotel. It gave me an opportunity to be involved in a lot of areas of investigation that I had never had the chance to before. It was very interesting.

PS: Do you have any comments that you would like to make about the police department?

Schulten: I believe overall, although I've been here a little over ten years now and I still see a lot of problem areas, and areas certainly that have a lot of potential for improvement; I still think overall that my own feelings concerning this job, and my own outlook on this job, is probably as good now, if not better, than it was when I first came on. I think that it's not unusual for a rookie patrolman to be gung-ho, so to speak, when



Cumberland Police Department, 1931

he first comes on this job. It's a crazy kind of a job in a way anyway; it's a lot different than any other job. There are so many variables--again, there are so many things that you get involved in on this job, that you never get involved in anywhere else. There are a lot of situations on this job that you get into that you will never get into anywhere else, but to have after ten years as much enthusiasm for the job as you had when you first came on, is probably a good indication of whether you like your job or not, and what potential you see for it, and I really look forward to the next several years.

Particularly in my position, because I'm in an area now that's brand new, not only to me, but to the police department. It gives me a lot of incentive, and a lot of room to manipulate--to try to make some changes. I'm fortunately in a position now where maybe I have a little better shot at making some changes than I was, say, ten years ago; so I look forward to a lot of good forward-moving things coming out of the police department in the next four or five years.

PS: I think that covers just about all that I wanted to know. I thank you very much.

Schulten: Thank You.

PHOTO CREDITS:

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Cumberland Steel Company: A Brief History

I'm interviewing George C. Stein, a purchasing agent at the Cumberland Steel, born December 12, 1926, in Cumberland, Maryland. He lives at 107 South Allegany St., Cumberland, MD. My name is Daniel Spangler. The interview is being done on April 9, 1978, at Mr. Stein's home.

Mr. Stein, could you tell me what your present position is at the Cumberland Steel?

Stein: I'm purchasing agent.

DS: Now could you tell me a little about your job?

Stein: Well, I do all the purchasing for raw materials, all the supplies, in fact everything involved with the Cumberland Steel--I purchase everything.

DS: How long have you been at the Cumberland Steel Company?

Stein: I've been there thirty-three years; I started March 12, 1945.

DS: What was your position when you started at the company?

Stein: I started as an assistant billing clerk.

DS: What was it like to obtain the job at this time?

Stein: Well, this was a period during World War II, and the economy was good and jobs were plentiful. However, due to the war and the military draft, one could not assume security in any occupation. When men were drafted for military service they were guaranteed their positions when they returned to civilian life; therefore, employment security for a new worker was not a certainty.

DS: Who founded the Cumberland Steel Company?

Stein: Mr. Merwin McKaig and Mr. Walter Muncaster.

DS: So Mr. McKaig wasn't the only founder of it.



Walter Muncaster

Stein: No.

DS: When was it founded?

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PULLEYS.

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which is AISI C1045; and Cunnsco Brand, which is AISI C1141. Now these numbers, AISI, are registered under American Iron and Steel Institute.

DS: Going back to that, are you saying that the steel rods are the only thing that is being produced now, or back then?

Stein: Ever. From the very beginning, that's the only thing that was ever manufactured--one product.

DS: Why do you suppose Cumberland was chosen as a site for the company?

Stein: Well, Mr. McKaig and Mr. Muncaster were neighbors in Cumberland, and both were reared right here in the Queen City; so, it was just logical to start it right here in Cumberland.

DS: Are there any other companies other than the Cumberland Steel that McKaig founded?

Stein: Well, Mr. Merwin and his son W. Wallace McKaig owned a foundry here in Cumberland which was, as I said before, the beginning of Cumberland Steel. W. Wallace McKaig also held controlling interest in the Fort Cumberland Hotel, here in Cumberland; he owned much real estate in the area; and he conducted a home mortgage loan business--he financially assisted many a person in the Cumberland area to own their home.

DS: What kinds of interesting things have happened to the company since its beginning?



Fire damage, August 18, 1907

Stein: Cumberland Iron and Steel Shafting Company burned to the ground in 1907, and in 1908 they rebuilt the present structure and they changed the name to Cumberland Steel Company. And another interesting thing here, an event, which actually plagued the company with a strike in 1950; and this strike lasted for six months.

DS: After the building burnt down, was it built on its original site--of the other building?

Stein: Yes; however, the original building was at McKaig's foundry, which at that time was on the corner of Harrison and South Centre Streets.

DS: Was there anybody killed or injured in the fire?

Stein: No, it happened during the evening hours.

DS: Has the plant's machinery been modernized to any extent since its beginning?

Stein: Cumberland Steel has always designed and built all their equipment and as times changed, old equipment has been discarded and better equipment has been designed and built to take its place.

Grinding tools have changed through the years together with grinding wheels. An interesting fact here--the original grinding machines designed by Mr. Muncaster, which turn, grind, and polish in one operation, are still being utilized today; there are no other grinders like them in the world. The present owner, Mr. George M.

Wyckoff Jr., has updated the plant

extensively. We now have two twin grip machines and one Cincinnati grinder; now, these machines grind only. We have two new marble saws which replaced cutting the ends of bars with cut-off tools. And we have now electric overhead cranes which have replaced manually-operated hoists.



Shafting grinding machines

DS: Where do the company's resources come from?

Stein: Well, raw material--or, in our terms, it's hot rolled rounds, and they are bars with black scale on them--comes from various hot mills in Illinois, Ohio, Pennsylvania, and New York.

DS: So, they're all resources from the United States.

Stein: Right, right.

DS: How does Cumberland Steel help the economy of Cumberland?

Stein: The economy of Cumberland is helped by the salaries and wages of approximately one hundred people employed by Cumberland Steel; and taxes paid to the city on the company's real estate and personal properties help the economy. Also,

each employee living in the city contributes to the economy through individual taxes paid.

DS: How does the Cumberland Steel Company compare to other steel companies?

Stein: Well, Cumberland Steel is strictly a finishing mill, while the others are hot rolling and finishing. We have no furnaces to make the steel, and as I mentioned before, we purchase the hot rolled rounds from large steel companies such as Bethlehem Steel, US Steel, IM Steel and Republic Steel.



DS: What kind of process is used by the Cumberland Steel that may be different from other steel companies?

Stein: We produce turn ground, polished steel bars only; other mills produce cold rolled steel, cold drawn, turn ground, and turned and polished.

DS: What are the uses of the Cumberland Steel's products in this area?

Stein: Well, we usually sell very little in this area--the Cumberland area, I'm speaking of—but our product is used for mine shafts, pump rods, agricultural machinery, presses, elevator rods, lathes, fans, and textile machines.

DS: [What is] the difference in the type of product produced today [from] the earlier years of production?

Stein: None whatsoever. It's still the same product.

DS: Where are the areas that the steel goes to?

Stein: Our steel is chiefly sold to steel warehouses throughout the United States; the majority of the product is shipped east of the Mississippi. Now, as a general rule we do not export; however, this is not to say that our distributors do not--I feel that some of them do. But we do not export directly from Cumberland.

DS: Who is the biggest steel buyer of the Cumberland Steel Company?

Stein: Well, actually we don't have a largest steel buyer; I think that I should say here that we ship to all major steel warehouses, so actually one isn't any larger than the other.

DS: What kind of role did the Cumberland Steel Company play during World War II?

Stein: Well, in providing propeller shaft LSD, and gun lathe feed rods.

DS: How has the price of materials affected the company's production and its workers?

Stein: The price of materials has not noticeably affected the company's production; costs are relative to prices--an increase in cost of materials will demand an increase in sales prices, but not necessarily in production. The effect of the price of material on the company's workers has been to increase their wages; as prices increase, the wages also increase.

DS: Has the company maintained a constant workforce since its beginning?

Stein: Yes, I would say that it's very consistent.

DS: How many does the company employ?

Stein: Well, it's usually less than a hundred.

DS: Has the Equal Rights Amendment affected the Cumberland Steel?

Stein: Uhh, we abide by the requirements set forth under the Equal Rights Amendment; we do have women secretaries in clerical positions but...up to this point, we have no women in the factory.

DS: What kind of future does the Cumberland Steel Company have?

Stein: Cumberland Steel manufactures a very unique product and does not have many competitors....uhh, we have had a long experience in the making of shafts, and of course we believe that they are the best on the market; and it's almost impossible to predict the future but barring any unforced major catastrophes, Cumberland Steel should have a bright future.

DS: What kind of future do you think steel has in our economy?

Stein: Well, as in the past, steel should play a very important part in our future economy. Although the past year has been anything but good for the steel industry, the

future looks brighter. The principle cause of this country's steel problems has been the foreign steel being imported at below-cost prices. The U.S. government has recently enacted controls over prices at which imports may be made, and this should help the U.S. steel industry and our economy in the future.

DS: Mr. Stein, you seem to be well-informed on the Cumberland Steel's past history; how did you come about obtaining such information?

Stein: In 1958 I was Mr. W. Wallace McKaig's secretary, and a steel warehouse had written him for a history of the Cumberland Steel; and I have in my possession all his notes and the copy of the original letter to the steel warehouse. Of course, I prize this information very much--so this is why I'm so familiar with this subject.

DS: Ok. Thank you.

PHOTO CREDITS:

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Downtown Cumberland Mall

Today is March 29, 1979. I'm interviewing L.B. Chad Riley. His birthday is June 29, 1924; his place of birth is Morgantown, WV. His home address is 405 Caroline St., Cumberland, MD and his occupation is a mall promotion director, public information officer for the City of Cumberland. This interview is being done by Gerry Walker and Barb Shieler at the Department of Urban Programs Conference Room.



Building demolition on
Baltimore Street,
Cumberland, MD

Chad Riley: The mall was constructed as a part of a revitalization program for the City of Cumberland; in other words, to get business a bit more of an upswing, to come into the modern age as far as getting a viable downtown.

GW: Who funded the money for the building of this mall?

Chad Riley: The money was originally funded...from a fund from the Urban Renewal Agency that takes care of the actual funding for the mall; and this will be repaid by the merchants--the business owners in the primary and secondary taxing districts in the downtown area. But all of that money will be paid back; it was set up that the initial investment would be furnished by the Urban Renewal Agency--funds from the

Urban Renewal Agency, but will be paid back by the merchants.

GW: Did the businessmen have to sign a contract saying that they would help pay this back?

Chad Riley: Yes.

GW: Ok. Could the money have been put to better use?

Chad Riley: I don't see how it would be possible to have used the money for any better benefits than will be derived from a revitalization program that was very badly needed by the city.

GW: Was there anything else up for grabs of the money, besides the mall?



Aerial view of building demolition on
Baltimore Street, Cumberland, MD

Chad Riley: Not to my knowledge. This is part of an ongoing program; you see, the Urban Renewal Program began many years ago, and it was done primarily to improve

the downtown area, and many of the smaller projects have been accomplished. And from that, figuring while all of these other areas--in other words, so-called "slum clearance" was taken care of, improvements in streets, sidewalks, preparing parking areas for downtown shoppers...so they thought, well, with all of these improvements, what would be the next step? And then to improve the downtown shopping area.

GW: What were some of the problems then involved in the construction of the mall?



Baltimore Street in the 1950s

Chad Riley: Well I think probably the biggest problem that has been faced by those who have been working closely with the mall was convincing the area residents that there was a *need* for a mall--that there was a *need* for downtown revitalization. People of the Cumberland area, historically, have been very difficult to change--you might say the old expression "they're set in their ways"--and this has been borne out many times in various proposals that have been made to improve not only the downtown area, but neighborhoods--and also to convince them that

spending a sum up to a million dollars to construct a mall, it was very difficult to sell the people on this idea. And also to rid the people of this stigma that was created over a number of years by urban renewal where some of the people saw a change coming in Cumberland and did not feel comfortable with this change; it frightened the older people. You know, many times as we do become set in our ways, we're frightened with changes that are made, and these were some of the things...so it did take quite a selling job to convince people that they did need this type of a program--and this is an *ongoing* job.

GW: Well, I understand you ran into some problems concerning, like, cable lines and...

Chad Riley: The actual construction, yes, they found a lot of things that they had not foreseen in the bidding and in the proposals that were made; when they began to excavate, they did find old wooden water lines and sewage lines, and so forth. They found pipes in the streets that they didn't know were there, and things of this nature; so they did run into some of these problems--but they turned out to be rather minor problems.

GW: Well, if those problems wouldn't have been there, would the mall have been completed by now, like up to Murphy's?

Chad Riley: No, no the mall is on schedule. It's exactly on schedule; in fact, according to the contractor and according to the Downtown Development Commission, which is in

charge of the overall mall program, this might be accomplished...the completion date might even be before they had anticipated.

GW: Did the building of the mall create any unnecessary traffic problems?

Chad Riley: It required a change in traffic flow. And this has worked out even better, I think, than those who designed it. There have been some changes--particularly the two-way traffic on North Mechanic St., that most people said could never be done--that have been accomplished, and have done very well. The actual installation of what has been called a "loop street system", featuring Mechanic St. to Harrison, up to George St., all around the Queen City Dr., which will loop all the way around and then hook into Mechanic St. again, will furnish the area with an outstanding direction of traffic flow that will enable persons to come to the downtown area and use the loop system; and then get off the loop system and come into the downtown areas where parking is available. Therefore, they will be able to move around the city much easier than they would have had this system not been planned. Now, where we have run into difficulty up to the present time is that the loop system is not completed; we have from Bedford St. in behind, running parallel to the railroad tracks behind St. Patrick's Church and Centre St. United Methodist Church, to cross No. Centre St. and on to Mechanic St. Now, when that section is completed, then we will have the loop system in effect. There will be



Downtown Cumberland Mall, April 2022

some widening done on Mechanic St. that will enhance the flow of traffic; this way, with the traffic signalization, it will permit a first-class traffic flow. We're very pleased and proud of that, and it will work, believe me.

GW: Besides the GeeBee parking lot up there, do you feel that there's sufficient parking places, that people can have easy access to the mall--that they don't need to walk very far?

Chad Riley: Oh, yes, yes. You have MPA lot 11, which is between Mechanic St. and Liberty St., which is entered off Frederick St. You have many, many parking spaces in this area, and all they have to do is cut through a little walkway section of the mall between the Cumberland Cloak and Suit Store and Wolf Furniture Company; puts them right on the mall. You have the Center City Parking--which is a five-story garage--which is located just about a block off the eastern portion of the mall, behind Peskins, up in that area; so it's about a block away from the actual mall--so there are any number of parking spaces that are available. There are other parking areas under the Cumberland thruway, and there will be additional parking spaces constructed as we go along, whenever it's needed. We have sufficient parking; the only thing that we don't have now

is an educated public that will know, upon completion of the loop system, that this will be a very real, good way to get into the downtown area--park your car, walk a block, and there you are on the mall.

GW: Ok. What were some of the comments of the business-places concerning the mall before it was actually constructed?

Chad Riley: Well, you had the...you had the yes's and the no's--and you still have. Many of those, I would say a great majority, are in favor of it, even at this stage of the game. And you wouldn't think that you would have too many no's at this time--those who think, "well, it will never work"--but there are a few who have kind of held the line saying, "I'm from Missouri, show me and I'll believe it". But I think they are being convinced; from the few activities that we've had thus far, it has really brought people in to the downtown area--once again, people who have not been coming downtown to shop for years. So we had a number of people at the beginning who said no they didn't think it would work; some few of these people are still of this opinion. But I think it's a case of...just to back themselves into a corner, and rather than admit possibly they were wrong in their opinion, they're going to hang in there and say, well, I'll frown while I'm on my way to the bank here, you know...

GW: Did you actually have to take, like, a little piece of paper and go out and say, well, Mr. so-and-so of this business place--what's your opinion? Did you have to do that?

Chad Riley: Yes; we not only had to, but we wanted to. We wanted to get the opinion of the businessman and the merchant because they're the ones that will pay for it. They're going to be paying for it and we had to get their opinion, and if they had questions or they had concerns, then it was our job to try to answer these questions--or to *allay* the fears that they might have. And we used past experiences of other malls in other areas and our knowledge of this community to try to answer these questions; and I think that eighty-five to ninety percent, we did get these questions answered.

GW: Did building it improve the businesses and the stores?

Chad Riley: Well, this is the thing that they had hoped; you see, some of the business people--well, many of the business people--in the downtown area are "worried" about the incoming Country Club Mall at Coverwood. And they were very much concerned about this, and they did not want the downtown Cumberland shopping area to become a ghost town. So this concern was a real concern. And they realized--speaking now of the business people in this area--they realized that in order to combat this, in order to maintain, *retain*, and improve the downtown shopping area, that something *had* to be done; and I think this is a great deal of what *finally* made them decide to become involved with a revitalization plan--which is the mall.

GW: Ok, now that part of the mall is in, and you've had people...the community have had a chance to see it and mill around in it, what are the comments of the business places now--do they feel that it *has* improved their business, or has it stayed the same, or, you know..?

Chad Riley: I conducted a spot survey shortly after the Christmas shopping season; I talked with about twenty-one of the businesspeople. Nineteen of the twenty-one saw increases, *meaningful* increases, in business. One said, well, they couldn't really tell a whole lot whether they had any increase or decrease, and one said he was not able to see any increase at all. But a great majority...we had several who said they broke records. So we felt, you know, that this is a pretty good answer.



Downtown Cumberland Mall, December 2019

GW: How is the community accepting it?

Chad Riley: Well we had, during the sneak preview on October 21st--last fall--in a two-day period we had over twenty thousand people on the mall. We turned back the prices on hot dogs, and ice cream--things of this nature--[laughter] and during this time we sold, just as an example, on the streets we sold over five thousand hot dogs. Something like thirteen hundred ice cream cones. Five hundred sacks of popcorn. This in addition to some of the downtown restaurants selling out, and not having anything else to serve. So we felt that, you know, that people are ready to come back downtown if we have something to show them--that they can come down and shop. We felt that the reaction from the people...just a couple of weeks ago, on March 17th, we had a very, just ordinary St. Patrick's Day activity, and that brought a couple, three, four thousand people downtown just to participate in that. And all we had were the [Bowling?], we had some music--we had Thunder Hill, and people just really came down, and businesspeople reported an increase in business during this time.

GW: I understand there's a proposed new mall that's supposed to be built in LaVale; if that mall is built, what impact do you think it will have on the downtown mall?

Chad Riley: Well, it will have a definite impact on the Cumberland Mall; this is the Country Club Mall that I referred to just a couple of minutes ago. It's supposed to be one of the large indoor malls and at least for a while, people will want to go to the mall to see... everybody will say, boy, have you been out to the new Country Club Mall--they have two levels, and it's all indoors, and big fountains, and this and that. So you have all of this parking, and you know, things that people look for in a mall--but you see...it will

have an impact, there will be a competition between downtown Cumberland and the mall, period. Very definitely. And the businesspeople downtown realize this; and this is one of the reasons that they did want to become involved with the downtown revitalization plan. Because this had to come about; there had to be this big mall.

GW: Where is that mall going to be built?

Chad Riley: It'll be at Coverwood, off of Vocke Rd., where the golf course, the Cover Valley Golf Course is located--or was located until just recently. There is some litigation, or some court actions, still taking place, but most everybody believes that it will all be cleared and they'll be able to continue construction of the mall.

GW: I think we have...there's so many stores around, and it just seems like, you know, there's about two malls for every five people on earth anymore, and it just...

Chad Riley: Well, we've heard so many times--and we believe this, very sincerely--that people who go to the malls will go out and they will purchase, realizing that possibly if something goes wrong, well maybe they're going to be stuck with this particular item. Because generally speaking, when you get into your discount areas--many of the stores in malls--they sell volume. Whereas you can come downtown, to one of the shops downtown, and you not only buy the item, but you also buy the service. Because you know that this shop, this store, has been here for fifty years--or seventy years--and if your item doesn't turn out to be satisfactory, you know that you can come back and exchange that; you know that you can go back and if you don't agree with it, you can get your money back, or you can reach some sort of an agreement. And this is the thing, you know, that makes an established shopping area more appealing to the long-time shopper.



Downtown Cumberland Mall, April 2022

GW: Oh, I would much rather buy something that I could have, and then if something should go wrong with it, take it and get it serviced. Nothing gripes me more than to have something that's broken and I don't know where to take it, you know!

Chad Riley: Right! This is one of the things that you cannot substitute; nothing can substitute for your established shopping area—your downtown shopping area. And we're very pleased in having that.

GW: What activities do you do [at the downtown mall]?

Chad Riley: Well primarily, up to this point and in the foreseeable future, we'll be running mostly weekend activities; however, this will be supplemented by lunchtime activities—strolling troubadours, little dance contests, maybe somebody reading poetry from one of the parklets. But our primary activities now are staged on the weekends; primarily on Saturdays, really. We hit the regular—your Christmas season, your Halloween season, the 4th of July, Memorial Day, Mother's Day, Easter; things of this nature where we can participate in activities that most of us recognize. We're going to have some surprises—we have an Armed Forces week coming up that is not going to be strictly tanks and this sort of thing, but communications, some of the medicines that have been improved through the services—things of this nature. We have for the first time a strawberry days ice cream festival, where we're going to invite the people down on the mall to crank their ice cream, and we're going to have food testers who will test the ice cream, and they'll pick winners, and we're going to give prizes for this. You know, these type of things that we'll be able to do; we're going to have a hobby day, where everybody can come down, bring their card table and show their hobby, be it doll houses, stamps, coins, bottle caps, canes—and whatever. We're going to have an RV day, where the recreational vehicles can be brought down; and people can come down and walk through them and say, hey, wow, I'd like to spend a weekend in this out at a camping area. So we have any number of programs planned. We have an ethnic food day coming up next October, where some of the German food, the Italian food, Polish food—whatever; we're going to try to get this down on the mall, and have people come down and sample, and dance, and wear costumes from their native countries...so all of this, you know....

GW: Well, that sounds really interesting! I think I'll go down for the ice cream. I love homemade ice cream!

I don't know if you know anything about this or not, I'll just throw it in. I was having dinner with one of my girl friends, and she said something about she knew someone who had one of those great big helium balloons, you know, with the basket on, and she was talking, saying that the Chamber of Commerce was going to have this person fly the balloon—you know, stay stationary over the mall for like four hours...do you know anything about that?

Chad Riley: Oh yes, that will be coming up. Uh huh. That's in the planning stage now. There will be balloon rides; it won't be free balloon rides, in order to pay for the balloon being brought in, and so forth, but it'll be a nominal fee and they'll be able to go up so high in the air and then come on back down.

GW: Well that sounds neat! I also wanted to say, since I'm a dental hygienist, I know that one day we went up and down the mall handing out toothbrushes, and everybody came down...

Chad Riley: See, this is the real value of a downtown gathering spot. We had the Maryland Blind Industries come down and sell little stuffed animals to raise money to attend the state convention. We had folks from the Board of Education come over that run the food service, and they brought over panels explaining their program and also samples of cookies that are served in the schools for lunchtime. We have requests to sell flowers from, like DeMolay--they have their Easter flower sales each year down on the mall. And this is a gathering place for people to come down and sit, and talk, and visit, shop—you know, we hope while they're doing this, that they'll be doing the shopping too.

GW: What are some of the new businesses that have come downtown because of the mall?



Corner of Baltimore and N. Centre Streets,
Downtown Cumberland Mall, April 2022

Chad Riley: Well, primarily, the businesses...see, since the mall is only forty percent complete, it's very difficult to answer that businesses have come down because of the mall. There are four or five businesses now that are in the process of constructing; we have a crab house that is being located on Liberty St. I don't know when this program will be aired, or when it will be heard—or listened to—but there is a proposal by a bank to locate a two-story structure at the corner of Baltimore and Mechanic Streets where now is

just an empty lot, a parking lot. We have a proposal for another new restaurant, on Mechanic St. A new restaurant is going in over at the corner of Centre and Harrison St. So these business places are going in. There will be other places, you know: there is a proposal for a high-rise apartment house to be located just off the mall here, up Bedford St.; the new complex that was constructed by Dr. Giarritta that houses Vandegrift Music; and this area on North Centre St. is a very beautiful spot, and this was constructed realizing that the mall was going to extend up to this area. So there are a lot of things happening because of the mall--and more things will be happening here.

GW: Sounds good! Ok, do you have any other comments you'd like to add?

Chad Riley: Well, I would like to call on those hearing this program to maybe get a bit of the enthusiasm...to let this seep into them--a little bit of my enthusiasm--and I think that I can possibly see some of this enthusiasm in *you* people; realizing that this is your future. You see, if you're going to be in the Cumberland area, this is going to be a part of your future; so you're going to pick up from where we are, and say, "hey, we have a beautiful, viable downtown Cumberland Mall, a shopping area that we're proud of. And

we have shopped here, our moms and dads have shopped here, and we're looking forward for great things to happen in Cumberland." So that's what I would like to see—some of this to rub off on others; because we honestly believe—well, we *must* believe—that this is our future because of this.

GW: Well, just from hearing you talk today, I have a better understanding; I know, when it was going in, I thought, I don't know, I think this is a waste of money--but I think once the mall is completed, that it's going to really...I hope it does take off, you know, after all this time and effort that's been put into it.

Chad Riley: We feel quite sure that it will, and there are healthy indications that it will.

GW: Ok, Mr. Riley, thanks a lot for giving us your time this afternoon. I really enjoyed this interview a lot because I was really curious about the whole thing.

Chad Riley: Thank you both for coming down, and any way that we can help you, why, let us know.

GW: Alright, thanks a lot.

PHOTO CREDITS:

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Downtown Cumberland Mall, July 2021

Drane House, Accident, MD

Today, I'm interviewing Mrs. Mary Miller Strauss, who is a retired schoolteacher and is presently a board member of the Garrett County Historical Society. She was born March 30, 1914, in Accident, Maryland and presently resides on Engles Mill Road, Accident, Maryland. I'm Terri George and I'm interviewing her on March 5, 1977, at Mrs. Strauss' home.

How long have you lived in the Accident area?

Strauss: All my life, 63 years.

TG: Ok, when did you become aware of the historical significance of the Drane House?

Strauss: When I was a teacher in the fourth grade, which would have been after 1950.

TG: Where is the Drane House located?

Strauss: It's located on the Albert Richter Farm, about a half a mile east from the town of Accident, along what we call Richter's Run.

TG: Ok, how old is the Drane House now?

Strauss: The Drane House is over 177 years old.

TG: Oh, my, I didn't realize it was that old. Is it true that the Drane House is the oldest standing house in Garrett County?

Strauss: To the best of anyone's knowledge, it is the oldest standing building.



Drane House, Garrett County, MD in Nov. 2021

TG: Ok, who built the Drane House?

Strauss: The first structure, which is the east side of the house, was probably built by the Lamar's for purposes of hunting. Then, an additional part was put on by James Drane and some of his Negro slaves. So, actually there are two houses in one.

TG: Two parts...ok, what was the reason for the Drane family settling in this area?

Strauss: Actually, they wanted a large plantation, which they couldn't acquire in Prince George's County. And since this land belonged to Priscilla Drane's brother--he was not interested in coming here and settling, so the land was actually bequeathed to her. We



Property around the Drane House, Garrett County, MD in Nov. 2021

do not know whether it was ever paid for, but at least it was in her name. And they came here; they had over nine hundred acres of land and they hoped to make it into a tobacco plantation.

TG: Ok, what role did the Drane family play in the settlement and establishment of the town of Accident?

Strauss: They were actually the first permanent white settlers in what is now the town of Accident.

TG: Could you tell me a little bit about the ancestry of the Drane family: where they came from, where their ancestors came from before?

Strauss: The James Drane family that settled here came from what is now Prince Georges County. He was from--his ancestors were from--England, as were his wife's, Priscilla, and she happened to be a cousin of the group of people who were proprietors of Maryland. These were the...I was going to say the Carrolls, but...the Lords of Baltimore. I should remember what their names are. I'll think of it after a while.

TG: Why do you feel the Drane House should be preserved?

Strauss: Simply because I'm historical-minded and I feel that since it's the *oldest* building which is still standing, and since it represents what most of the early settlers of Maryland hoped to have, large plantations, and become the masters of these plantations.

TG: What organization is working to preserve the Drane House?

Strauss: No organization.

TG: No one's doing anything at all?

Strauss: The Historical Society is quite interested in it, but the owner of the building is *not* historically-minded and therefore is not interested in anyone coming in and doing anything to the building.

TG: Who owns the Drane House now?

Strauss: Albert Richter.

TG: Are the owners of the Drane House descendants of the Drane family, or they simply just acquired the property?

Strauss: No, the Dranes and the Lamars were English. The Richters were definitely descendants of German people--Heinrich Richter.

TG: They just acquired it through buying the land?

Strauss: They purchased it. They purchased it. At the time that Mrs. Drane was selling it, her husband died and then she went back to Prince Georges County, and then she actually gave it into the hands of her son Richard to dispose of. And then he sold it to these small landowners.

TG: How did you become interested in the history of the Drane House?

Strauss: Because in 1945 we built about a quarter of a mile from the Drane House. It lies just across the fields from us. So, I decided that it was worth looking into and then I did a lot of research to learn about the history of the house.

TG: What have you done to inform others of the Drane House and its historical significance?



Strauss: I have written newspaper articles, several magazine articles, I've talked with people, I've called attention to the historical group about the house; and they do have a great interest in it, but unfortunately, we don't have any permission to go in there and do anything to the building.

TG: Also, I remember, like when I was in the fourth grade even, going over--that's how I remembered it, remembered that the Drane House was there. I didn't remember a lot of what you said about it, but I know a lot of the children around the area--my age, even now--that were in your class, they always looked forward, they always looked forward to



Drane House, Garrett County, MD in Nov. 2021

Mrs. Strauss' fourth grade class because you got to go to the Drane House on a field trip.

Ok, is there anything you'd like to add about the Drane House, maybe, that I didn't cover?

Strauss: Well, one of the most unique parts of the building was the old fieldstone chimney, which has toppled. It's still there, and apparently most of the stones have not been damaged at all. And the men of the Zion Lutheran Church were interested in reconstructing it, particularly for the bicentennial year, but Mr. Richter wasn't interested so they didn't bother.

TG: That's awful that he won't let anybody do anything to preserve the Drane House.

Ok, well, that's all the questions I have, unless you have anything else to add.
I thank you very much for letting me interview you on the Drane House.

Strauss: Well, you're certainly quite welcome because I love to talk about it.
And I do remember now that Mrs. Lamar was a cousin of the Calverts--they were the
Lords of Baltimore.

TG: Ok, thank you.

Editor's Note: The Town of Accident, MD purchased the property in the 1980's and
began restoration through a series of grants. The massive restoration project was
finished in 1994.

Early Railroading in Allegany County, Maryland

Name: Arthur A. Maiers

Occupation: Assistant Car Foreman with the Western Maryland Railroad

Residence: Ridgeley, WV

Birth date: September 9, 1918

Date and place of interview: Nov. 15, 1976, at Mr. Maiers' home

Transcribed by Celeste Bartlett 2/2008

Transcription of apl. Phonotape HE 2771 .M3 M34

Name: Arthur A. Maiers; Occupation: Assistant Car Foreman with the Western Maryland Railroad; Date and place of birth: September 9, 1918, Ridgeley, West Virginia; Residence: Ridgeley, West Virginia; Subject: Early Railroading in Allegany County, NT Carol Maiers; Date of Interview: November 15, 1976; Place of interview: Home of interviewee.

CM: When did you start your railroading career?

Maiers: In September, 1946, after I was discharged from the service. I started with the Western Maryland as a fireman on steam engines, and I worked on steam engines until '51. I got furloughed and went to the B&O for a year and got a chance to come back on the Western Maryland in the car department, so I gave up the firing and went in the car department in 1952 in Ridgeley.

CM: What did your occupation in the car department consist of?

Maiers: I was a carman: repairing cars, building cars, all that kind of work--all the repairing that the car would take--what we had to do.

CM: What was your starting salary when you started in the railroad?

Maiers: I don't remember exactly--something around three dollars and a quarter an hour.



Western Maryland Railway Train

CM: And then what did it go up to as you went?

Maiers: Well, about every contract was good usually for around three years, and every three years, why, we would get a raise. Today, why, I think they are making around seven dollars an hour as a carman; that's pretty good money.

CM: Where did the trains used to run to the most?

Maiers: Our trains run to Connellsville mostly; out of Ridgeley they went to Connellsville. From there they met up with P&LE Railroad, and PWB Railroad--they

would get trains from them, bring them back to Ridgeley, take them to Knobmount; usually they would be classified at Knobmount and new trains made up out of them, and they would go on to Hagerstown.

CM: What was railroading on the B&O like?

Maiers: It wasn't too bad; I'd rather work for the Western Maryland.

CM: Do you remember anything about the Queen City Station?

Maiers: Yeah, a little bit. We used to build up passenger trains and all that stuff up around there. It was a great big brick building, a nice-looking building at one time, painted up nice. They had a YMCA there, and a place where the crews could eat and sleep. They had a baggage room there. They had ticket offices for all the passengers--all that kind of stuff was right there.

CM: The passengers--where were most of the passenger trains going to, where did they run?

Maiers: Well, most of them run from Cumberland to Detroit, Pittsburg, St. Louis; coming and going east, they'd go to Washington, up into New York.

CM: The old YMCA, what was it like?

Maiers: That was...I don't remember it too well....The old YMCA was across the street from the new one now, down on Virginia Avenue. It was a big wooden building that wasn't very nice when I was railroading. Some of the men stayed over there that worked out of Brunswick and Hagerstown. They had a restaurant in there, and they would eat and stay there until they were called to go back to Hagerstown or Brunswick.

CM: What were the most prevalent jobs at the time--prevalent like in...what did most people do? What were most of the occupations on the railroad, at the time?

Maiers: Oh well, the biggest department I guess was the accounting department, and sales department, and things like that. That's usually the biggest departments. Carmen-car department--was a pretty good-size outfit. They took care of all the cars, and stuff like that.

CM: Where did most of your wrecks and derailments occur?

Maiers: Well...that would happen just about anywhere at any time--there was no specific place for them to happen. Just anywhere that...maybe a broken rail, or a broken wheel on a car, or some rocks on the track--all that kind of stuff--buckled rails from heat--just wherever it occurred, that's where there'd usually be a wreck.

CM: How did they go about repairing...?

Maier: Well, on a wreck, why, there would be a train master or somebody, go to check it out, see how bad it was, see what we needed to get it straightened up. He would in turn call the wreck crew; the carmen took care of the wreck crew too, so they would take the crane and the wreck equipment and go out and clean up the wreck. They'd work until it was all cleaned up so the tracks could be cleared; then the track men would fix the track up, and you'd start running trains again.

CM: How long did it usually take to clean it up?

Maier: Well, that would depend on how many cars was derailed: if it was only one or two cars, maybe three or four hours; be thirty or forty cars, well then it would be three or four days, and you'd stay there until it was all...the track was clear.

CM: What would be the sort of thing you would stay in, if you had to stay there for a long time?

Maier: You didn't stay in nothing--you was working all that time; they wouldn't...you wasn't relieved until the tracks was cleaned up.

CM: Well, where was the place to eat...?

Maier: We had our own kitchen car with us, and our own sleeping cars; so that way, why, we'd stay right there until the tracks were cleared.

CM: How did the car shops work?

Maier: Well...all the inspectors in the yards, we inspected all trains--and when they found a car that was defective, or had a defect such as a...maybe a broken knuckle or a broken coupler, or defective air brakes, cracked flange or a broken wheel, why, they would shop it out and the yard engine would put it in on the shop track; and we in turn would fix the car up--bring it in the shop and fix it up and let it go on its way.

CM: Well, were you actually in the fixing it up, or who was under you to...help...?

Maier: Well, there was different guys--you had different men do different things: you had a welder, you had an air man who'd done the air work on them, two mechanics that put in the wheels and done work like that.

CM: What were the most prevalent cargos and freights that the railroad would haul?

Maier: Well, on the Western Maryland we hauled mostly coal--it was a coal railroad. We run to Elkins, from Elkins trains would go down into Bergoo and get coal from the mines, bring them in to Knobmount, coal was weighed, made into trains. Some went to Baltimore, some went to power plants in Philadelphia, some went to hospitals, schools--it just depends on wherever they wanted us...wherever they needed it...well, that's where it went to. Carloads of it. Then here of late, well they got more fast freight--they

started hauling perishable freight, automobiles and such, that the coal kind of slowed down; they went into more fast freight then.

CM: Knobmount was a place where a lot of the central business went on.

Maiers: Knobmount was a receiving yard--that's where your trains was received: the train come in, the car men would inspect it, the yard crews, brakemen, yard crews would switch the train up, make it into a new train, the car men would work the air back on the train, couple all the air hose, got the train ready to be called for Hagerstown or Baltimore, or wherever they was going to go.

CM: How about over on the B&O, what were the biggest shops over there?

Maiers: Well on the B&O they had several big shops. That's a big system--they covered thirteen states, the B&O did, and when I fired for the B&O mostly my work was firing steam engines on the Sheepskin--the railroad they called between Fairmont and Connellsville; we used to haul coal over that railroad all the time. You go out, you didn't know when you was coming back--you'd spend twelve, fourteen hours a trip. It was some railroad--they'd let you set in a siding for three or four hours waiting on a two-car passenger train to go by. Good money job, but you spent a lot of time on the road. That's why I didn't think much of the B&O.

CM: What would be the function of, like, major departments such as the bolt and forge shop?

Maiers: Well, that's where they fabricated car parts; they worked there equipment for freight cars, passenger cars...and from there, why, they'd go to an assembly shop where DuBois or somewhere like that built cars from these prefabricated parts. And your back shops is where your engines are worked: they're all overhauled there, they're tore clear down, the motors and everything are all overhauled and given a new paint job, cleaned up, and put back in service.

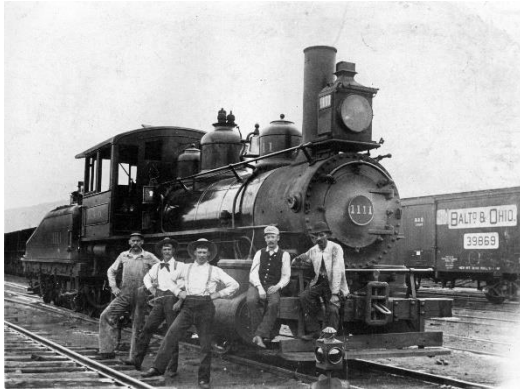
CM: What did you do when you were on the long runs, and what kind of engines were you running?

Maiers: Well, most of our engines then were steam engines--you had very few diesels back in '46, '48 through there; diesel didn't come around here real good until about... '51, '52 through there, so we had all steam engines. On the long runs you had plenty to do: you had to keep your engine hot, keep water in the boiler, watch signals, keep a look out at all times; you had lots to do. When you were in a siding waiting on something, a meet or something, why, you just set there and wait, keep the fire in your engine a-going, and so on, keep the boiler with plenty of water in it. If the boiler got low you might have an explosion. That would do a lot of damage--blow the engine up and you, too. It *would* too.

CM: What would be your average length of your train?

Maiers: Well, when we was running steam engines, the average length of a train was around fifty, sixty cars, sixty-five loads. With diesels, why, you can haul a hundred and fifty, two hundred loads, it doesn't matter because the more power you need, just put on another unit of the diesel, you got another engine. That's the difference the diesel made between steam.

CM: What other ways did the engines differ like in design, body design?



B&O Steam Engine

Maiers: Aww, they were entirely different. Steam engines worked with steam--you had to have a tender, you carried water in your tender, and you carried coal. You had injectors that fed the water to the boiler, and you had stokers that delivered the coal to the fire box. You would put it in as the steam engine needed it. But in your diesel, it's about like a motor in a car, only it's a lot bigger and it's run with diesel fuel. All you'd do there is watch the railroad, watch for signals, and so on like that; the engineer, he does the running of it: he has to control the train, apply the brakes,

know when to slow down, when to speed up. That's the difference between steam and diesel.

CM: What would be the difference, like, in speed and the time it would take you to get somewhere?

Maiers: Well, steam engines--we made as good a time in steam engines as we did with diesel. Those steam engines would really run: we could get a train out of Cumberland and be setting in Brunswick, Maryland in two hours with a steam engine pulling a fast freight--that's perishable goods, and canned goods, furniture, and stuff like that. Your diesel, it couldn't do much better. So, speed wise, why, they were both pretty fast--but your diesel didn't take the...you didn't have to stop along the way to get water or coal, all like that; we used to have to stop about midway between two stations--or two points--and get coal and water and sand. With the diesel, why, you didn't have to do that.

CM: Where were those stations that you needed the coal and the water located at?

Maiers: Well, that was one on every division—a division is two points that you run between, and then usually in the middle of that division is where you picked up your coal and water. You take going east out of Cumberland, we picked it up at Sir John's Run. Going west out of Cumberland, you picked it up at Garrett, down through there. On the Western Maryland...we'd pick it up at Rockwood and go on into Connellsville--the same way coming out of Connellsville we'd stop at Rockwood again coming east, pick up coal, water, and sand, and that would bring us on into Cumberland, to Maryland Junction.

CM: Then what would you do at Maryland Junction?

Maiers: Well, we'd put our train away--we'd yard our train at Knobmount--uncouple the engine from the train and bring the engine back to Maryland Junction where it would be serviced. There's a driver that would run the engine on the pit, and the inspector would inspect the engine all over, underneath, everywhere; then it would go in and any work that had to be done on it, they would do it in the roundhouse, then the engine would be watered, coaled, sanded, and get ready for another trip.

CM: What would have been the alike and differences of training to be an engineer then as compared to what it is now?

Maiers: Well, then as a fireman, the engineer would learn you to run the engine--would teach you. So then when the time come, why, you could be promoted to an engineer, at three- or four-years' service, or four- or five-; why, from everything that he taught you, then you'd go in for an examination; and if you passed the examination, well then you were an engineer. Now, they send you to school and you have cars made up like a cab of an engine, and you work all the controls from this car--mock car—and that's how they teach you to be an engineer. You also run an engine with an engineer too, for experience.

CM: Which one do you think's the best way?

Maiers: Well, I think the old-time method's the best.

CM: Why?

Maiers: Well...I think experience is a better teacher than all the books in the world can tell you, that's the way I look at it—if you learn to run an engine, control the brakes and learn the air system of an engine, why, you're as good an engineer as a man who went to college for six or eight years on the same thing.

CM: Would the apprentice engineer run these long hauls out with the engineer?

Maiers: Yeah, he worked right with the engineer. When there was steam engines, why, the engineer would ask the fireman if he wanted to run the engine. Then the engineer would fire the engine, and the fireman would run it--he'd run it from one terminal to the next a lot of times. The engineer would tell him what to do, and when to do it; he was a teacher, and the fireman was a trainee--that's how he learned to run an engine.

CM: What would be the work that went on in the railroad yard?

Maiers: Well, when a train would come in, why, there would be a consist with that train to give you each car number, what the car was hauling, and where its destination was. The yard master would get this consist, he would write a list on how he wanted it switched around--cars from one track to another or...he would make out this list, he'd

give it to a conductor in the yards. He was the boss of the brakeman, the conductor, the flagman, the brakeman and the engineer. They would switch this train the way that the yard master wanted it switched. And when he got it all made up, the carman worked the air in the train, and got it ready to go. When it was called, why, it would proceed to its destination.

CM: What would be the dispatcher's duty?

Maiers: He usually controls the trains on the road, on the line of road. If you have a meet on another train, why, he figures out where to meet this train, how to pass it, and all this and that--he controls the movement of the trains.

CM: What would be the general treatment of the passenger train, like where would it go?

Maiers: They had high priority; passenger trains had priority over freight trains, usually. But then when passenger trains started to be taken off, why, they would hold them up and let freight trains go by, and really treat the people rough. That's why they quit riding passenger trains--'cause the railroads wanted to get rid of them, and they figured that was one way to do it: not to take care of the passengers, or run late on all the runs, and dirty equipment, hauling people in dirty cars, stuff like that. That's how they got rid of most of their passengers in their trains. Government left them get by with it.

CM: Back, say, in the '40's and the '50's, what would the passenger trains look like on the inside?

Maiers: Oh, back in the '40's and '50's, passenger trains were really nice. You had porters, and you had nice Diners on the train, you had nice Pullman cars--real clean--you had porters that took care of everything; they run very nice equipment in the '40's and '50's. Everything was nice and clean and new, and they really treated you nice when you rode them. But then after the latter part of the '50's, why, they started letting it go downhill: they wouldn't run times on a lot of them, they wouldn't have sleepers on a lot of trains, they didn't have people that would take care of them--they wouldn't sweep the coaches out or anything like that, when you were riding them--they run them...it was just a mess that's all. They wanted to get rid of them and that was one way they done it.

CM: What would have been the normal fare on a passenger train back then?

Maiers: Well, it would depend on where you were going--probably between Cumberland and Washington it would run you right around four dollars, that's one-way. You go up in New York probably for six or eight dollars. Fare was rather reasonable; it was a little bit higher than riding a bus, but then on a train, why, you had a lot more accommodations than you did on a bus: you had rest rooms, and you had Diners, and you had sleeping accommodations and all that kind of stuff.

CM: Well, how much would it cost you now to go to New York...or Washington, on a train?

Maiers: I don't know what the fares are now, I haven't rode them, and I never heard anybody say. This Amtrak takes care of that now, and I imagine it'd be eight, ten, twelve, dollars to ride from here to Washington now.

CM: Where would most of the passengers be going when you come through Cumberland--what was the majority...?

Maiers: Most of them would be going west, if the trains would be going west--they'd go to either Detroit, Chicago, or St. Louis. Those are the three farthest points that they went through here. One train went up in Detroit, the other one would go to Chicago, and one would go to St. Louis. Those people were mostly all going west. Of course, coming east, well then they would be going to either Washington or New York.

CM: Did all the passenger trains have the observation cars?

Maiers: No, none of our cars...we only had a couple trains that had observation cars. That's a car with a platform on the rear end of it. They don't...they never run them very much anymore.

CM: The passenger trains were pulled with steam engines too until they brought in the diesels?

Maiers: Yeah, and then we brought in diesel, why, then they went to a different passenger coach altogether—between the old...when we had them in the steam engines...the diesel started pulling new aluminum coaches--they were much lighter, more streamlined, better fixed inside, they run Vista Dome cars--you could set up and look all around and see what was going on; they run real nice equipment after the diesels come in.



Western Maryland Railway Train

CM: Going into the freight, what kind of freight did they used to haul, aside from coal and food stuff?

Maiers: Well, they hauled everything: they hauled automobiles, they hauled automobile parts, all kind of rubber goods, home appliances--*everything*, they hauled. The railroad could haul *anything*, and they usually did.

CM: How about livestock?

Maiers: They used to run lots of livestock through here. We used to have to put them in at the pens down there in south Cumberland--unload the cattle, sheep--whatever it

might be--hogs, let them rest, feed them, water them, then put them back in the cars and ship them on to their destination.

CM: Were most of these from out west?

Maiers: All this stock was from out west--out in Ohio; a lot of the cattle was from in around Wyoming, Montana--up through there--they come through Chicago. Lots of it, most of it all's from out west: all your hogs, your cattle, sometime loads of horses would go through--they were, I imagine they were sent to a dog food factory or something to that effect--but we used to have lots of horses go through. But most of your freight was home appliances, and lumber, and machinery, and steel products, and automobile products, and so on.

CM: Aside from the food and the rest and that sort of thing, did you have to take any other precautions with the livestock?

Maiers: Not unless one of them was hurt or something like that, then we'd always call...the yard master would call a veterinarian, they would come and look at it and if it could be moved, why, they would ship it on with the rest of the car--if not, why, then they would destroy it. It was hurt too bad, or something like that, why then, they would just destroy the animal and do away with it.

CM: At the time, was there the annual run to the Forest Festival in Elkins?

Maiers: Yeah, every year they would run that up there, run a special train up for that--they'd haul six, eight, ten coaches. Of course now, why, they only run it about once a year on this October excursion they have up there to see when the leaves are turned, and so on and so forth. They usually take a special and go to Elkins.

CM: At the time, did they use the old-time steam engine to go up there?

Maiers: Oh yeah, that's all they had--we used steam engines. Of course, then when the diesel come around, why, then they'd use diesel on them--three or four diesel units and up to eight or ten cars, and they'd go to Elkins with them. They'd spend the day in Elkins--all the people would get off the train and have a big time--and then when it's time for them to come back, why, they got on the train and the train would bring them back to Cumberland.

CM: Were the railroad yards in Cumberland in the same places that they are today?

Maiers: Yeah, the westbound and the eastbound yards were the same, but they built them a lot larger down in the North Branch area, down in there: to accommodate more cars, and make longer trains, and switched a lot better than what they did when I was over there.

CM: How would they keep control over the trains...like in steam...?

Maiers: Well, in the yards, you didn't travel very fast because you couldn't: the brakemen were getting off and on, they were cutting cars, and all like that--but on the road, why, you had train orders you went by, or an interlocking system. On the B&O, we used an interlocking signal system: you had different signals meant different speeds, different signals showed you what track you were going to go on, whether anything was in the block ahead of you, and so on. You went entirely by signals. A lot of times on the Western Maryland, we went by train orders—in other words, a dispatcher would give you...the agent would give you a train order, and that's what you would go by.

CM: What would be the other men that would be running on the train, besides the engineer?

Maiers: Oh, you had a fireman, a conductor, a flagman, and a brakeman. The brakeman's duty was to put the engine on the train, couple the engine to the train, cut the engine off. The conductor done all the paperwork—he was the boss of the train: he told the engineer what to do, and where he was going, and what track he was going on, and all that. The flagman, if you was stopped along the road somewhere, why, he would go back and flag the rear end of the train to keep another train from coming up and running into you. He protected the rear end of the train.

CM: Were the cabooses the places where men would stay when they had been out on a long trip?

Maiers: Yeah, a lot of times on trips, why, you'd stay in a cab at the other end of the road, away from your terminal. They had stoves in the cabs, and beds, and refrigerators, and you could take and cook in them—and they were pretty comfortable, if you didn't have to stay in them too long. A lot of times, why, if you had to stay twelve, fifteen hours in them, why, it got a little cramped.

CM: About how many would one accommodate?

Maiers: One cab would accommodate the whole crew. There was...four or five beds in a--single beds--in a cab. And each person would have their own bed, and there was pillows, and cushions furnished in each cab; each guy had his own bed--when he had to go to the other end of the road, why, they would go to sleep and rest up until they were called to come back home again.

CM: How did you know when to go to work when you were on the engines?

Maiers: Well, you had a caller--had a caller that was on duty twenty-four hours a day. When a train was called, why, he would call the crew to take that particular train out--whether it'd be two in the morning, or one in the afternoon, or twelve o'clock at night. When you'd come in, you'd cut off, you'd go on a list—alright--then you'd take your turn; as your turn come up, you'd be called out for the train that was to be run. Sometimes

you'd come in, you'd be ready to go right back out, head out, on the list--there wouldn't be any more crews available. Well then, you could go right back out; but they had to give you eight hours' rest at home before they could call you again. But at the other end of the road, away from your home terminal, why, they could turn you around and come right back, as long as you wasn't on duty sixteen hours. But that was sixteen hours then--here of late, they changed it to fourteen hours--you can only stay on duty fourteen hours--and if you're out on a derailment or...train crews, I'm talking about...anything like that, that you'd be there over fourteen hours--they send a relief out. They'll relieve you at fourteen hours, and another crew will take over; they'll bring you back in an automobile, and the new crew will take the train over for you. That's the way they work that.

CM: How about the labor conditions on most of the jobs—were they better back then, or were they worse?

Maiers: No, railroading as a whole hasn't changed too much. As far as any labor trouble, or anything like that, we never had any. Everybody knew what their job was, and they done it--there was nobody jumping down your throat to do this or to do that; you knew it had to be done, and you went and done it, and that was it. The train couldn't stop--you couldn't stop, and stop a train...and do something that--you just couldn't do it. You had to maintain a schedule and a timetable.

CM: How about the union back then--was it strong, or was it...?

Maiers: No, the unions wasn't too strong then--we all belonged to a union, but it wasn't too strong. That's just when unionism was starting to get going real good--this "closed shop" and all that kind of stuff. But we never had no labor troubles.

CM: How rewarding did you find your job on the railroad?

Maiers: Oh, I liked it fine. It paid good money; you worked all different hours and stuff like that, but railroading's a lot of fun--a lot of hard work sometimes--but it's a good paying job and it's a good job. You're out in the air, you're not housed in, you're traveling a lot--it's really a good job.

End of Tape

PHOTO CREDITS:

All old photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and Clipping file.

Experiences as a B & O Railroad Laborer

Name: James Beeseck

Occupation: retired B&O railroad laborer

Residence: 113 Maple Street, Cumberland, MD

Birth date: February 4, 1906

Date and place of interview: Nov. 1976 at Mr. Beeseck's home

Transcribed by Celeste Bartlett 2/2008

Apl. Phonotape HE 2791 .B3 B4

My name is Susan Brown, and I am enrolled in Speech 101 at Allegany Community College. I'm conducting an interview with Mr. James Beeseck about the B&O Railroad, of which he was an employee for 50 years. The interview is being held at Mr. Beeseck's home in Cumberland, MD on November 3, 1976.

SB: Mr. Beeseck could you tell us about when...where you were born, and about when you came to Cumberland?

Beeseck: Well, I was born in Alamar, New York, February the 4th, 1906 and I came to Cumberland in 1921.

SB: When did you start working for the railroad, approximately?

Beeseck: March 1, 1923

SB: Do you mind telling us about what your starting salary was?

Beeseck: Nineteen cents an hour.

SB: What position did you start in?

Beeseck: As a laborer.

SB: With reference to the union movement, did you have a union when you started?

Beeseck: We had a union, but we was just getting the union started.

SB: So, then you weren't forced to join, right?

Beeseck: No, you weren't forced to join, it was...no, you weren't...you were *asked* to join.

SB: So then was it a closed or open shop?

Beeseck: It was an open shop up until...we had a closed shop in...back in the '50's we got the closed shop.

SB: Was the labor part of management--were they for a closed, or open shop?

Beeseck: Well, they didn't think too strong about the union, because when we first was getting our union started, we used to have to sneak around to go in and out.

SB: So, there was a conflict there, right?

Beeseck: Oh yeah, they didn't think too much of it.

SB: How did the policies and the procedures of the railroad change over the years--did you have any major changes?

Beeseck: Yes, from steam to diesel.

SB: In reference to growth of the freight traffic, did you witness any new trains coming to the station?

Beeseck: Yes, bigger cars, more freight, longer trains, more trains.

SB: Can you name some of the trains that came in?

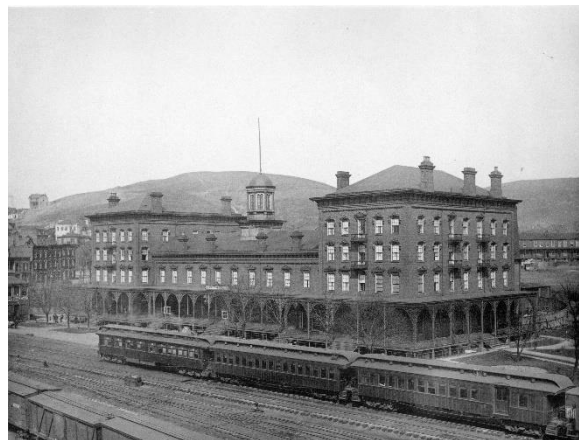
Beeseck: Well now, that depends whether you're talking about passenger trains or freight trains; most of...my service was in both of them--I serviced passengers and in the late years before I retired, I worked on freight.

SB: About how old was the Queen City Station when you came to Cumberland?

Beeseck: Well, when I came to Cumberland, the Queen City Station was around fifty years old.

SB: Can you tell us about some of the furnishings?

Beeseck: Yes, it had the most elaborate furnishings: it had big chandeliers, all the rooms had white marble washstands and mantels in them, hardwood floors.



Queen City Station, Cumberland, MD

SB: So, it was a fine station?

Beeseck: It was one of the most beautiful hotels in the state.

SB: Do you remember when it was torn down?

Beeseck: It was torn down here just about three years ago...two years...three years.

SB: What were the feelings of some of the people about it?

Beeseck: Well, the people were all against it--they wanted to keep it as a historic landmark.

SB: Is there anything that you would like to add or that I haven't asked you about?

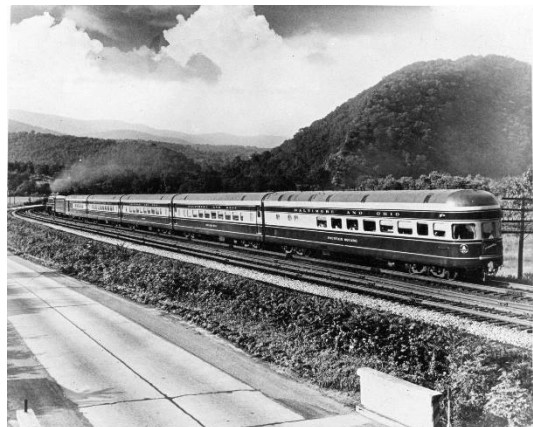
Beeseck: Well, you asked about labor--when I first started, I was making nineteen cents an hour, and I'd work two weeks for a \$22.40 pay; and after we got our union going, when I retired, I was making \$5.65 an hour--in other words, I was making two or three times as much in one day as I made in a couple of months before. And we got so many different improvements: health and medical insurance and stuff like that.

SB: So, you did have a lot of fringe benefits working for the railroad?

Beeseck: Yeah, we had a lot of good fringe benefits working.

SB: Is there anything else you'd like to add...or?

Beeseck: Well, when I first started, we were servicing something like fifty passenger trains a day; and now, if they get one or two passenger trains a day they are doing great. Everything mostly just transferred over to freight, and now they got these here big fast freights called time savers, they come in from out in the west with these here automobiles--train loads of automobiles, and big train loads of trailers. And a lot of these trains, when they make them up there out there, there'll be maybe 140 up to 180 cars and they'll take--in order to make things move faster, when they make them up, they would put a caboose in the middle of that train, and then when it got to down at Brunswick--why then they would cut that train off behind that first caboose, and put another cab on the back end and they'd make two trains out of that, and take it from there on in to the metropolitan area, in to around Baltimore, Washington, on up into New York.



B&O Passenger Train

SB: That's interesting. Do you know about how many passenger trains come through now?

Beeseck: Now there's only...since Amtrak took it over...they're just trying to get another one here now. They've tried to cut it out altogether, see--they only had one coming

through here. I see now where they are putting it through, they're getting so it will come back through here again and make that run.

SB: Do you know any of the names of the passenger trains, some of the new ones?

Beeseck: Yea, there was the Capitol Limited, The Ambassador, and The National Limited.

SB: When they came in to the railroad stations, did people come and go down to see them?

Beeseck: People was always there, you know at the station, to see them in and see them out. And then on account of this being in a mountain region like it is here, it depended on how big the train was: if the passenger train had eighteen or twenty coaches, well, when they left here, we'd have to put a helper engine on them to help them over the mountains. The same way with your freight: they'd put on helper engines to help them pull over the mountain going west.

SB: I wasn't aware of that, I didn't know that.

Beeseck: Yes, see they hooked them engines on in order to help them keep their time schedule.

SB: Is there anything else you would like to tell us about?

Beeseck: Well, the only thing I'd say is that it was a shame that they let them tear that hotel down, because that was one of the--used to be one of the meeting places...that went along with Queen City and the Allegany, see: people'd come up through here, used to be people would come up through here for big balls and all kinds of affairs like that, and every fall to view the foliage on the trees, and the hotel was solid, packed solid in there.

SB: So now you think the people regret...?

Beeseck: Well, the people--see it wasn't--it was just a few people around here that...they got that...they had that earmarked for one of the historical [unclear], but they got around it some way and had it torn down.

SB: Thank you very much for letting us interview you.

PHOTO CREDITS:

All old photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and Clipping file.

Experiences as a Teacher & Principal in Westernport, Md.

Name: Nellie Dowling

Occupation: Retired school teacher and principal at Hammond Street School, Westernport

Birth date: September 13, 1891

Residence: 216 Hammond St., Westernport, MD.

Date and place of interview: Nov. 13, 1976, at Miss Dowling's home

Transcribed by: Celeste Bartlett

Today's November the 13th, 1976. My name is Mary Patton. This interview is with Miss Nellie Dowling, retired principal of Westernport Elementary School. Miss Dowling lives at 216 Hammond St., Westernport, Maryland.

MP: Miss Dowling, would you tell us a little of your background?

Dowling: Well, what do you mean by the background? My educational background?

MP: Yes, your education.

Dowling: Well, I graduated from Bruce High school, 1909. I went to Frostburg; at that time Frostburg was just a teacher's training school, two years. I graduated in 1911 from there, and I started to teach. I taught at Pekin...no, Moscow--that town up there. I went to Luke in 1913 and taught up there four years. Then in 1917, I came to Hammond Street. I taught the primary grades there for a while, several years. Then I went into the junior high school. In 1922, no 1923...the fall of 1923...half the school burned...'22 I mean--half the school burned. The high school moved out. They were almost building the high school down there then. You went down there, I guess, did you?



Hammond Street School, Westernport, MD.

MP: I went to Hammond Street.

Dowling: Did you ever go to Bruce?

MP: Un huh.

Dowling: Well, Bruce was down there then, wasn't it?

MP: Yes.

Dowling: In 1923 then--the fall of 1923--the schools were separated, and I became principal of the Hammond Street School. In

the meantime, I started to take advanced work. I went to West Virginia University one summer--in the summertime, mostly. And then the next year I went to the University of Virginia. Then the next year I went to the University of Michigan. Then the war was on. And one summer I took a commercial course. The summer of 1918 I worked in Washington at the Red Cross office, during the war. I only worked in the summer, then I

came back to teach. Then I went to a school for eight weeks one summer out in Indiana. It's not there now. Then 1922, I went to Columbia University--'22 and '23 I went there. Then I went to University of Pittsburgh, and Johns Hopkins, and University of Maryland. I studied in all of them. And then the University of Chicago--that was a wonderful School of Education. After, I became principal in 1923--and I retired in 1959. That's about the extent of it.

MP: Did you ever teach in a one-room schoolhouse?

Dowling: Un huh, up in Moscow. Had to be our own janitor, build a fire--if we were lucky enough...well, it was a two-room school, it was just like a one-room. If we were lucky enough to get some...maybe a woman in the neighborhood, for a couple of hours a month, would come in and start the fire in the morning; then the kids would go out and bring in the coal. We had to or it would get cold! [laughs] It was a good experience though; you got next to the children that you don't get next to in many places like that.

MP: Big difference between that and a larger school. Tell us some of your teaching experiences.

Dowling: Well...oh, this might be interesting. When we graduated from the Frostburg--from the teacher training part--we weren't appointed to a school, like you are now. You see, the Board of Education appoints them around. You had to go around--we had horse and buggy days then, no automobiles. You had to go around; they send you a list of agencies, from the Board of Education. You had to go around to the different schools that were vacant and apply. You would have to hire a horse and buggy and a driver to take you around different places. That was a chore, I'll tell you. You'd go one place they'd promised you a school--the first thing you know, you'd hear that somebody else had gotten it, because maybe their minister or something went in and talked to the trustees--they were the ones that appointed you. But I was lucky enough: a girl got sick who taught in Moscow--that was the rural school--and she sent for me. She knew I was on the substitute list. And I taught there; so, I didn't have to go out into the country like a lot of them. I taught there...and I substituted one year. I taught in the different schools. Then two years later, the new school was built, and I went into the new building.

This might be interesting too. When I was in Hammond Street School, I had the second grade. I had ninety-two children in second grade! I remember one time...later on, they sent an assistant, but two people with ninety-two children didn't get very far. I don't know how they ever learned to do anything. We had one book, had one book--not different readers like they have now. This helper and I used to spend our weekends--we bought a gelatin duplicator. We spent our weekends getting busywork ready for them. We'd gone crazy if we hadn't! [laughs] Then later on I went up to the other grades. I took...no before I did that, I took some, you know, some slower learner children. I spent a year or so in that. Then I went up into junior high school. I was there until I was made principal of the school. I taught about twelve years before I became principal. And...well--I remember one incident, when I had those ninety-two in the second grade. The assistant would fix up work...they'd be doing things while I'd be teaching, or something like that...and I saw her lift her feet up--like that--and the children sitting in front of her

got up and ran—and there were ninety-two running a mouse around the room. All the other teachers come running to see what was the matter! [laughs] Oh, I've had so many experiences, I can't recall all of them. All of them were very good.

Now here's another thing: in 1940 we established our lunch program; it was the first elementary school in Maryland to have a regular lunch program. 1940. I still have pictures that the newsman came and took of them sitting around the tables. Then we started one of the first orchestras in the county, in this county. That other was the state; this was the county. I guess you were in school when some of that was going on. The lunchroom, you were there for that. What year did you graduate? Did you graduate from high school?

MP: '56.

Dowling: Well, we had lunch then when you were in Hammond Street.

MP: Do you remember school during the depression?

Dowling: Oh yes, that was...so many people moved to Franklin about that time. Out of work and I think, well we had to...we spent almost as much time clothing them and getting them in...and taking care of services like that, as we did in the teaching. Because they had to have something to come to school in--and people were very generous: they sent them things--they had them nice and clean--we sent them up to the children to come in; that helped out a lot. But I don't remember very many destitute cases. In those days, neighbors helped neighbors. Now since the government...everybody is trying to pull things out of the government, why, that sort of disappeared. You can't...we knew that some of them came to school without anything to eat--we always had something for them to eat. We even had breakfast for them--the teachers would buy cereal and stuff like that to give them. Although our salaries were very low, teachers spent more on children then; they don't have to do that now, because everybody seems to be working--especially here, around. But we always had the mill to depend on, for workers, and of course the worst cases, I guess we never got to. But there weren't too many destitute cases.

MP: In today's schools, they probably have many more supplies and things.

Dowling: Oh yes, well, we had to buy everything we had, the PTA would help us. We bought things; then later on, why, I guess they'd donate a little bit of money and have us buy things; now they don't have to do anything like that. Everything...in fact, too much is given sometimes. There are not enough people using them, and that's a waste when they don't do that. Oh no, that was a big thing. And the libraries--we worked very hard keeping the library books going. Every year we'd buy them. We always had good books for them; that's the main thing, I think.

MP: I remember that's what I liked best: I liked reading the library books.

Dowling: Who were the other girls in your class?

MP: Anita White...

Dowling: Anita, yeah.

MP: Do you think the quality of education has improved any?

Dowling: Oh, I think it's progressed...there's a lot of things that we old timers would do otherwise. But the services to the children have certainly increased. Look at the special education that they do; but I do think that the basics ought to be more emphasized. We got away from that in, they called them progressive schools, which were right, alright. I think...I started to teach the fall of 1911. At that time, I think I entered education just at the time when the big movement...see, it took all those years before...it takes a long time for an idea to get to be a regular practice in education. Somebody says it takes forty-five years--sometimes it takes longer! Well, this certainly...the teachers certainly have benefited more. When I started to teach, I had \$29.42 a month [laughs]. They get more than that a *day* now.

MP: That's true. Would you like to talk about the fire at Hammond Street School in April, 1922?

Dowling: Oh yes, I'll never forget that. One Sunday at noon, a little after noon, I'm sitting on my back porch--we have a back porch out there--correcting papers. The fire whistle blew, and I looked around, and up on that mountain there was a house-- way up on Piedmont Mountain. A farmhouse was burning. And I thought that was it. It kept on blowing--the whistle. And I turned around and looked over that way (gestures), and I saw the smoke pouring out, at the corner of the house [sic]. Oh, that was the worst fire we ever had here. It was terrible; everything was gone. Everything. Nothing could have been saved in there. Everything was gone.

MP: That was the wooden school at that time that burned?

Dowling: Oh no, no, it was this brick building. The wooden school was there before; in 1890--the year I was born--this school was built. I got a whole scrapbook that I made on the schools, the development of the schools. I've got a picture of the first school, a wooden building. No, it was this building. Then the rest of the year, we scattered around different parts of the town, depending on what we could do. Now I had...the seventh, eighth-grade teachers down here...you remember that old building there, on the bridge, they tore down--where the park is now? You remember that building? The second floor was a great big--like an auditorium. The ACME market used to be in there. We were in there...some of them were down there in the Oddfellows Hall. Some were in the Episcopal parish house...and where else now? You remember the old...I guess you don't remember that, though. Um, the old building...ACME store was up on the...oh, I'll tell and you'll remember--where the Caintown is. It was a three-story building then, and they were up on the top floor, some of them were in there. Scattered all around--didn't get much done though. Because it was pretty near the end of school anyhow. Then the next year, they had it fixed that we went in, in September back in the...they were still

working on it. The *whole front* of it was destroyed, from where the auditorium is—you remember where the auditorium is, and all the rooms, upstairs and down? The only parts that were left was the back part of the auditorium and the two rooms that were built on way back....I'm afraid that wasn't very interesting.

MP: Oh yes, it was *most* interesting; I didn't even realize that school had burned until I read about it.

Dowling: Oh, yes.

MP: I was wondering what you think of this no spanking situation in the schools?

Dowling: Oh, well I think some of them need it! [laughter] I think maybe they'd be a little bit less permissive...I think that is one of the troubles--that stems from the home, though. There is too much permissiveness. That stems from the home...they don't have to...they're not held up to do anything. Now during the prohibition period-- everybody was against that, but I noticed...I thought that the children were much better adjusted in that period, than they were before--and I'd taught long enough to make that judgment. One of the reasons I think was, even if they did have it in their home, their parents were there with them. Now later on, after that, we found children out all hours of the night, under buildings, waiting for their mothers or fathers in a tavern somewhere. I could name you several families like that. And they were not adjusted. They didn't have any stability to them, and I always thought that--nobody believed that, but I believed it.

MP: It seemed like, to me, they used to be better behaved, and have more respect.

Dowling: Yes, well, parents taught them respect. They don't teach them that now. I think they teach them not to...just do as they please. That's one of the things I think that makes a difference. It's a hard job to be a parent. It is. Teaching children to obey, that's hard. And that's why a lot of people don't try to do it, because it's too hard for them. Well, I think some of the most pleasant experiences I've ever had in a relationship, with the PTA and parents...I can always say that our parents were very cooperative, and they weren't--you know, some people are antagonistic at anything, but we never had very many like that. And they were always very grateful whenever the children would accomplish anything. It isn't like sometimes when the children don't achieve much, a parent can say it's on the school--but if they did achieve, then they could take the credit. You see how that is? It's a two-way system--they both have to take the blame or credit.

MP: I was thinking about some of the games the children used to play in the school.

Dowling: They don't play marbles anymore, you ever notice that? [MP: or jacks]...Jacks, yes. In our elementary and junior high school, the times when I was there, dodge ball was one of the great games. And of course baseball, we never had room enough for baseball. We only had one little lot. That's one big thing: they have plenty of playground now....I wondered myself; I picked up a magazine the other day and read about, where are the marbles gone. That's true they didn't. I once had a

professor of education say to us, “oh, never let a day go by that you don’t learn something from the children, if it’s only a yo-yo.” I never could do that, or I never could have bubblegum [laughter].

MP: Yo-Yo’s are popular right now in the school again.

Dowling: Are they? Well one time...you know, when you’ve had work that you love, you only think of the good things, and the bad things go. This is one thing--I think it must have been bad for the kids. One time they were advertising chewing gum-- maybe you were in school when this happened--a bus stopped at the corner of the school. I was up there in my look-out, where I always stood to watch the kids. And I had a whistle—do



you remember that whistle? [MP: I remember it] I’ll tell you a little story about that drat thing. This big white truck...and I saw the children coming over, they were just coming back from lunch. You know, they’re out. The whole school was surrounding it. They were giving out these...and I thought “Oh my golly”. Some teachers were awful about chewing gum, but I never was, because you had more harm in straightening it out than if you didn’t notice it. I thought “my golly”. So, I sent everybody round to lock all the doors except one, and I got the wastebaskets around. And when they come in [much laughter], I had dozens of wastebaskets full of chewing gum. And I knew the sewer’d been upset if I hadn’t! When I retired, I got a lot of telegrams and nice letters, and things, from former pupils. One telegram came and said I hope they gold plated your whistle. Well, I hadn’t had it for a long time. It took me some time to figure out...I remember now that whistle used to bring them to the school, and bring them out of jams that they’d get into. He said I hope they gold plate that whistle. [more laughter]

MP: Did the children have any interesting hobbies that you remember?

Dowling: Oh yes, yes. Well one, in the course--in the curriculum at that time--there was a writing course; it was called the Palmer method. You remember that?

MP: I don’t remember, but I’ve seen it.

Dowling: You heard of it--beautiful writing. Well, there was too much attention put to writing. But the thing of it was, it was a program. That’s what you need: a program, know where you’re going and how to do it. Uh, beautiful writing...we had a school full of beautiful writers for several years. Then that gradually...too much attention was put on it, you know--if you just put it on the writing, and not connect it with anything else, it’s too shallow....it’s habit.

I said games that they played: they liked sewing, and of course, painting. They always liked to paint and draw. Those are the main things. We tried to make reading their habit, their hobby. I think many of them did acquire a love of books.

MP: I think more so than today, because television today takes so much of their time.

Dowling: Yes.

MP: It's hard to get them to do other things....
Can you think of any other interesting experiences that happened to you with the children?

Dowling: Well...

MP: Well, how about...I remember there was an accident up here at the school--just vaguely, when I was young.

Dowling: Who was it?

MP: Boys fell over the wall, or something like that? Do you remember that?

Dowling: Got a broken arm....That broken arm business would be before you came, before you were at school. It was farther back....We had over six hundred children, from the first to the eighth grade, at one time. The enrollment has decreased a lot now. They don't have that now. I think they only have barely five hundred. Since then, they brought the school from Luke down, after I left, and made it. I don't remember ever--coming or going to school--I don't remember but one time a child jumped out in front of a car--but didn't get hurt. There were just scrapes, you know. But all that time, with the...the boys and girls, you know--what did we call them?

MP: Patrol. School patrol?

Dowling: Patrol boys, and girls--they did an awful good job.

MP: You don't see too many of those nowadays.

Dowling: I don't believe they have them, do they? [MP: I don't notice them.] I never see them. Well, there's one thing that I feel about schools: back in the earlier days in education, schools had a great influence on the town. We were right in...we were built in...that's why I believe in neighborhood schools; I don't believe in all of this busing business. And they were in it, and were interested in it, and they grew up to take part in the town or government, things like that, that they don't do that now. Of course, they do it in a way, but I don't think the schools emphasize enough of that. They do in a larger way. Now they have pages that go to the legislature, which is a good thing, and things like that--but to get down to local. Things ought to be done more locally than they are now. Even education is statewide. So many things they've taken out. They'll preach "do it locally", but you can't do it locally, because the laws and rules are come from the top. And they can't deal with it. Especially these last few years, the state's taken over too much of it.

I guess I've done enough damage now.

MP: Well, thank you, I really enjoyed talking with you today.

Dowling: Well, I didn't talk anything about the programs; you remember them we used to have--May Days and Thanksgiving? When I first started--when I first took over as

principal--the schools, the elementary children, we were in...high school was in with us, you know, at one time, before the fire. It was everything the high school did. Elementary...children in the lower grades never got a chance to be in the program, or anything. And the first thing we did was have a Halloween carnival. And boy, they came out of the woodwork that time! We used to have that every year because the kids were so bad on that night, doing so much damage to property-- that's why we decided to have it on Halloween night. That helped a lot, too. Then of course we always had a big Christmas program. You remember at Christmas time, how all through the school...? Why, that was my Christmas too. But I don't believe they do that anymore.

MP: No, and I think they are missing something.

Dowling: I believe they are too. And then, of course, Valentine's Day, my goodness, you remember Valentine's Day? They were meaningful, we made them meaningful experiences for them. Then we used to have patriotic, and religious. But that woman, that Doctor, that worked that out. But you can do it anyhow, even if you do get arrested. Well, that was a terrible thing for one woman to do that. Infidel or whatever she was, I don't know what she was. Because she didn't believe in religion or anything. Reading the Bible and saying a prayer wasn't teaching the children to be against anything. [I think]. Children don't think about that, about being against them on religious grounds. Now take in cities, how Jews are treated. You don't see that in smaller towns where you don't have many Jews. They don't know the difference. They think everyone's the same--that's the way it ought to be. They're just the same. They believe in different ways than we do, but they're human beings. Well, then one time we, oh for several years, we used to go on Thanksgiving Day...were you at school when we did that, we went to the Lutheran church, and had our Thanksgiving program?



Madalyn Murray
O'Hair

MP: Yes, we dressed up like pilgrims and Indians.

Dowling: Yes...those were exciting times, and raise the children up out of the doldrums. You know how that was yourself. A lot of children had more Christmas at school than they did at home.

Did you have a sister?

MP: N____.

Dowling: Was she older than you?

MP: Younger.

Dowling: Boys--did you have any brothers?

MP: J____ and S____.

Dowling: Well, who was E___?

MP: My aunt.

Dowling: Oh, is she living?

MP: No, she died.

Dowling: Now where are those boys? She had two or three brothers.

MP: They're all living in....I'm going to stop this...

Dowling: ...at Columbia University. I got my master's degree at George Washington University. I went every weekend. I'd get up at 3:30 on Saturday morning and go to Keyser and get the 4:30 train from there to Washington. Then I'd go from there...get on the trolley or the bus, whatever's there, and go to the University. I'd get there in time to get the 8:00 class, and I'd get my classes all in in the morning, then I spent the afternoon in the library. I'd beat it to the depot to get the five or six o'clock train. I'd get home about 10:30 on Saturday night. Some nights I'd stay down over the next day when I was doing too much work. But I got my degree. I went one summer school there. Then I went through the winter and got my degree the next summer. That was a challenge and I always liked a challenge.

MP: I had a question here: did any famous people visit the Westernport schools, do you remember? Anyone?

Dowling: Oh...

MP: Any special occasions?

Dowling: Yes, there was. The ones who held public offices, I can't remember all their names now, often came.

MP: Didn't they use to vote up here in the school?

Dowling: Oh yes, but I mean others would come to visit us, especially through the war time. When the First World War...we'd always have lots of people come then, you know, promoting the sale of stamps. We had war stamps then. The children would bring a quarter, and we would sell them to them in school. Then they came...to promote...they had rallies, you know--community meetings. Advertise, urging to buy liberty bonds to promote the war, things like that. I never kept a count of them. The most important things were the kids; I never bothered about the others.

MP: I remember seeing in the Piedmont Herald pictures of the Westernport and Franklin bands, the adults? Do you remember those?

Dowling: Well, I remember then...we always had bands here. Way back in the years...1893, the World's Fair was in Chicago. Now that's over eighty years ago. We had a band here then that took first prize in one of the contests in Chicago, in 1893. One time we had a Big Band; now, I don't remember that, that's history. We had a Big Band, and a fife and drum corps. Well, they had about four different musical organizations, real big ones. We called them the Kildow band. I guess maybe that was the director, I don't know. They always had a lot of musical organizations here until...lately they don't have as much, but of course now the schools have a nice one. Bruce High School band is a good band.

MP: I have a boy in that. He just loves it.

Dowling: What's his first name?

MP: C___

Dowling: Now what did you say your husband's first name was?

MP: H___

Dowling: Oh yes H___, he was one of the younger ones wasn't he.

MP: He was the youngest.

Dowling: Where's J___, is he up there? Who did he marry?

MP: F___ Green, from Gilmore.

Dowling: I was trying to think about...what was your oldest sister's name?

MP: E___.

Dowling: Where is she?

MP: Lonaconing.

Dowling: She married a man lived up there?

MP: She married a Lease, J___ Lease.

Dowling: And then M___ J___, wasn't that what we called her?

MP: Yes, she married...

Dowling: She was a nice girl. Then there was another girl, wasn't there?

MP: Yes, A___.

Dowling: Where's she?

MP: Keyser.

Dowling: I forgot all about her until you mentioned that.

MP: Yeah, she has one of the Palmer Method Certificates.

Dowling: Does she? [laughs] Well, they did learn to write beautifully well. Why, now H____, didn't H____ have another brother near his age?

MP: Just the three: H____, J____, and B____.

Dowling: Wasn't there a Kenneth Patton?

MP: Machen, Machen (?)--same age as H____.

Dowling: There were two of them, Kenneth and another one. Thomas. Who was their father? Which one was their father?

MP: Mr. Machen. That would be...James, I believe was his name.

Dowling: I forget what his name was. Yes, I remember them now. You know how I remember them? They were out of school one day. They were just little boys. And they walked way up into...up the grade about twenty miles, and oh they were hunting them--and they weren't bad children, they were nice kids. Do they live up there yet--Kenneth and...George, I believe one of them was?

MP: George lives in Michigan. Kenneth still lives on McMullen Highway.

Dowling: Oh, yes, Machen...they were about the same age as...

MP: They lived side by side.

Dowling: Right there at the end there. Yes, I remember that crippled boy.

MP: He stayed with us.

Dowling: Did he? He's been dead some time now, hasn't he?

MP: About ten years.

Dowling: Oh my, he was the oldest one of that family, wasn't he?

MP: Yes.

Dowling: Was he born like that? Was his mind alright?

MP: Sure, he was fine.

Dowling: I wonder what caused that.

End of Tape

PHOTO CREDITS:

Hammond Street School photo:

Historic American Buildings Survey, C., Jones & Laughlin, Davis, F. E., Davis, H. R., Fredlock, E. J., Bruce, O. H. [...] Reed, D. C., Nye, L., photographer.

(1933) *Westernport Public School, West side Hammond Street south of Division Street, Westernport, Allegany County, MD.* Westernport Maryland Allegany County, 1933.

Documentation Compiled After. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/md1277/>.

Whistle photo:

Photo by bluebudgie, <https://pixabay.com/photos/whistle-attention-warning-referee-2465084/>

Madalyn Murray O'Hair photo:

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Experiences as a Western Maryland Railroad Laborer in Allegany County

Name: Dale Hewitt Piercy

Occupation: Retired Railroader with the Western Maryland Railroad and presently employed at Kelly Springfield Tire Company.

Birth date: August 4, 1920.

Date and Place of Interview: Nov. 13, 1976 at Mr. Piercy's home

Transcribed by: Celeste Bartlett 2/19/2008

My name is Vicky Piercy and I'm talking with Dale Piercy of Mount Savage, Maryland. He is presently employed at Kelly Springfield Tire Co. We are going to talk about his experiences with the Western Maryland, and its relation to Allegany County. He was born in 1920 in Mountain Lake Park, Maryland. The date of this interview is Nov. 13, 1976, and the place is at the home of Mr. Piercy.

VP: I'd like to thank you, Mr. Piercy, for taking time out to talk with me. And for the first question, I wanted to ask you--which railroad did you work for?

Piercy: Western Maryland Railroad, which run from Baltimore to Connellsville, with a subdivision from Cumberland to Elkins, West Virginia.

VP: Oh, I see. When did you begin working for the railroad?

Piercy: I began working shortly after I come out of the military service from World War II, in 1946; in the spring of 1946--March.

VP: How long did you work there?

Piercy: I worked there for approximately a little over six years, until such a time I had the opportunity to go to another job in Baltimore. But I was constantly getting furloughed from the Western Maryland Railroad Company so therefore, I could not support a family too well being furloughed so much.

VP: Why were they furloughing so much?

Piercy: It was usual procedure. Men had a period of working time when there was more manpower required than other times of the season. And during the winter months, then the railroads would cut down their force; in the spring, when the weather was fairly nice, the climate opened up, then they would rehire those back that they could *get* back to the railroad, that had been furloughed.

VP: So the men that had seniority had priority over you--their jobs.

Piercy: Oh yes, this is the general nature in practically any public works you go to: man with seniority stays, and the younger man goes to something else to do or draw unemployment.

VP: Could you relate to me what a typical day was on the job?

Piercy: This would depend largely on what time of the year, and also as to what type of work your foreman was in the process of doing. In the spring, it was necessary to clean up the right-of-way; it was also necessary to raise the track after a hard winter for new ties, to lay new rails. It was always good in the summertime to have the opportunity to lay rails then, when there wasn't so much moist in the ground, and there wasn't so much opportunity for the rails to move around, shift, due to weather conditions. And it would seem that during certain periods of the year, there were certain jobs that had to be done: like in the fall the cleaning of the right-of-way and in the wintertime the cleaning of the right-of-way; the cleaning of ditches in the early spring; the cleaning of fire lines in the wood to prevent forest fires at a certain period of the year. Time was, and your job was, more or less on a fixed position on the railroad; you done certain things at a certain time.

VP: Oh, so your jobs varied with the time of the year?

Piercy: Yes.

VP: Oh, I see...ok, what part of the line did you work for; I mean where was your specific location?

Piercy: Our area covered approximately five miles of what is known as G.C. Junction in the Narrows, west five miles to one mile beyond what is known as Brush Tunnel, approximately across from Barrelville. This was our work area on two lines: on an east bound line and on a west bound line.

VP: Did you work in crews?

Piercy: Yes, we had one foreman, and we had on an average a crew of five or six men, but never over a crew of eight men; it seemed that this was more or less as many as able to employ at any one time in a crew at this particular location. But as men were being furloughed that crew could drop down to five men.

VP: What was your specific job?

Piercy: Our job was maintenance of the track: this required laying of new rails, replacing ties...raising the track, caring for the surface ditches, also making sure that the track was always in line; what I mean by that is, sometimes at certain times of the year, when the temperature is real hot, and perhaps the track is loose, the track will shift, and it becomes very dangerous at this particular time--particularly in the event



Western Maryland Railroad train

where you have raised a section of track, before it has settled real good into a stable position; that track can shift with the train passing over it. You always have to maintain a close visual watch over the track and at least once, and ordinarily twice a week, one man went along the track the full distance--to the end and back; he would check for bad spots, low spots in the track, or high spots, out of alignments, for loose bolts on the joints, and anything else that would obstruct the normal flow of traffic over the railroad.

VP: Did anything...did you ever have any accidents because of maybe a miss-sight on your part of the railroad?

Piercy: I think that in learning a new job, regardless of where we might work, or when we might work, or how we might work, we have a tendency to be a little bit...blundersome at times. It takes bruises, it takes knocks in life in order for us to improve our working condition. Yes, with blind spikes that wasn't set right, and with bad wrench connections on a bolt, one could find himself getting hit with a spike, or one could find himself sprawling across the rail, or even tripping over a rail; sometimes getting in a hurry. Things like this cost you in the beginning of learning a new job, but still, it was all a part of the necessity of knowing what to expect and how to get adjusted to this job but later on.

VP: As I understand it, you started work on the railroad in 1946. How did WWII affect the railroads?



Western Maryland Railroad Station-Virginia Avenue

Piercy: During WWII, much of the government spending and monies were involved in war facilities. The railroads had tremendous business at that particular time. Transportation kept moving at a full pace, but still, so much traffic had run over the railroads, and yet so little was spent in the upkeep of the railroads, that the railroads really deteriorated during WWII, because of so much traffic and so much movement of trains over it. And the manpower that had normally been on the railroad at that time was called into the military service. So it left men much older, and it left men who were inexperienced in a lot of cases, to work these jobs.

VP: I see. Did you have a union back then?

Piercy: Yes, we had a union. I wasn't too grateful for the opportunities or the benefit of it at that particular time, because I seen it then as being just union by name; because it was owned and operated by the railroad companies itself. It was a form of justice and yet it wasn't, simply because the one who was in charge of it was a foreman--an

employer of the railroad. And when you come to settle a grievance between the employer and the employee, you can't have a one-sided situation: it must have both sides reflected in an even justice cause; but this was a cause where only one side was reflected. They had two at that particular time what was known as a kangaroo court, where you have somebody done something against railroad's regulations and rules, they could be fired by the voice of the foreman. If the foreman disliked that person and found his work to be not up to what was expected of him, he could be fired. He would be called in before the clerk of the supervisor, and the foreman would be called in--the whole crew would be called in--to testify. You would be questioned as concerning this individual. Then, it was a toss-up of whose side you would take. You spoke as you felt you should speak, even if it meant protecting your job.

VP: So really as you stated, it was a union in name only.

Piercy: That's right.

VP: I see. Ok, what was the starting wage at the railroad at that time?

Piercy: I recall the first check I had received was \$81.00 for two weeks. This seemed like an awful lot of money after coming out of the military service, but that was over twenty-five years ago. Today \$81.00 is a *daily* wage for some people; in fact, I have made \$81.00 in one day.

VP: Did you...were you a piece rate worker, or an hourly wage--or how was the system of payment?

Piercy: A regular hourly wage.

VP: And what was that, if you recall?

Piercy: I don't recall what that was at that particular time, but at that time the railroad was, you might say, equal with other local industry around here as far as wages; I think today over the trend of time since then, the railroad pays well today and is equal with other industries. It has good benefits, it has a good union; much can be said today about the modern railroad, even though we might see it as something that is disappearing, in a sense, because of transportation by truck. It still would seem as though it's always going to be a major factor in the life of America, because it has been here through eons of time, people have come to love it, particularly the steam engine. And even the modern-day railroad is something that grows on an individual, *in* an individual. And once they have become a part of it, it's hard to break that habit.

VP: In comparison to that, I wanted to ask you: railroad men have an image to be rugged and tough--did you find this to be true?

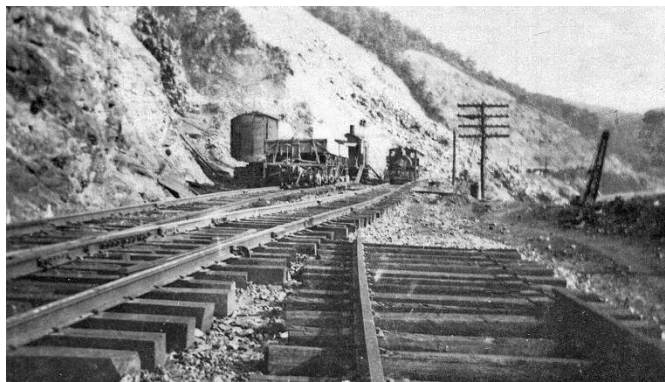
Piercy: Very much so: the work was hard, strenuous, and you might say it was just brute labor, so to speak, because manual strength is exactly what it called for. It was

hard work at every turn. It was dirty work; but still, it give a man a sense of knowing that he was providing for his family, because he was working and sweating. Even though it could have been one of the lower classes of jobs, it was still a most important job to the American society because many people depended upon railroad transportation.

VP: I understand what you are saying: I think you feel that it might have been a lower-class work, but it was honest work, and you earned the money that you got. I understand that.

With past experiences, it was found that railroad men didn't like to talk about their experiences. Could you tell us why this may be true?

Piercy: It would seem that railroad groups were more or less, I'd say, a group: they spoke as they felt...slang--just about any kind of language could be heard. A man would



Western Maryland Railroad tracks at Doe Gully

say exactly what he thinks, and it was a place where you would get intimate talking one with another in different phases of life. You wouldn't normally live, you wouldn't normally talk, or you wouldn't normally act as you sometimes would in a group of men like this, because you have a sense of privacy, and you are working together. You're not trying to build a bad moral character, in a sense, but it's just all in the passing of time, of day. It comes about as to make a day pass that

much easier when you have things to talk about, and you go ahead working, and working hard at your job. I found that the railroad, particularly in the maintenance way, was one type of life that they said just about anything they thought, any place they wanted to say it—and had very little respect for *what* they were saying.

VP: Ok, with your experiences on the railroad, do you feel that you have benefited, and if so, in what way?

Piercy: I think that anyone could very well say that working in the maintenance way, one could benefit very much by it, because you come to the sense of seeing how hard work is done, where teamwork also is something that is of the basic necessity to doing the type of work that needs to be done. It's working out of doors in hot temperatures, in hundred-degrees weather, it's working outdoors in the winter when it's perhaps fifteen below zero. Your work is still there, your work needs to be done, regardless to the temperature, or the climate, and working out in nature at all seasons of the year gives a man the understanding this is what God has created him for. Because you see nature, you can breathe fresh air, you can feel when you are going home at night that you have done a good hard day's work; and yet there is a peace to having the opportunity to see that your work is something that has caused the progression of the nation over the years.

VP: I see.

This is the end of the interview; I'd like to thank you, Mr. Piercy, for taking time to talk with me about some of your experiences on the Western Maryland Railroad. It's been very interesting and beneficial to me, as I'm sure it will be to anyone listening. Thank you.

PHOTO CREDITS:

All photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and Clipping file.

Family Life During the Depression

This is Patricia Gray on the tenth month, thirty-first day of 1977. I am going to be interviewing Mrs. Gladys Lowery, who is a widow and she's retired. She was born on a farm in Corriganville, MD and her present address is Ellerslie, MD, near Corriganville. I'm going to talk with Mrs. Lowery about the Depression and how she raised her family, and its effect on her.

Mrs. Lowery, what do you remember of the Depression?

Lowery: Well, it was really hard to get on. We lived in two rooms, and we had two children at the time, and we didn't have much of a garden but I canned everything we had. That winter we didn't have any meat, so we just ate canned stock, and my husband hunted squirrel, and rabbit, and everything like that that he could for us to eat. And we made the best of it. It was really rough going.

PG: Where did you live during the Depression? You said you lived in two rooms? Did you live in Corriganville?

Lowery: Near Corriganville.

PG: Was your husband out of work?

Lowery: Well, he had a job, though he [didn't] get to work long...the month of November...he was off several months...and then he got two days, the first two weeks in December, and that's what we had for Christmas pay. We didn't have much for the kids for Christmas, but our neighbor brought things in for the kids for their Christmas; and it really helped a lot.

PG: Was he able to find any type of work to help supplement your income—chopping wood, or hauling coal, or any such thing...?

Lowery: No, no one had any work. There was no work around to be had.

PG: You didn't work then.

Lowery: No, there was no work for *anyone*.

PG: How were your children affected by the Depression?

Lowery: Well, I don't think they realized what was going on because we didn't go anyplace, and they didn't realize what was going on.

PG: You said your neighbor went out of the way to help you—how did she do this?

Lowery: Well, she brought gifts for the children for Christmas, and they really enjoyed it.

PG: How old were your children at the time?

Lowery: Well...I guess about...I'll say four and three.

PG: How were you able to...if work was so hard and money was so scarce, how were you able to clothe your family?

Lowery: Well, we only had just a few things, and we just had to wear what we had.

PG: What did you do in your spare time?

Lowery: Read the Bible most of the time.

PG: Do you feel that this has helped you now?

Lowery: Oh yeah. We had no money to go anyplace, no way to go, had no radio-- didn't even have electric.

PG: What did you do if you didn't have electricity?

Lowery: [Oil?] lights.

PG: Isn't that a job, preparing them to use them?

Lowery: It sure was, but we did it.

PG: What type of transportation did you use?

Lowery: My husband had a Model T car, but he couldn't get no money to buy gasoline. One time his mother wanted him to take her to Mt. Savage, to get some things at the store up there; and he come down to a garage in Corriganville, and he bought gasoline on credit to take her to Mt. Savage to the store. Then she gave him some money, enough to take her to the store; she gave him, I don't know, a dollar or two dollars--I think it was only a dollar though—and he took it back and he gave it to the guy for the gasoline. Then she gave him a couple pounds of meat for him to take her to the store.



Ford Model T

PG: What did you do about car parts if something went wrong with the car?

Lowery: Well, it did and [he] sure did have to fix it himself. [laughs]

PG: How did you feel towards the government—were you resentful on account of the Depression?

Lowery: Well, we didn't really know what was happening; we didn't know what was causing it--because we had no radio, we didn't get no paper or nothing.

PG: You were so isolated then, weren't you.

Lowery: Yeah. Sure!

PG: How did you feel about people, though, that *did* have things--had money?

Lowery: We didn't know people that had any! It was all like *we* were. [laughs]

PG: How was your immediate family, like sisters and brothers—how were they affected by the Depression?

Lowery: They were all in the same boat we was.

PG: In other words, none of you had more than the others.

Lowery: No. Nobody had enough to help each other.

PG: Did any of the churches in the area help...?

Lowery: No.

PG: I read somewhere where some of them used to make vegetable soup and send it to some of the families in the area.

Lowery: Well we didn't get any of it.

PG: How did people go about getting help?

Lowery: Well, we lived here in Corriganville, and if you wanted to go for help, you'd have to walk to Cumberland; and when you have to walk that ways, why, you're not going to get out much.

PG: Was there any financial help at all available--any work programs?

Lowery: Not then. Later, the WPA started.

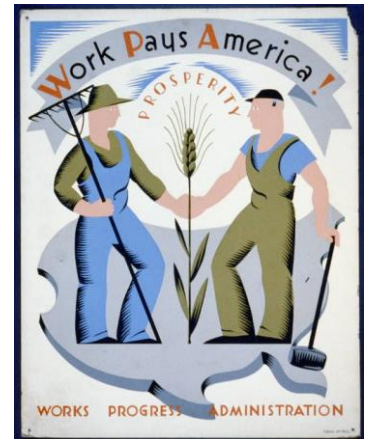
PG: Was your husband able to receive any of this help, or you or your children?

Lowery: He got on the WPA after it started.

PG: What is the WPA?

Lowery: Well, the works program, for people who didn't have any work—and he had a terrible time even getting on that: they had to wait so long, after you signed up...there was so many that they had to take turns, you know [section unclear].

PG: What were the hardest years of the Depression?



Lowery: Well I wouldn't know, they were all really rough. When you have a cookstove in the kitchen and it was so cold we kept a fire in the kitchen, and the water froze up in the teakettle setting on the back of the stove—it was that cold in there. And when the wind would blow, the kids would run across the linoleum on the floor—it would raise the linoleum up—and the kids would run and jump on it to push it back down; they thought that was fun.

PG: At least they were able to cope with it.

Lowery: Oh yeah, they didn't know any better.

PG: How do you think the Depression...did it have any long-range effects on you?

Lowery: Well, just the...thought of it, just the remembrance of it...

PG: Do you feel that you would be able to cope now with the different shortages that you had in the Depression?

Lowery: Well, I never felt that I had a whole lot the whole way through life. I was lucky to have what I had to go through life with.

PG: Do you appreciate what you have now?

Lowery: Yes! Yes.

PG: How do you think young people in this day and age would survive the Depression?

Lowery: Well, I'd feel sorry if the kids would have to go through this like we did, because there's so many things that they wouldn't know how to do. We didn't have to pay rent, and we lived in a sawmill shanty...and there's no place like that much anymore to do that.

PG: Do you think people around here are proper stocked (?), or are kids in this day and age spoiled?

Lowery: I wouldn't know, but I sure would hate to see it happen again.

PG: Do you think in your opinion there could be another Depression?

Lowery: It could be, I guess, but I sure hope not.

PG: When you were keeping house, what were some of the chores that you had to do every day?

Lowery: Well, there was...get wood, and carry water, and did the washing by hand, and help in the garden; we'd work together and there was plenty for both of us to do. When he wasn't working, he'd help too--a lot of work to be done, and we did it.

PG: How did you get your water?

Lowery: Well, a lot of times we had to go way down the hollow and carry it up, out of the hollow.

PG: From a spring?

Lowery: He made a hole down in the ground where there was water, and that's where we'd carry it from.

PG: How did you get your wood?

Lowery: Well, we'd just go to the woods and get it and drag it in by hand, and then take the crosscut saw—he borrowed the crosscut saw from his brother—and then him and I would saw the wood. One time the preacher came up, he walked up, and he said—when he come to us—he said, “I was just thinking whoever put that couple together sure did tie that knot secure”, and then he laughed about it. [laughter]

PG: How did you do your laundry, if you had to haul water?

Lowery: Well, we had to do it on the washboard. And had a cake of soap, and you'd put soap on your clothing, and then you'd wipe it up and down on the washboard.

PG: Boy, I bet that was tiring, wasn't it?

Lowery: It was really work. And one time I remember especially: I don't know if we had company, or what, but I had forty-something dresses—everything we had was dirty. And that was for three girls and me. I still had to wash them by hand, and then iron them with the stove irons—put the irons on the stove and get them hot, and then iron that way.

PG: You mentioned earlier that your husband went hunting to put meat on the table; how did you go get your hunting license?

Lowery: He didn't have any hunting license! We lived close to the woods, and we didn't have any meat—he'd just take the rifle, the .22 rifle, and he'd just go get us some meat. And one time he said, "oh, we haven't had any meat all week", he said, "I'm going to bring us right home the biggest squirrel for supper", and well, he went over and he got us a squirrel and he brought it back. And at that time my two sisters came, and he said, "now what'll I do, we don't have enough meat for *them*"—so he went and had to go back over and get another squirrel, so he would have enough for all of us.

PG: What about hunting season?

Lowery: I don't know if there was a hunting season then, I don't know.

PG: The game wardens ever come around?

Lowery: No. Because you had to walk; they couldn't even get up in here with a car—most of the time they couldn't.

PG: What was it like going to church during the Depression?

Lowery: Well, we'd go when we could, but we didn't have no set time to go; whenever we had money enough to go, and had clothing fit to go, we went.

PG: When you went, did it seem that because of the Depression more people were going to church?

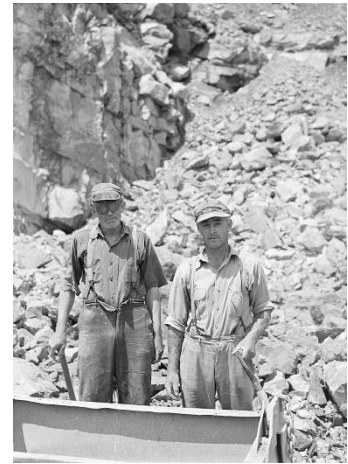
Lowery: Well, I don't know; it seemed like there was always a good turnout. I guess because people didn't have enough money to go anyplace else, that's the reason they went to church!

PG: You said, too, in your spare time you were reading your Bible—do you think you became more religious because of the Depression?

Lowery: Well, I don't know, it really helped to pass time and we enjoyed it. And he would read awhile, and then his eyes would get tired, and then I'd read. And that's what we did.

PG: What type of work did your husband do when he worked for the WPA?

Lowery: Well, he worked at the stone quarry—well, first he helped make the road up in Mt. Savage. It was the one...I don't know the name of it. He helped make the road up through Mt. Savage; it was a cobblestone road, and it was so steep they had to put it in that way because they couldn't even get the roller down over it; they couldn't use the roller or anything over it. And then after that, why, he got a job down at the WPA quarry and he helped to load rocks in the wheelbarrow; and then they hauled them into the crusher. And then later on, he got a job helping to keep the motors...he worked at the motors, you know, keeping them going—he oiled the machinery, and things like that. He got five cents an hour more, after he got that job.



Limestone quarry

PG: Where was the quarry at?

Lowery: It was down at Greenpoint; it was about where the...what's the name of that...

PG: Greenpoint Rd?

Lowery: Yeah, it was there where Super Concrete's got their place now.

PG: What did you have for a typical meal?

Lowery: Well, it was usually green beans, or dry beans, and potatoes. If we had luck with our turnips, and cabbage, and parsnips, and things like that--we'd rotate; we'd have something different every day.

PG: Where did you get your vegetables?

Lowery: We *raised* the vegetables—we didn't have any money to buy, so we had to raise them. What we raised, that's what we ate. And then we'd go for berries; we'd have berries, and then can the berries—a lot of times we'd just have berries for dessert.

PG: Was it hard taking care of a garden back then?

Lowery: Well, we had to hoe everything--we didn't have no way to dig it; we had to do it by hand.

PG: If somebody became ill or something, what did you do?

Lowery: Well...I don't know...none of us really did get ill--only if one of us was going to have a baby, and then I'd have to go to the doctor. And then the doctor would tell me, well, when it's time, he said--you call me; and my husband used to have to walk to Corriganville, down to the tower. Usually it was at night—and he'd have to go down to the tower in Corriganville and get Mr. [Corey?] Emerick down there to call the doctor. And then when he'd get back home, why, the doctor would be here.

PG: What was the tower in Corriganville?

Lowery: It was the B&O tower down at the lower end of Corriganville. That's where they'd give the signals for the trains to get through.

PG: How did you pay for your medical care?



Typical 1930s doctor's office

Lowery: Well, if we had any money at the time, we'd give it to the doctor; and if we didn't, we'd wait until we got the money--most of the time, he only charged twenty-five dollars! He'd make two trips up here, and he'd charge us twenty-five dollars to take care of me when the baby was born. He even circumcised our boy, and still only charged twenty-five dollars.

PG: Boy, if they only charged that now!

Lowery: Yeah, but there was no money—nobody had any money then!

PG: Did you rely on any other remedies?

Lowery: That's all we had to go on!

PG: What kinds were there?

Lowery: Well, when the kids used to get colds, we'd make cough syrup for them—go to the woods and get mouse ear and mullein and wild cherry bark, and put some chicory in it. And make a cough medicine out of it for them. And then a lot of times—several times—we even had to make onion poultices, and put it on their chests, if they'd get real bad.

PG: Oh my. Did you know back then that wild cherry bark is supposed to be poisonous?

Lowery: We sure didn't! It wasn't poison to us! [laughs]

PG: Even though the Depression was hard for you, do you remember any particular funny incidents that happened?

Lowery: Well, one of the things, what I remember, when the kids used to run and jump on the linoleum and mash it down when the wind would blow it up and then they'd [unclear].

PG: You mentioned you had linoleum on the floor—what did you have on your walls?

Lowery: Well, just up and down boards. And we'd get cardboard and nailed it to the boards, and then I used wallpaper over it to make it look as good as I could. When I had the money to do it, that's what I did.

PG: How big was your house?

Lowery: I guess the two rooms together was about twelve by twenty-four, something like that; each room was about twelve by twelve, something like that--each room.

PG: How many people lived there?

Lowery: Five of us.

PG: Was it crowded?

Lowery: It sure was! We all slept in one bed, and when it was cold--five of us in one bed! [laughs].

PG: How did you build the house?

Lowery: We didn't build that one—it was the sawmill shanty, and it was there. My brother-in-law used to keep it to keep his horse feed in, when he had a horse.

PG: How did you decide to move in there?

Lowery: Well, we didn't have no place else to go. He offered his home; it was pretty crowded up



1939 sawmill shanty in Idaho

there, and we had to sleep in the bedroom with his brother—and we didn't want to sleep in the room with his brother, so we headed out to ourselves!

PG: You mentioned five people lived there—who all lived in the house?

Lowery: Well, it was my husband, me, and three children. We was married in 1930, and our first baby was born in 1931, and then the end of '32 we had another one, and then in '35 we had another one—and we were very crowded.

PG: Well, Mrs. Lowery, this has been very interesting. I want to thank you for your time and your effort.

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Footer's Dye Works, National Glass Company, Allegany County Infirmary

I'm John Williams; tonight we're interviewing Myrtle Eichelberger, the nice old lady that lives at 529 Dilley St. in Cumberland, MD. Myrtle was born in 1900 and she's going to relate to us tonight some of her work experiences; first at the Footer's Dye Works, and second at the National Glass Company, and finally at the old County Infirmary, located here in Cumberland, MD.

Myrtle, what was it like at the Footer's Dye Works?

Eichelberger: Well, we went to work at seven o'clock in the morning and worked 'til five in the evenings, and we pressed clothes, dyed all kind of clothes, and everything; and...well, I don't know, as far as that is, that's about what we done--we pressed coats, and dresses, and drapes, and dyed them all. Gloves....

JW: Where was the Footer's Dye Works located at?

Eichelberger: On Mechanic St. where the old A&P store was, that went out now. And there's some kind of a store in there now...like "Quality" or something like that it is, I don't know what.

JW: How large was the plant at the time you worked there?



Footer's Dye Works, Cumberland, MD, as it looked in 1906

at the time?

Eichelberger: Well, it was quite large; we had five floors to it, and then you had a dye house, two or three different cleaning places, and as far as I know...oh, it was as big as what took up about five or six blocks.

JW: My gosh. How many people were employed there at the time, do you know?

Eichelberger: About five hundred. Uh huh. About five hundred.

JW: Five hundred people? Was that one of the largest industries in the area

Eichelberger: Oh yeah. That was the largest one that was here. That was about the only works that was here then. And that was back in...I was thirteen years old when I started there.

JW: Thirteen years old when you started there!

Eichelberger: And I worked there 'til I was nineteen.

JW: I take it they didn't have any child labor laws at the time.

Eichelberger: Yeah, they did, but of course I had to go to work, so they give me a job in there. At first all I done was put clothes in hampers, and brought them around to the girls to press, and hung them on their racks in the factory there. And then later on, why, they put me on the presses; I pressed suits, dresses, curtains, drapes—anything that they would put in front of me, I had to press.

JW: Was that what kind of work they did at the whole plant, they just pressed and...?

Eichelberger: No, they had dyeing, and cleaning...rugs and drapes and curtains and clothes—any kind of clothing.

JW: Did they take, like, people's clothes and press them, or did they produce the clothes there and...?

Eichelberger: No, people brought their things in there to be cleaned and pressed; some of them brought their white shirts, and clothing in like that to be done up too. They washed, they done some washing—spreads, you know, valuable spreads or something like that they done in there.

JW: Where did the Footer's Dye Works Company come from? Were they a local company?

Eichelberger: Yes, it was local, uh huh. Paul Footer was the man that built it, and he lived on Market St. down there for, oh, quite a few years, and then he moved to LaVale. [note: it was Thomas Footer; the Footer mansion was on Decatur St., Cumberland]



Restored Footer's Dye Works building, 2022

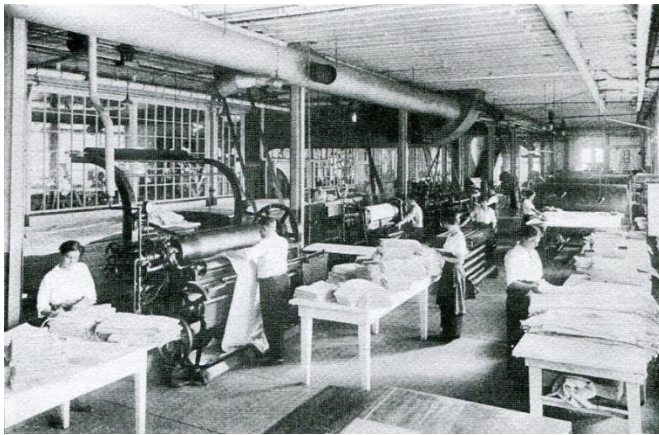
JW: Well, Myrtle, tell exactly what kind of work you did at the dye works.

Eichelberger: I done all pressing. First, I delivered clothing to the people, you know, to the girls that were pressing, until I got used to it, and then they put me on the ironing boards and we pressed. Each one of us had a heavy iron and a board that we ironed with.

JW: What kind of money did you make?

Eichelberger: Twenty-five cents an hour.

JW: Twenty-five cents an hour.



Footer's Dye Works Cylinder Room

Eichelberger: Yeah, and we worked from seven o'clock in the morning 'til five in the evenings.

JW: Were those average wages for a person...

Eichelberger: Yeah, those were average wages then—at thirteen years old. I was thirteen.

JW: Any kind of fringe benefits from the company?

Eichelberger: Not a bit.

JW: Did you work straight through the whole day, or did they give you lunch breaks?

Eichelberger: Oh yeah, we had lunch, and then...but that's about all. At twelve o'clock we had our lunch--and we had an hour for lunch, and that's about all we had--no breaks in between that.

JW: What kind of people made up the workforce there, were they mostly women?

Eichelberger: Well, most of the women were pressers in there, and the men done all the dyeing and the cleaning downstairs: gloves, and shoes—everything that you could think of that needed cleaning. Of course they done that all downstairs, then it was brought up on an elevator in hampers, and distributed to the ones that pressed the dresses, and suits, and clothing, and drapes, and everything.

JW: What kind of people did they serve with this service--I mean, you'd think people would clean and press and dye their own clothes....

Eichelberger: Well, at that time, there wasn't anything that...people never knew of dyeing for theirself--you know, dyeing clothes--and they sent them in there to be dyed then; because they never...at that time, they never had these dyes that you can buy now and dye your clothes with. And it was too much of a risk to dye spreads, or suits, or dresses, or anything—and they had big vats, you know, that they put them in, different colors. It was really interesting, it really was though--it was interesting to see, you know, how they done those things.

JW: What were the working conditions like there? I know you said you worked seven 'til five, and didn't get many breaks....

Eichelberger: Well, we had very nice bosses. We had women bosses all the time, and they were very nice to us--they were very considerate, you know; and sometimes we'd have clothes brought back to us, that needed some touching up, or something that wasn't quite right—but they were very nice about it. I had two women bosses while I was out there.

JW: So you said you left when you were nineteen years old?

Eichelberger: Nineteen years old.

JW: So you worked for them for six years?

Eichelberger: Uh huh. Six years I worked down there. And then I got married.

JW: Ah. Is that why you left the Footer's Dye Works?

Eichelberger: No, mother got sick and I had to quit, and I came home and I stayed home for quite a while then. Then I went to work at the Celanese.

JW: What happened to the Footer's Dye Works after all, anyway?

Eichelberger: Well, I think the older people died and the younger people taking it over, and they went bankrupt; they went out of the business.

JW: When did they go bankrupt?

Eichelberger: Ohhh...I don't know...was about '26, I imagine, they went bankrupt in there. [note: 1936].



Restored Footer's Dye Works building, 2022, now contains a brewery and apartments.

And they had to go out of business then; and then it stood idle for a good while. Then the A&P store had taken it over....[note: several businesses occupied the complex through the 1950's].

JW: I see. Overall then, in your experience at the Footer's Dye Works, what impact would you say that the presence of that industry in the area had on employment in the area? You said it was a fairly large employer at the time....:

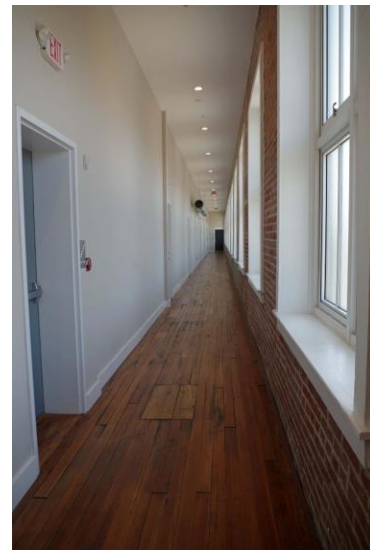
Eichelberger: Oh yes, it was a large employer—about five hundred, they employed there.

JW: When they went out of business, did that greatly affect the economy in the area?

Eichelberger: Yes, it affected quite a few of them, but some of them, they had retired; they were older people than what...there was a lot of young people in there, but there were older people worked in there too—bosses and that were older than what we were. Well, some of them retired, and some of them moved away...they were closed down for quite a while, though, before they had sold out and started something else in there.

JW: So it was a local industry that started up in this area and...ended in this area too.

Eichelberger: Yeah.



Restored Footer's Dye Works building, 2022. Interior brick is the brick from the original building. Hardwood floors on the apartment floors are the original floors.

JW: Let's take a break, Myrtle.

Well, Myrtle, that pretty well covers what you know about the Footer's Dye Works; what can you tell me about your work experiences at the National Glass Company when you worked there?

Eichelberger: Well, do you want me to tell about lustred glass?

JW: Well, when did you start working there, first?

Eichelberger: I was married about two years before I started there; I was about twenty-one years old when I started there. And I worked there for about...I guess two or three years I worked there. And I worked there; one morning...I lived on Harrison St., and I went out to work one morning--and the factory had burnt down. (Do you want me to tell that?)

JW: That was when they closed down, right?

Eichelberger: Yeah, then they closed down. And I met some of the girls going back down Baltimore St. and they said, "where you going, Myrt?" And I said I'm going to work. And they said, "you ain't going to work out there because the glass factory burnt down last night". And I never knew it, and lived right on Harrison St.! And this was right down there at...not Valley St...the next street down...across from the Catholic Church there on Centre St. I can't think of the street to save my soul. Where the Old German Brewery was—then the German Brewery built there, you know, went in there, and they went to work. But it had burnt down completely, and everybody was out of work then, a lot of people out of work. And they never did start it up.

JW: You worked for about two or three years there.

Eichelberger: About two or three years I worked there.

JW: What kind of work did you do there?

Eichelberger: Lustrated glass. You put it on a little, like a spinning wheel—you put it on, and it was a flat wheel; and you set the glass on there, and you dipped your brush in the paint and you kept going up to the top of the glass until it was finished. Then you stuck your hand down in the top of the glass and reached over and set it in a box, and that was put in a hot oven, like, and baked. When it came out, it was rainbow-colored.



Example of lustrated glaze finish on a

JW: Oh, you mean you took, like, a finished glass product and then put a design on it...

Eichelberger: And put it in the oven. Uh huh. And when it came out of there, it was rainbow-colored. Oh it was beautiful. They used to do all kind of vases, real pretty vases, and different kinds of glass, and plates and everything. But every girl had their own things to do, you know: one had glasses, and one had vases, and one had plates, and everything; and they had big wheels for the plates, and they'd turn it upside-down on there, and put the paint on the bottom of it.

JW: Oh, you're talking about, like, dinner plates? Ceramic plates?

Eichelberger: No, glass--they were all glass in there. And they put them in and bake them the same way; when they came out, they matched the...and they put glass cups, you know, to match the plates, and the glasses—and everything was all matched.



Types of glass products made by Cumberland Glass Works on display at the Allegany Museum, Cumberland, MD, 2022

JW: Is that basically what the glass company made, just dinner service, and decorative glass products?

Eichelberger: Uh huh. Yeah. It was very interesting.

JW: Where did they sell these products, just in the local area?

Eichelberger: Yeah. Oh, but they shipped a lot of stuff out; when we didn't have much glass to paint, why, we *packed* glasses, to go to different factories and things.

JW: How did they ship these products out, on the railroad?

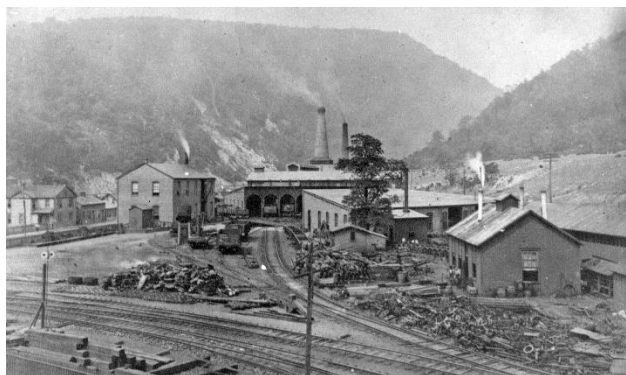
Eichelberger: Yeah, they all went out on the railroad. [JW: All on the railroad] Uh huh, the railroad was right close there, and they'd get cars in there, and they'd pack them in these cars, and send them out different places.

JW: What kind of money did you make at the glass company, Myrtle?

Eichelberger: Fifteen dollars a week.

JW: Fifteen dollars a week. Was that an average wage for the time also?

Eichelberger: Yeah, that was average wage then. Of course, things weren't near as expensive like they was now. You'd buy a pound of coffee for about fifteen cents then. [laughs]



National Glass Factory (became Wellington Glass as is shown in this photo), Cumberland, MD

JW: Well, well. Any fringe benefits included in those wages, or...?

Eichelberger: No, we didn't have no benefits at all. If we were off sick, we got paid for it. I mean through the factory, though--there was no insurance or anything in there. But if we were off sick for a couple days, we always got paid for our day off. But we didn't have no insurance or anything.

JW: What were working conditions like in general?

Eichelberger: Well, we worked eight hours in there.

JW: Was the work hard?

Eichelberger: No. Everyone of us had a chair to ourself. And we sit down all the time we were painting; of course, when we was packing glasses, we stood up. But we'd sit down all the time we were painting glasses.

JW: Did you have a union at the plant, by any chance--was there a union, working at the plant?

Eichelberger: No, they never knew anything about the unions then I don't think. The only time I worked--out at the Celanese, is when they had a union, and that wasn't until I was laid off out there.

JW: Were there any other glass plants in the area competing with the National Glass Company?

Eichelberger: Yeah, we had a glass factory up here, on Shriver Ave., it was up there—my daddy worked there for a while. I never worked there, though, because I was married and housekeeping then.

JW: Did they make the same type of products that the National Glass Company made?

Eichelberger: No, they had cut glass and everything that they made in there. They had *some* cut glass down where I worked at, but we were never...you know, you had to be experienced to cut glass in there. But my daddy worked up here, on Shriver Ave. And *that* burnt down also.

JW: That burnt down also. How did they make the glass at the National Glass Company?

Eichelberger: Well, they had great big vats...iron...and they were blazing all the time. And they had big pots that set up over top of it, and the glass—I don't know what it was, like a liquid—would come down; and the men had like big pipes, you know, and they'd stick it down in this here glass, and bring it out of there—and then they'd *blow* it, through their *mouth*!

JW: They had to hand blow every piece?

Eichelberger: Every piece was hand blowed! That was an old factory over there, though. Dick Sloan run that.

JW: How much...what kind of price were they getting for their glass products, considering that they were hand blown like that?

Eichelberger: Well, they didn't run too expensive. [JW: Weren't too expensive?] No, they weren't. Now, the cut glass—the cutters, 'course they made more money out of it than what the others did—they had some beautiful cut glass over there, but you had to be well experienced for that.

JW: Where did the National Glass Company get the sand that they needed for making their glass?

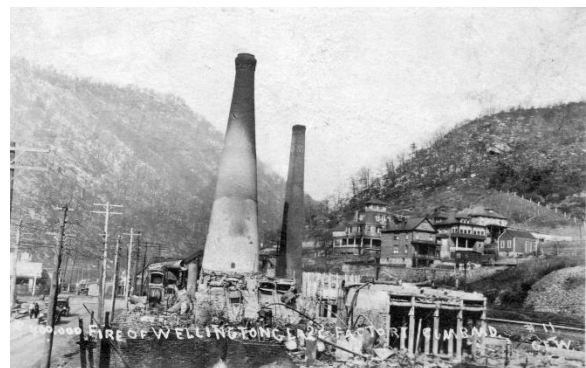
Eichelberger: It came in big boxcars; I don't know where that came from. It came in big boxcars and they unloaded it. It came right in and they unloaded it right there at the plant.

JW: What kind of fuel did they use for the furnaces?

Eichelberger: They had gas, some kind of gas that they had used then. 'Course, we've had gas in Cumberland for a long time. They had gas in these big furnaces; the furnaces were down underneath of these big pots where they took the glass out of, you know. They were quite large.

JW: You said the plant burned down; why did it burn down?

Eichelberger: I don't know whatever...whether one of the furnaces overheated that night, or what it was; but that whole place burnt down. When I went to work that morning—I was going to work, lived only about two blocks from it, down on Harrison St. And I was going to work, and I



National Glass Factory (Wellington Glass) after the fire, Cumberland, MD

met some of the girls, and they said, “where you going, Myrt?” And I said, “I’m going to work”—and they said, “you ain’t going to work *now*, the factory burnt down last night!”. And the fire department was right up on Liberty St., where [Ogilvie’s?] was, you know. But I never heard of how.

JW: Well, why didn’t the glass company rebuild the plant after the fire?

Eichelberger: Well, I think it cost too much and Dick Sloan and them were quite old, you know, that run it. [JW: Those were the owners?]. . . And I don’t...they didn’t...and then they...oh, it was quite a while before that...it was back of the Algonquin Hotel over there. And it was quite awhile before the German Brewery bought that ground, and then they built the brewery there [note: Brewery existed at nearby location since 1901].

JW: I see. They just didn’t feel they had enough money to finance another plant. Well, what happened to the glass industry in this area, then--after that plant burnt down, you did say the one on Shriver Ave...

Eichelberger: Well, they had this place up here for a long time, but I don’t know where they blowed glass at—I don’t remember whether there...

JW: Well, did the glass industry in this area employ a lot of people at the time?



Example of glass blowing, 1908

Eichelberger: Oh yeah, they had quite a few people over there where I worked at; they had about two hundred and fifty blowers over there.

JW: Two hundred and fifty people just blowing glass?

Eichelberger: Uh huh. Just blowing glass. That was a hard job, though. [JW: I imagine so.] My uncle worked over there and I often walked down in there when we’d have a rest

period, and they’d be...they had to put that pipe in their hands and roll it--to keep it rolling, the shape they wanted it in, and all...it was interesting.

JW: Well. What impact would you say the glass industry had on this area, on the economy of this area?

Eichelberger: What impact? Well, I don’t know exactly what...there was a lot of people employed there--it put a lot of people out of work.

JW: It did put a lot of people out of work when the industry finally closed in this area?

Eichelberger: Yeah. There was a lot of people out of work then, because everybody had their different departments they worked in, you know, and it put an awful lot of people out of work.

JW: Did it take a lot of money out of the area when the plants closed down?

Eichelberger: Oh yeah, uh huh.

JW: When the glass industry went out of this area—was there like a general exodus of industries from the area; was it just the glass industry that went down--or did they go out at the same time that coal sort of fell off, and the railroads fell off a little bit?

Eichelberger: No, I don't think so. I think that...we've had coal here for quite a few years, you know, and we had...they sent most of their stuff out of town; I don't think that they had much—they had *some* trade here in town, but I think the most of their glass went out of town.

Samples of glassware made in Cumberland (from Allegany Museum exhibit 2022):



JW: Well, that pretty well covers the National Glass Company. Let's take another break.

Ok, Myrtle, that's enough about the National Glass Company. I understand you also worked at the old County Infirmary, out here--on Valley Rd., is it?

Eichelberger: Yeah; it was a new place when I started in there.

JW: When was that?

Eichelberger: In about 1949...I'd say '47 or '48, somewhere along there, because it was just new when I started out there; I started out there when it opened up.

JW: You started out there when it opened up? What were you doing?

Eichelberger: Well, another girl and I, Mildred Davis and I, washed every piece of linen was in there, sheets, and pillowcases, and spreads, and towels, and washcloths, and gowns—they had gowns too—and we washed and had everything in place in the cupboards whenever they opened up.

JW: When did the first doctors and nurses come in to the facility, then?



Example of a hospital laundry dept., 1942

Eichelberger: Well, there was a few nurses

came out and showed us how to make the beds; and we made *every* bed—every bed had two...they had wards, like, and there were six beds in a ward. And then they had five separate--up on the second floor--they had five separate rooms, and they had three beds in them. Then they had some with two beds in them. And every bed had two sheets, and a spread, and a pillowcase and a pillow on it. And a table beside of it, with a pitcher and a glass on it. And a box of tissues; we had tissues—they had donated, someone had donated tissues when they opened the place up.



Nursing aides learning how to properly make a hospital bed, 1943

JW: What kind of services was the Infirmary designed to provide for the community?

Eichelberger: Well, they had mostly old people in there. They were a few young people that were brought over from the Home, that had been in the Home but they were down in bed.

JW: The Home, is that the...

Eichelberger: Yeah, that's the same as the Infirmary—the County Home.

JW: That's the older building behind the newer County Infirmary.

Eichelberger: Uh huh. It's next door to the County Infirmary. And we had a few of the younger people that had been there for quite a while and were down in bed; they brought them over to the Infirmary then.

JW: Why couldn't private hospitals in the area do the same service, provide the same service?

Eichelberger: Well, I don't know. At first, whenever these people all went in there, they didn't have anything to pay. [JW: Oh, I see]. It was for the county, you know, it was for poor people, they'd go in there. But after a while, why, it got beyond control—there was so many of them that wanted...oh, we had a waiting list, you know. And of course then afterwards, why, they had to charge a fee for people that *could* afford it. Now, we had a lot of people out there that couldn't afford it; and they were in that, and they were taken the same care of as the ones that paid.

JW: I see. What kind of care did they provide at that hospital?

Eichelberger: Well, they provided the same as hospitals did: all their medicines, and everything like that, the same as they do in the hospital, only they had no operating rooms or anything like that.

JW: They didn't have any operating rooms--they didn't have surgery?

Eichelberger: No, uh uh. They just had the beds, you know.

JW: It was like a healthcare facility?

Eichelberger: Uh huh. And they had a big recreation room, had television in it, and had wheelchairs and walkers—for people that were able to get out of bed. But everybody's meals were brought to them.

JW: Were most of the residents of the infirmary permanent residents, or did they come and go?

Eichelberger: No, they came and went, you know...you mean, was in beds? [JW: Yes] Oh no, they were there stationary; they were there, oh, for years. Some of the patients was still there when I left out there--I worked there sixteen years; and they were still there.

JW: I see. It was like a permanent care facility. What kind of work did you do at the Infirmary, Myrtle?

Eichelberger: I cooked out there for sixteen years.

JW: You cooked!

Eichelberger: Uh huh.

JW: My goodness, I didn't know...no wonder you make such good things.

Eichelberger: Yeah, I cooked out there for sixteen years. We had three girls on daylight, and two on night turn. And we'd reverse; sometimes we had to be there by five o'clock—we had to have breakfast ready by seven o'clock, to be out on the floors. And then they had tray girls—downstairs they had dishwashers, and the girls would fix the trays, and bring them up on the elevator. And every one had their names on it. And we knew exactly...we had charts--what each one got, you know, same as they do in the hospitals. It was real interesting...I mean, it was hard work, though. And as soon as we'd get breakfast out, we had to have our dinner ready, you know. Boy, that there took a lot of work too; sometimes at night, we'd roast our meat, if we had...we had great big ovens, and sometimes we had [griddle] cakes and sausage in the morning, and we had great big grills where we could put sixteen cakes on at a time. And that kept you busy—making cakes. But of course they only put one cart out at a time, you know—but it holds twenty trays.

JW: Did you have to take those trays around to the various floors too?

Eichelberger: They had girls that done that, that worked in the tray room.

JW: How many people worked at the Infirmary?

Eichelberger: Well, they had about fifteen nurses out there. And then they had four head nurses; they had two on daylight and two on night. And of course they reversed, you know—they'd work one week day turn, and one week night turn. And then they had a girl worked in the office. And then Mr. Grimm [unclear]. Mr. Smith is the one that opened the place out there; he lived in Lonaconing. And then Mr. Grimm taken it over.

JW: Were they the superintendents of the Infirmary?

Eichelberger: Uh huh. They were the superintendents; they were the superintendents over all—the County Infirmary, and the Home, and the Sylvan Retreat. But then Mr. Grimm, he was voted out and Mr. Messmer taken over then.

JW: He was voted out—you mean...

Eichelberger: He was out there for oh, well, he was out there when I quit; but then he got sick or something and they give it to Mr. Messmer then.

JW: Who gave it to him?

Eichelberger: The county. See, the county taken Mr. Grimm off of it, and...



Sylvan Retreat, Cumberland, MD

JW: The county commissioners?

Eichelberger: Uh huh. The county commissioners took him off and gave Mr. Messmer the...but Mr. Smith was the first one that was out there--he opened it up. And they were all wonderful. But I never worked under Mr. Messmer; I only worked under Mr. Smith and Mr. Grimm.

JW: I see. Then the county commissioners like oversaw the whole operation...

Eichelberger: Oh yeah. And they had doctors out there too.

JW: How many full-time doctors did they have?

Eichelberger: No—they were full-time, but they only came every day to look at the patients, you know. They had different doctors, but I don't know who they all were.

JW: I see. Who financed the operations of the Infirmary? Was that paid all through tax money?

Eichelberger: Paid by the county.

JW: And you did say they charged certain patients a fee, if they could afford to pay.

Eichelberger: Uh huh.

JW: I see. You worked there for sixteen years?

Eichelberger: Sixteen years I cooked out there.

JW: And why did you leave the Infirmary?

Eichelberger: I retired because mother got sick and we couldn't get anybody in to take care of her, so I had to retire. But I was ready.

JW: [laughs] You were ready to retire. Well, what impact on the healthcare services in the community did the Infirmary have—did it provide a service that was definitely needed?

Eichelberger: Oh yeah, they did, uh huh. We had some bad patients out there: some of them had cancer, you know, and oh, others...a couple of them had arthritis, and the bones in their hands deteriorated and they had no use of them, of their legs or anything.

JW: These were patients that private hospitals couldn't really take care of?

Eichelberger: Yeah. They couldn't take care of them and they'd put them in the Infirmary—because they had to stay there, you know, they never....

JW: I see. Well, that sounds like enough of the County Infirmary, unless there's something else you might add.

Eichelberger: Well, our wages were pretty good out there. And we were all under insurance out there.

JW: You *were* under insurance.

Eichelberger: Oh yes, we had sick leave, and we had pension, and we had...well, we had our days off, you know. And we had our meals free--they had a beautiful kitchen, and a dining room, and a recreation hall—had television in it. It was really nice. I enjoyed it, every year I was working out there I enjoyed it, but I soon got tired of it—that's the reason I don't like to cook at home anymore. [laughter]

JW: Ok, Myrtle, we've covered the essential details of the National Glass Company, the Footer's Dye Works, and your working experiences at the County Infirmary, so let's talk about some more interesting stories in these work experiences. I remember you telling me one time that there was an old City Hall building at the same place that the new City Hall building is at—what do you know about that place?



Cumberland City Hall ruins after fire, 1910

Eichelberger: Well, I was going to school at Centre St. School then, I was about seven or eight years old, and it burnt down. [note: City Hall burned down in 1910]. And they had big theaters in there—and they had offices in there and everything—but they had this big theater in there, and it had three balconies to it—downstairs and then two balconies to it. And they had all these big plays in there.

And downstairs, underneath of it, they had great big doors that they closed, down under the first floor—and the farmers used to come in there with their wagons with all produce on them, and unload them. Everybody had their own bins and everything. And they would sell them. And when they sold out...and then they had the livery stable on Mechanic St. that they'd put their horses in while they were selling their stuff.

JW: Was that like a farmers' market that went on every day?

Eichelberger: Uh huh.

JW: Was that the only one in the city?

Eichelberger: No, it only was every Friday and Saturday they had that there. And the farmers would come in, you know, over the weekend.

JW: Local farmers from this area?

Eichelberger: Oh, every place—Flintstone and...every place like that, they would come in, you know, and...well, it would take them all day to get there. Some of them would come in on Friday night for Saturday, and some would come in on Thursday nights for Friday. And they would put their horses in to the livery stable and they'd go and stay someplace that night; and then the next morning they'd get up early, you know, and go and sell their produce.

JW: Is that where most of the times people got their green vegetables and that stuff?

Eichelberger: Yeah! That's where they...we never had stores around here like A&P stores or anything. We used to have a fish market on Bedford St., but they only sold fish there.

JW: A fish market! Where'd they get the fish from?

Eichelberger: They were shipped in here.

JW: From the eastern shore?

Eichelberger: I guess, from the eastern shore. They used to have, oh, they used to have great big salmon, these big salmon fish, you know. And you'd go down there and buy a big slice of that and fry it...oh brother, they were good.

JW: So, there was a farmer's market in the bottom of the old city hall, and up above there was a theater. What kind of a theater?

Eichelberger: Well, they had all kind of burlesque shows and everything there.

JW: Burlesque shows!

Eichelberger: Oh yeah! They had some great...they had Snow White and the Seven Dwarfs there at one time—they had lots of plays for children, you know.

JW: For children? What about adults?

Eichelberger: Well, they had shows for adults, you know, and they wouldn't let the children in--not like they do now, they can go to see anything. But they had Snow White and the Seven Dwarfs, and they had...oh, I don't know, they had a lot of children's plays.

JW: Who put on these plays? They were live plays, right?

Eichelberger: Yeah. They were live. They came in from out of town.

JW: From out of town?

Eichelberger: Uh huh. And they didn't get paid much for them; I know they didn't because we only paid fifteen and twenty cents to get in to see them. But they think that what happened, they had a big show there the night before it burnt down, and they think somebody might have dropped a match or, you know, lit something in the restrooms or something that started the fire. And it burned up everything. And I was going to Centre St. School then, and when the bell...they had a big bell, whenever they had a fire...and the firetrucks were in the back, and they was all real old firetrucks...

JW: They were in the back of the same building? Or across the street?

Eichelberger: Over across—right where they tore that fire department down, that was the old fire department there. And they had these here old...and they had a big bell on the back of it, and that old bell would ring, and then they had one on top of the City Hall. And when I was going to Centre St. School, I was in the fifth grade, I think, I was in the fifth grade, and we stood at the window and watched the steeple—it had a great big steeple on top with a bell; when there's a fire, that bell would ring. And we seen that bell fall off, down, when the fire would go up, you know, and burnt the whole thing off, and the rope and that, I guess it was.

JW: Myrtle, you've told me that you worked at the glass company, it burnt down, and you knew about this place, and it burnt down—were there a lot of fires in those years, in the '20s?

Eichelberger: Oh, yeah. We had an awful lot of fires around here.

JW: Did the fire department have trouble controlling them, or what was the cause of all these fires...?

Eichelberger: Well, I tell you, the railroad had a lot to do with that then--see, if there was trains on the track, the fire department couldn't get across. We've just had these here new fire departments down here on the other side of the railroads now; they haven't been there...oh, they've been there quite a few years, but the fire department back of the city hall had burnt down--and then we had a school on Greene St. burnt down right beside the fire department!

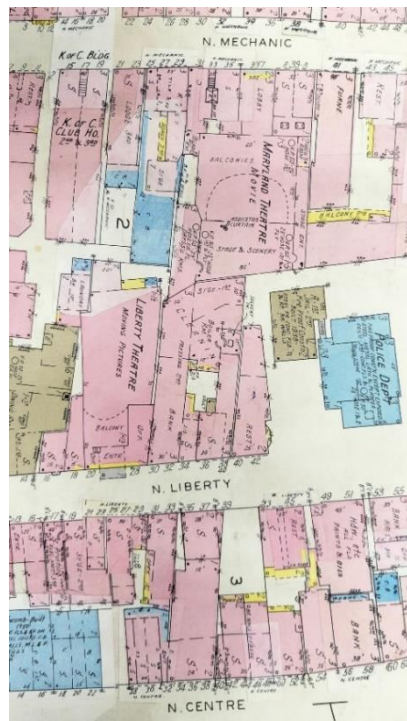
JW: They obviously had problems controlling the fires.

Eichelberger: Oh, brother. But it [City Hall] burnt clear down to the ground. And all their sceneries, and all the clothes, and everything that was back in there--they all burnt up.

JW: Who owned that building?

Eichelberger: The city owned it!

JW: The city owned that building?



Map of downtown Cumberland showing location of Maryland and Liberty Theatres.

Eichelberger: Uh huh. That was the first City Hall that was in Cumberland.

JW: And they let theater groups and that come in there and put on plays?

Eichelberger: Uh huh. Oh, it was a big place too...beautiful inside.

JW: Did the City Hall have their offices in the same building?

Eichelberger: No, I don't think they did...now, they may have had them on the second floor, I don't know. But this was all on the first floor, you know, where the big theater was; you went in right from Mechanic St.—er, from Centre St. You could go in from either Centre St. or from Liberty, back there where the fire [station] was. There was two entrances to it. Then the Maryland Theatre burnt down too.

JW: Where was the Maryland Theatre?

Eichelberger: On Mechanic St.

JW: Another theater building like that?

Eichelberger: Uh huh. There's where we had all our big picture shows and everything, and it burnt down.

JW: When did it burn down?

Eichelberger: Ohh, after the City Hall burnt down, it burnt down. [note: partially burned in 1963, demolished 1964].

JW: It was called the Maryland Theatre?

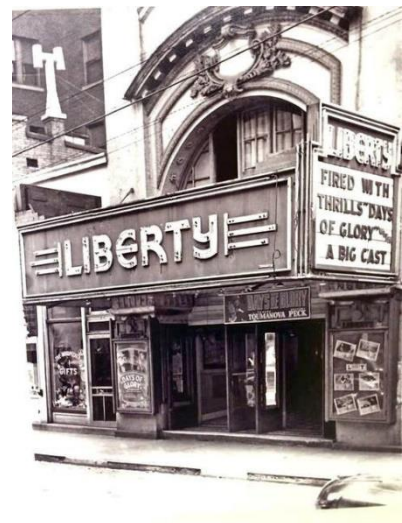
Eichelberger: Yeah, Maryland Theatre.

JW: Was that a state theater group, or...? Who owned that building?

Eichelberger: I don't know who owned that—whether that belonged to the city, or not--or what it was. But they had apartments upstairs over it; it was all down on the first floor. Then they had apartments upstairs over that.

JW: You say they presented motion picture shows there.

Eichelberger: Yeah, we had shows there, uh huh. We had lots of theaters around here, but they're all gone. We had the Liberty Theatre, it was on Liberty St., and of course that was torn out when...and then we had the



Liberty Theatre



Demolition of the Strand Theatre

Strand Theatre, and of course *it* was torn down. Now we don't have a...and we went to an old Belvedere theatre on Baltimore St. where Peskin's shoe store is now—upstairs over top of it.

JW: Belvedere Theatre? What was that?

Eichelberger: It had reruns of old pictures, like Charlie Chaplin and all that, when we was kids. And they had continued shows, from one weekend to the next, you know; every Saturday--they'd show so

much of it, and then be continued 'til the next Saturday—and we paid a dime to go there. And we...my golly, George and Art and I, we used to look for Saturday to come and either mother or dad...and we *walked* down there, too—there wasn't anything to take you, no buses or anything then; we had to walk from here to Baltimore St. and then home. But we looked forward to that--every Saturday we'd go to that darn show down there.

JW: Is that where you spent all the money you made during the week?

Eichelberger: [laughter] I was only a kid then! But we paid ten cents to go to the show every week.

JW: Well that must have been a big form of entertainment then for people at the time, all those theaters.

Eichelberger: Oh, we had lots of entertainment around here! And it just seemed like all at once, everything was gone. We didn't have a picture show or anything around here. [JW: Yeah, there's no theater] Nothing around here, and we used to have the park up in...the Narrows Park....

JW: The Narrows Park?

Eichelberger: Yeah, up in the Narrows. We used to...on St. Patrick's Day the Catholic churches used to have big picnics, and mother would pack a basket—and we *walked* from here up there; pack a basket and walk, all the way up there.

JW: Where exactly was the park at?

Eichelberger: You know where Hafer's used to have their funeral home, right up in the Narrows there?

JW: Is that near the fruit market--where the fruit market is now?

Eichelberger: It's up above there.

JW: Above that--beyond the railroad trestle?

Eichelberger: You know where you used to turn to go up to Mt. Savage Rd? Well, it's up above there a piece. And the streetcars used to run up there; and they had a turn-around there—that's as far as they went. The streetcar would take them up there. We had a roller-skating rink, and little trains that run on the tracks...

JW: That must have been a sizable park at one time.



Narrows Park

Eichelberger: Oh, it was a beautiful park; it had trees and everything in it, and tables and benches, you know.

JW: Who owned that park?

Eichelberger: It belonged to the city.

JW: To the city?

Eichelberger: Uh huh. [note: it was owned by the trolley company]. But our

preacher used to take a bunch of them up there, and they'd roller skate--every Friday night they had roller-skating just for the churches, you know.

JW: Was that an enclosed rink?

Eichelberger: Yeah, it was enclosed. Uh huh. And it just went to pot...and first thing, they're pulling it down. And my daddy worked on the streetcar then; but we always packed a basket and walked up there, and it was wonderful.

JW: How large was the park?

Eichelberger: Oh, my! It was as far as from here down to Shriver Ave. Oh—longer, bigger than that, I guess, and all the way up to the end of the street; great big park. And they had this little train on the track, and they'd give 'em free rides on it.

JW: [laughs] You liked that little train, huh.

Eichelberger: We used to have a good time up there. But it just seemed like it went to pot. Now it's setting empty up there.

JW: Yeah, I know—I wasn't even aware there was a park there at one time, 'til I read about it. Well, that's too bad. You said your dad worked on the streetcar system—when was that?

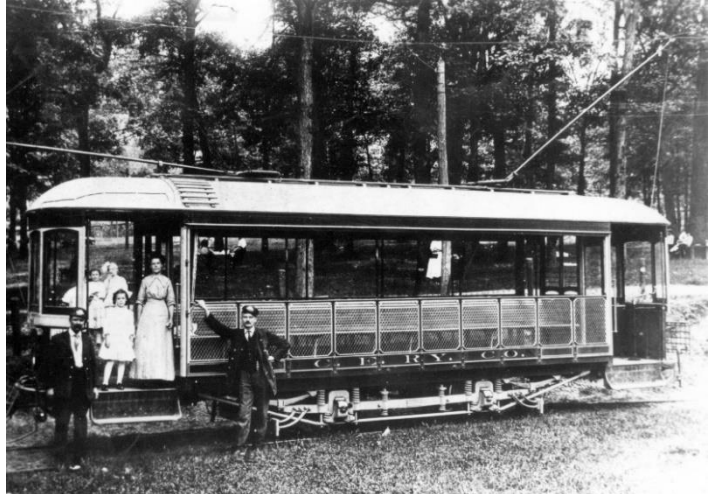
Eichelberger: Well, he worked on the streetcar, and after the streetcar was going to go out, you know, they got all the buses and everything around here, why, of course he was laid off. And then he went in politics.

JW: [laughs] What kind of a streetcar system did they have here in the city? How far did it go?

Eichelberger: Well it went clear to South Cumberland. And on the West Side. And when they were digging up the street down there the other day, and fixing it, they came across the tracks where the streetcars run on--went to Baltimore St., you know, then on down to South Cumberland.

JW: And the whole way up to the Narrows Park.

Eichelberger: Uh huh. Up to the Narrows, and down to South Cumberland. And on the West Side.



Electric Railway Car, Narrows Park

JW: And was that an electric street car?

Eichelberger: Uh huh. But he worked there for a good while.

JW: What other forms of transportation did you have around the city besides the streetcar?

Eichelberger: Walking. You walked. If we wanted to go on the streetcar, we had to walk from here to Centre St. There was no transportation up this way. This was nothing--there wasn't anything built up here when we moved up here. The house that Doris lives in, and this one here, and two old colored people lived down here. That's all the houses that were up here. And this was nothing but a mud hole. And great big pipes about that big around would carry the water from up here in the county fields down, and when there was no water in them, we used to climb through them pipes and climb up. And we got...many a time we got a whippin' for climbing through them pipes.

JW: I imagine so. You said there was big fields around here? What was it, like a farm?

Eichelberger: Yeah! It was all big field. And we used to have the circus down here too.

JW: A circus!

Eichelberger: Yeah, we had circuses—Barnum and Bailey Circus, and...another circus came in here. And it was clear from Pulaski St. clear up to Holland St., with nothing but just a big dirt field. There was no houses--Fairview Ave. wasn't there, or Shriver Ave.--none of them streets; they were built after the circuses and that got through.

JW: How old were you at that time?

Eichelberger: Ohh, I was going to Centre St. School; I imagine I was about nine or ten years old.

JW: So that was about 1910, 1911 then.

Eichelberger: Uh huh.

JW: So you mean they had a big field up there and they would just invite circuses...

Eichelberger: Oh yeah, they had merry-go-rounds, and all kind of horses, and trapeze and everything—great big circus like they have on television, just like that. Then old Miss Jenny Cooper, she was a very religious woman, and she used to hold meetings down there when there was no circuses...

JW: Revival meetings?

Eichelberger: Yeah, revival—and big tents up, you know, and have revival meetings. It was real interesting when I was a kid, uptown. Mom used to have an old buggy, and she'd put George and Art in the buggy, and I'd hold to the handle of it, and we'd go from here to Baltimore St. all the time.

JW: A horse and buggy?

Eichelberger: No! Just a baby buggy! Art and George, see, they're younger than I am.



Will's Mountain Sanitorium

And we used to go to Baltimore St., down there, on Saturday; and that was our trip every Saturday, going down there and coming back.

JW: Oh boy. You know Myrtle, there's one other thing that I'm interested in about the area here: you told me once that on top of Will's Mountain there, was an old sanitarium, tuberculosis sanitarium?

Eichelberger: Uh huh, tuberculosis sanatorium up there--where that building is now; and it had people that had tuberculosis, that's what they had up there then. [note: The Wills Mountain Sanitarium Company was located at what became Will's Mountain Inn.]

JW: Where the sewing machine place is—or the sewing manufacturing plant is now, that's where...

Eichelberger: Yeah, that used to be a tuberculosis...and there was six roads went around there; now they only got one road goes around there. But they had six roads--you'd go up a piece, and then it would turn, and just keep turning 'til you got clear up on the top.

JW: Who built that sanitarium—is that what it originally was?

Eichelberger: That was up there when we moved up; I don't know how long...oh, it's had a lot of remodeling done to that, rebuilt, you know, now. But it had a big porch around it, and a drive in to it, you know. People used to go up there with horse and buggies and everything. But that was an old sanatorium up there; they had doctors and nurses...I guess all the doctors that went up there now--and the nurses--are dead, I guess, because it was old.

JW: What happened to that place, did it burn down too?

Eichelberger: No, it didn't burn down; I think they got better places, you know, to put people that was really sick, they sent them to different places, you know. And they closed it up. [note: the sanitarium was not for contagious patients, but concentrated on convalescent care; and, a few years later, drug and alcohol addictions. It opened in 1903, and at some point, became Wills Mountain Inn. The building burned to the ground in 1930].

JW: I saw a picture of once, it looked like it was pretty large.

Eichelberger: Well, there was a nightclub up there at one time too--after they closed up, there was a nightclub up there!

JW: A nightclub! A nightclub opened up in the same place?

Eichelberger: Yeah! They remodeled it and made a nightclub out of it. After the nightclub closed down--they closed up, up there--why, then *these* people taken it over. But there'd been a lot of remodeling done up there. [note: the nightclub was where the Artmor Plastics building is now (2022).]

JW: Is there some kind of recreational area up there? Because I know they once had a lookout up there, on what they call Lovers Leap. Was there some kind of park or something up there?

Eichelberger: Lovers Leap, uh huh. Oh, yeah, they had a big place there. I guess it's still up there; I haven't been up there for years. When they called it Lovers Leap, you know, there was a wall about oh, so high...

JW: Well, see, that's been knocked down.

Eichelberger: It has?



JW: There's no wall up there now.

Eichelberger: There isn't a running wall? You used to could go out over that wall and look down over Lovers Leap to the Narrows up here. I haven't been up there for years, though. I don't know what's...

JW: Well, there's nothing up there now; you can see where the old fields used to be, but they're pretty well grown in, and you can see the foundations of some of the cottages and buildings that were up there—but they're all knocked down too, there's nothing...

Eichelberger: See, they used to have quite a few cottages up there; couples would go, and you know, they had parties up there and everything at night—when they had a nightclub up there.

JW: Nightclub—who ran a nightclub? A nightclub...huh.

Eichelberger: I don't know who ran that nightclub. And they had a radio up there, and they used to have a big speaker outside, you know, and the people all complained about it—it kept them awake at night! [laughs]

JW: Did they hear that down here?

Eichelberger: Oh, my, we'd set on our front porch and hear everything! [laughter] And of course the people complained so about it that they had to take it down; they got after them and they had to take it down then. Oh, my, what a life, huh?

JW: Yeah, I guess so! Well, Myrtle, is there anything else you can think of you might want to talk about, before we quit here?

Eichelberger: I can't think of anything.

We used to have an old dam out here, where the kids would sneak off--they had it all boarded up and the kids took the boards off of the side of it and we used to go in there swimming.

JW: A dam! Where?

Eichelberger: Had a big water dam out there, yeah. Right out here, about two miles out this road.

JW: Out on Holland Ave.

Eichelberger: Uh huh. On Holland St.

JW: What was that dam for?

Eichelberger: I don't know--whether it was before they got water up around here, or what. We used to have a spring out here we carried water from.

JW: You carried water from a spring?

Eichelberger: Uh huh, right here by Miss Michaels...up back of her house we had an old spring there--before we had water put in this house, why, we carried water from there all the time. It was the best water you ever had—mountain water, you know.

JW: That's interesting. When did they add water service up on this area?

Eichelberger: Well, we had water service up here I guess...we didn't have a bathroom in or anything, we had a privy out here in the back—and the old honey dipper, they used to call him, come around at nights and clean that thing...hah!

JW: What's this now? What's a honey dipper?

Eichelberger: He used to clean the toilets out, you know, in the back yards.

JW: That was a man from the city?

Eichelberger: Yeah, they had great big vats, you know, and they'd come around and they had boards on the back of it, and they'd clean that all out there, you know, and put it in these vats—and I don't know where they hauled it to.

JW: Every night they did it?

Eichelberger: At nights, whenever you'd tell them that you want them to come around.

JW: I never even heard of such a service.

Eichelberger: No, we didn't have a bathroom or water up here when we first built up here--oh, I guess about three or four years after we moved up here.

JW: When did you move up here, in this area?

Eichelberger: Well, I was three years old.

JW: That was back in 1903 then.

Eichelberger: Uh huh.

JW: Gosh.

Eichelberger: And this here house...this yard next door here belonged to us too. And we had an old chicken coop—had a chicken coop clear from our garage down to Miss Haus' (?) backyard there.

JW: You had a chicken coop?

Eichelberger: Yeah, we had a chicken coop! Raised chickens, had a...old grape vine on the back of it, and a big chicken yard. And my brother and them had...this wasn't grass out here, they had a pigeon pen out here, clear from the house clear down to the garage. Nothing but pigeons in it.

JW: And most of the people in the area raised their own birds and that, like, at the time?

Eichelberger: No...there was nobody up here! My uncle built this house, and that house, and Haus' house; there was no houses up here when we built here. It all belonged to us. Then we sold it and Mr. Miller built there. But we built this house here first; and then daddy got out of work, and we sold it then to Mr. Miller. And we had all rosebushes clear from the back alley here clear through 'til they divided the lots all up. It was beautiful.

JW: Well, Myrtle, I think we've covered enough subjects for tonight, and I'd like to thank you for your time and effort in giving me this interview. Certainly your information's going to be of a great deal of use. Do you have any closing comments to make?

Eichelberger: I thank *you* very much, and I bet you that they'll get a kick out of hearing what I was telling...all the stuff I was talking about.

JW: I'm sure they will, Myrtle. You're going down into history on this tape. [laughter]

Eichelberger: Going down in history—yeah, tell them I was seventy-nine years old Monday. [more laughter]. That's the old history.

JW: Alright, Myrtle, thanks a lot anyway.

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Glass Blowing photo:

Hine, L. W., photographer. (1908) *Glass Blower and Mold Boy. Boy has 4 1/2 hours of this at a stretch, then an hour's rest and 4 1/2 more: cramped position. Day shift one week: night shift next. see label on photo 162. Grafton, W. Va.* Location: Grafton, West Virginia. United States Grafton West Virginia, 1908. October. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/2018673785/>.

Hospital laundry photo:

Delano, J., photographer. (1942) *Chicago, Illinois. Provident Hospital. In the laundry.* United States Cook County Illinois Chicago, 1942. Mar. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/2017828894/>.

Nurse making bed photo:

Bubley, E., photographer. (1943) *Washington, D.C. High school students who work as nurse's aides at emergency hospital learning to make a bed according to hospital standards.* United States Washington D.C. District of Columbia Washington D.C, 1943. Oct. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/2017862454/>.

Liberty Theatre photo:

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LOVERS LEAP CUMBERLAND Md. U.S. 40

George Ternent & Sons Dry Goods Store, Lonaconing, Md.: A History

Name: John H. Ternent

Occupation: Partner in George Ternent & Sons Dry Goods Store

Residence: Lonaconing, Md.

Birth Date: February 3, 1942

Date and Place of Interview: April 18, 1977 at Mr. Ternent's home.

Transcribed by Celeste Bartlett 4/14/08

I'm Carol Johnson and today is April 18, 1977. And my interview is about Ternent's Dry Goods Store in Lonaconing. The interview takes place at Jack Ternent's home.

Ternent: My name is John H. Ternent; I'm a partner of George Ternent & Sons. My occupation of course is a merchant. I was born February 3, 1942 in Lonaconing. My current address today is 1 Pershing Street, Lonaconing, MD.

CJ: When did the business begin?

Ternent: The business began in 1885.

CJ: Who was responsible for starting it?

Ternent: It would be my grandfather, George Ternent, started the business, and at the same location as it is today.

CJ: Has the size changed any since then, compared to today?

Ternent: You mean the building?



George Ternent



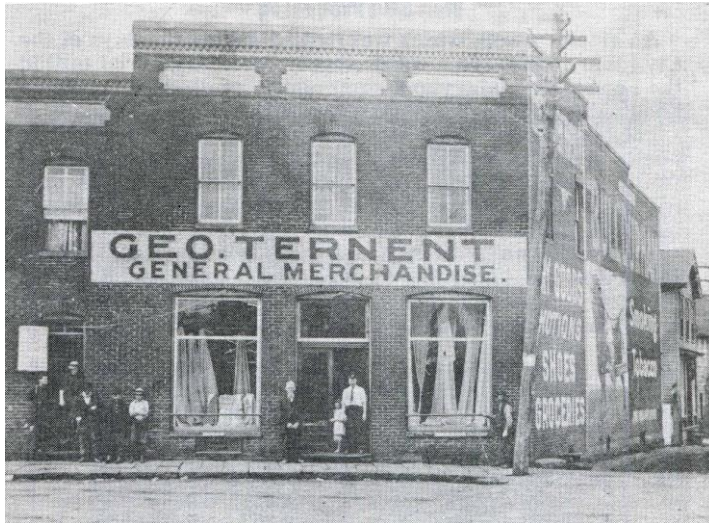
George Ternent Sons Store, 1889

CJ: Yeah.

Ternent: We have added on. It started out just as a general store, more or less in one room, and we added--in 1933, we added a dress department, and we have a barn in the back where we have roofing and building materials.

CJ: What types of products did you sell then compared to today?

Ternent: Well, when it first started, we sold dry goods, which was very big then because most everybody did their own sewing; and spices, and flour was sold by the barrel, and kerosene--'cause there wasn't much electricity. And light hardware, gun powder was sold then, and shoes--a lot of shoes—and we sold a lot of boots--people worked in the mine. Mining stuff...canvas, stuff like that...mining hats...carbide.



George Ternent Sons Store, early 1900s

CJ: Have the prices changed from then to today, much?

Ternent: Of course, a lot of the prices have changed, but one thing that has changed in the opposite direction is kerosene. Years ago, kerosene was much higher 'cause of what it cost to refine it years ago. It'd be that much cheaper today. Today kerosene can be bought about 60 cents a gallon. Our books show kerosene sold for about \$1.40 a gallon. It is very unusual to find something that changed that way.

Most other prices have gone completely up--a lot of difference in price, much higher.

CJ: What products sold best back then compared to today?

Ternent: Well, just with products, most of the products sold then were what was in demand. Like we sold a lot of flour; it was bought by the barrel because they needed flour and they couldn't get it. And of course, the kerosene was sold, and a lot of potatoes were sold, and there was a lot of trading done too, in some cases. Of course, in today's markets you don't sell in those quantities. We don't sell as many groceries today; we're more into clothing--men's clothing, and shoes--men's shoes, a lot of work shoes, and stuff like that.



CJ: What was the most successful time of business?

Ternent: Well of course for most people it was...it wasn't myself, it'd be my father--during the war periods; WWI & II was the most successful years...a demand for a lot of goods.

CJ: How did the flood affect your business?



George Ternent Sons Store, 1936 Flood

Ternent: Well, the flood really didn't affect it very much; of course, at that time I was very young, I wasn't there. My father...they had to spend all night at the store; they couldn't get out. They had to of course sandbag the front of the building, but when the water went down, things went back to normal.

CJ: Were there any other effects on your business?

Ternent: Well, of course the times we're in have changed and the great effects were since the 1960's, when they started shopping centers in the area; for a while they hurt the area, but we find as people go on, they come back to small towns and shop.

And they seem to like it that way, so we see a pretty good future. I hope so.

CJ: Do you hope to hand it down to...?

Ternent: Well I don't know, we're into the third generation now. It started in 1885, which is one year before Sears started; we're on our ninety-second year, and Sears is on their ninety-first. Right now we've gone into the third generation. It may be a possibility, of course our children are very young, we don't know at this point. It would be nice to carry it on, I guess another...couple years? But that's a long while to carry any one business in a family, ninety-one years.



George Ternent Sons Store, in March, 2022

CJ: Do you see any big changes in your store, in the future?

Ternent: Well, as far as changes, we have handled many goods and dropped several lines. At one time we used to sell washing machines, at one time we sold a lot of toys; and today we don't sell toys, nor washing machines. There's been a lot of goods that we've handled that we don't handle today. There's new items on the market every day, it gives you opportunity as you go along. So, it makes it very interesting and exciting.

CJ: Well, is there anything else you would like to add?

Ternent: Well, business is quite a challenge and it doesn't get monotonous, that's one thing for sure. [laughs] And I enjoy it very much, and I hope anybody that goes into business enjoys it too, because a lot of time it's long hours, but that's what success is.

CJ: Well, thank you for taking your time to do this interview.



George Ternent Sons, Jackson St. Lonaconing in March, 2022

PHOTO CREDITS:

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German Brewing Company

Eugene Morin

Interviewed by Sandra Ansel

SA: I am interviewing Mr. Eugene Morin. He resides at 1304 Kentucky Ave. I will be asking questions concerning the Old German Brewery where he was once employed. How long were you employed at the brewery?

Morin: I was employed there for 28 years, 1946 to 1974.

SA: What position did you hold?

Morin: I was superintendent of shipping, production, and also dispatcher for trailer trucks and drivers that we had employed.

SA: In what year, and by whom was the Queen City Brewing Company founded?

Morin: It was back in 1901; Mr. Warren C. White got together with some local businessmen and talked to them in regards to starting a new brewery in Cumberland.

SA: How did he come about conceiving this business?



German Brewing Company, Cumberland, MD

Morin: Mr. White was a man of foresight, and since this area was populated with a lot of citizens of German descent, he knew that he would find ready acceptance for a nice German-type beer in this area.

SA: Who were the original directors of this company?

Morin: The original board of directors of this new company which was forming was all local citizens and stockholders. They were Mr. E.B. Carpenter, Martin Gerbig, Frank Blaul, Thomas Smouse, Mike Morgan, C.A. Miller, and Herman M. Siefers, along with Mr. White, who was elected the first president of the new brewery.

SA: What year was the Old German Brewing Company established?

Morin: It was on March 8, 1901 when brewing operations began.

SA: Where were the company products distributed?

Morin: Due to the limited transportation in those early days, the beer was only sold in Cumberland and nearby counties of West Virginia and Pennsylvania, due to lack of transportation to extend any further from the area.

SA: What were the brand names?

Morin: The first brands produced were Bohemian and White Label Beer.

SA: When did the Old German Brewing Company change its name, and why did they do this?

Morin: That was back in 1917 when the United States entered World War I. The name was changed to the Liberty Brewing Company at that time, since we were at war with the Germans.

SA: With this change, did the directors or the head men also change?

Morin: No, all the directors held their appointed offices at this time.

SA: Was there at any time a woman ever held a position in this company?

Morin: Yes, back in 1934 Mrs. Emma Miller was elected as vice president of the firm. Her husband, C.A.L. Miller had been on the board of directors from 1920 to 1933. He also had been one of the original stockholders, and this is why Mrs. Miller was elected on the board.

SA: And what were the conditions of the brewery at this time?

Morin: The brewery has to be very spotless as far as sanitation is involved, because any food processing plant--anything made for human consumption--has to be spotless and very sanitary. This was kept this way at all times.

SA: And what was the equipment like?

Morin: We had very specialized equipment in the brewery. Bottle washers, packers, filling machines, six pack machines, uncasers, loading machines, and so forth.

SA: Did over the years the equipment change?

Morin: Quite often; every time the brewery changed to a different sized package or type of package, a new machine had to be purchased in order to bottle or can the different sized containers. We also purchased new equipment in order to stay competitive and to increase our production over the years.



German/Queen City Brewing Company products on display in the Allegany Museum, Cumberland, MD, 2022

SA: And were there any disasters which affected the company in any way?



German Brewing Company during the flood of 1936

Morin: Well, long before my time, back in 1936, all the cellars in the brew house and the bottling house both had about ten feet of water in them in that large flood that we had in March of that year.

SA: And when was the Cumberland Brewing Company formed and by whom?

Morin: The Cumberland Brewery was formed in 1890 by a group of citizens of Cumberland. The officers at that time were

James Clark, who was also president of a distillery in LaVale; John Keating; the treasurer was William Buchholtz; and the assistant superintendent was Andrew J. Fesenmeier, who all were local citizens.

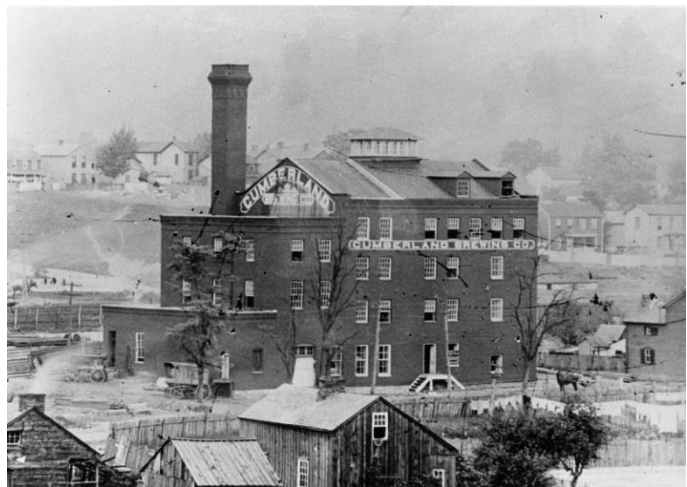
SA: And where was the site of the brewery?

Morin: Cumberland Brewery was built on the site of the old Cumberland Cotton Mill, which made uniforms for soldiers of the Union Army during the Civil War. It was located up at the very end of North Centre St.

SA: Approximately, what was the annual output of the brewery?

Morin: We produced around 250,000 barrels of beer on a yearly basis.

SA: What year was the new warehouse built?



Cumberland Brewing Company

Morin: That was started in August of 1966, and it was completed in March of 1967.

SA: When did the Cumberland Brewing Company close down?

Morin: We closed that plant on April 30th, '69 and consolidated all operations of both breweries in one plant, the Queen City Brewing Company on Market St.

SA: When did the Queen City Brewing Company close down?

Morin: Queen City closed down on December 6th, 1974. The beer was still being shipped up until December the 19th.

SA: After the closing, who, if anyone, manufactured the beer here in town?

Morin: Pittsburgh Brewing company purchased much of our supplies and equipment at this time, and also the rights to bottle our products, and the brand names that we used they also took to their plant in Pittsburgh, Pennsylvania.

SA: Why did the company close down?

Morin: In the summer of 1974 the cost of all products necessary to make beer began to skyrocket. The cost to produce beer increased twofold. The company could not raise the prices for the product due to the fact that the big breweries would not raise their prices, thus forcing the small breweries, and regional breweries, to go out of business.

SA: And how many employees lost their job?

Morin: At the time of closing, we had 135 employees.

SA: Was the brewery aware that they were in trouble?

Morin: We could see the writing on the wall, and knew it was just a matter of time before we closed due to the economic conditions.

SA: When was the last beer brewed and bottled?

Morin: The last beer was brewed in the brewhouse on November 5th of '74, and the last to get bottled was on December 6. This time lapse is due to the aging process of the beer after it was made and before it was bottled.

SA: Finally, when was the brewery completely shut down?

Morin: Just before Christmas of 1974 on December the 19th. I sent the last load of beer to Baltimore, Maryland and that was the end of the brewing industry in this city forever.

SA: Thank you.



[Editor's Note: Mr. Morin thought beer brewing was gone from Cumberland forever. As of the time of the publication of this oral history (2022), there is the 1812 Brewery and Dig Deep Brewing Company, pictured below.]



PHOTO CREDITS:

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Gunter Hotel

We're interviewing Mrs. Kemp, the former owner of the Gunter Hotel.

KC/RAD: Could you briefly describe the history and construction of the hotel?



Gunter Hotel, Frostburg, Maryland in 2022

Kemp: Yes, the hotel was started in 1895, they started building it. It was completed in 1897. There were a half a dozen or so small homes torn down for the ground to build on. The building is brick and when it was built it was modern, a very modern design in the architecture and the arrangement of the hotel. The front is four stories high; the rear of the building is five stories high. And when it was built, there was no equal to it in the state of Maryland, other than one hotel in Baltimore. In fact, this was the second largest hotel in the state of Maryland when it was built. There were a hundred and ten guest rooms; they all opened to

light. There was ample dining space—there were three dining rooms and a large kitchen area. And there was another attraction: the back of the building had balconies, which overlooked the beautiful scenery. The landscape and all was beautiful. The building was built by W.E.G. Hitchins and Company. They were the projectors and the builders, also proprietors; and it was named the Hotel Gladstone. And it was built at a cost of a little over \$100,000.

KC/RAD: How did you acquire the Gunter Hotel?

Kemp: We leased the hotel from Mr. and Mrs. John Cornish, in 1947.

KC/RAD: How long did you own it?

Kemp: Well, as I say, we leased the hotel business until '67, when my husband and I bought the entire building and businesses. And I kept it until 1974, when I sold it.

KC/RAD: How was the hotel run?

Kemp: It was run as a transit or tourist, as well as regular guests who made their homes there; people who made their homes there.

KC/RAD: What changes did the hotel undergo before, during, and after your ownership?

Kemp: Well, before, as I understand it, I think it was in 1925, the entire front of the building was changed to its present--what it looks like today. As I understand, when the Cornish's bought the hotel, when they first bought it, they had to renovate quite a bit of the interior and refurnish it completely. And after we took it over, we redecorated, completely redecorated all of the rooms, paint-wise and furniture-wise.

KC/RAD: Did anyone famous or important ever stay?

Kemp: Well, yes, years ago there was quite a few, as I understand, such people as Henry Ford; he often stayed there as he traveled through. And while we were there, we had a number of senators, and some of the old-time baseball fans would remember Rosey Rowswell, who broadcasted the Pittsburgh Pirates. And we had several--a number of--orchestras, such as Charlie Barnet's, Glenn Miller's, Rubinoff--of the famous Rubinoff and his violin, the Russian Cossacks. Many such people.



Gunter Hotel, Frostburg, Maryland in 2022

KC/RAD: What season did the hotel seem busiest?

Kemp: Well, I would have to say summer months, I guess, because there were homecomings, various alumni parties, and conventions, Daughters of American Pythian Sisters, and an awful lot of former Frostburgers came back for a week or two weeks at a time in the summertime and they stayed at the Gunter.

KC/RAD: Since Frostburg is a college town, did you ever house college students?

Kemp: Yes, we housed students; we housed girls for the college for about eight and a half years.

KC/RAD: How many rooms are there in the hotel?

Kemp: Well, as I said previously, it was built as a hundred-and-ten-room hotel, but in our time, we used sixty-five units.

KC/RAD: What are the rooms equipped with?

Kemp: Well, all the rooms are completely furnished, as your bedroom would be at home. Some rooms have private baths, some just with running water--that is, just the lavatory in the room--they use the bath on the hall. And some of the units are connecting rooms--two rooms connecting, with bath.



Lobby area, Gunter Hotel, Frostburg, Maryland in 2022

KC/RAD: How many people did you have on staff, and what were their duties?

Kemp: We had three maids upstairs, keeping the, naturally...well, that's self-explanatory. We had three shifts in the office, desk clerks; and their duties were renting rooms, of course, taking care of selling bus tickets, working at bus schedules. And, as I say, after we bought it, of course, then we had the bar and we had two bartenders, janitor, night man.

KC/RAD: Did anyone ever stay in the hotel on a regular basis?

Kemp: Oh, yes. We had quite a few regular people who made their home at the hotel.

KC/RAD: What does the downstairs area of the hotel consist of?

Kemp: Well, this would be your lobby, and the office, and now the little front room is used as the taxi office. The bar is located on the first, ground floor; and Beall, Garner, and Geare Insurance offices.

KC/RAD: Where do the guests have their meals?

Kemp: Well, they would have to eat out now. The dining rooms were did away with quite a few years ago.



Lobby area, Gunter Hotel, Frostburg, Maryland in 2022

KC/RAD: Was the cab company and the bus station there when you owned it?

Kemp: The agency for the bus was, but the taxi wasn't when we first went there. We rented to them after we went there.

KC/RAD: Was the bus station always called Greyhound?

Kemp: No, it was Blue Ridge Lines until 1956, I think it was, when Eastern--Greyhound--bought them out.

KC/RAD: Is there any entertainment for the guests in the hotel?

Kemp: I don't know what they have today. Of course, when we were there, it was just the bar; that was all.

KC/RAD: Did you have a special room for dances or banquets?

Kemp: Yes, there was a large room that had one time been a cocktail lounge. We held private dances and parties various times.

KC/RAD: Were there any rivals in Frostburg for the hotel?

Kemp: Years ago, yes. There were two other hotels--the old St. Cloud and the old Raith(?) Hotel.

KC/RAD: What was beside the hotel, and across from it?

Kemp: Well, before the Prichard Building and the building that now houses Crestmont, there was the building which housed a drugstore. I think they called it Shay's(?) Drugstore. I don't know how far back that goes. And the Eleanor Building, which is across the street at present, was built in 1900. And before that, I don't know.

KC/RAD: How many previous owners were there?

Kemp: Well, as I say, the Hitchins Company built it, and I have an old menu I found of 1902 in the dining room, and it had proprietor George W. Ziegler. Then it seems that there were several failures over the years and sometime in 1902, Mr. William R. Gunter assumed the ownership of the hotel. And for a while, he demonstrated that Frostburg *could* ensure the success of a large hotel. And then...I don't know...somewhere along the line, he failed, because in '37 Mr. and Mrs. John Cornish, Sr. and Mr. and Mrs. John Cornish, Jr. acquired the hotel from Earl Cobey, who was trustee for the bank. And they had the hotel then until we purchased it from them. And I assume, I don't know, but I assume that it was after Mr. Gunter assumed the ownership that it was changed to the Gunter Hotel.



Lobby area, Gunter Hotel, Frostburg, Maryland in 2022

KC/RAD: Was it always located where it is now?

Kemp: Yes.

KC/RAD: Did any special events ever take place in the hotel?

Kemp: Well, as I say, it was headquarters for quite a few lodge conventions, and fireman's conventions, and the lobby was used, oh, so many times for flower shows, for homecoming headquarters; it was used by Red Cross--many things of this nature. Yes, and the little marquee out in front, for years it was usually used for the judges of the parades in town.

KC/RAD: Were there ever any emergencies or anyone seriously hurt in the hotel?

Kemp: Not to my knowledge. Like I say, we've naturally had to take people who became ill, take them to the hospital. And we had a few guests who died in the hotel. But, no real emergencies, or anything like I think you mean.

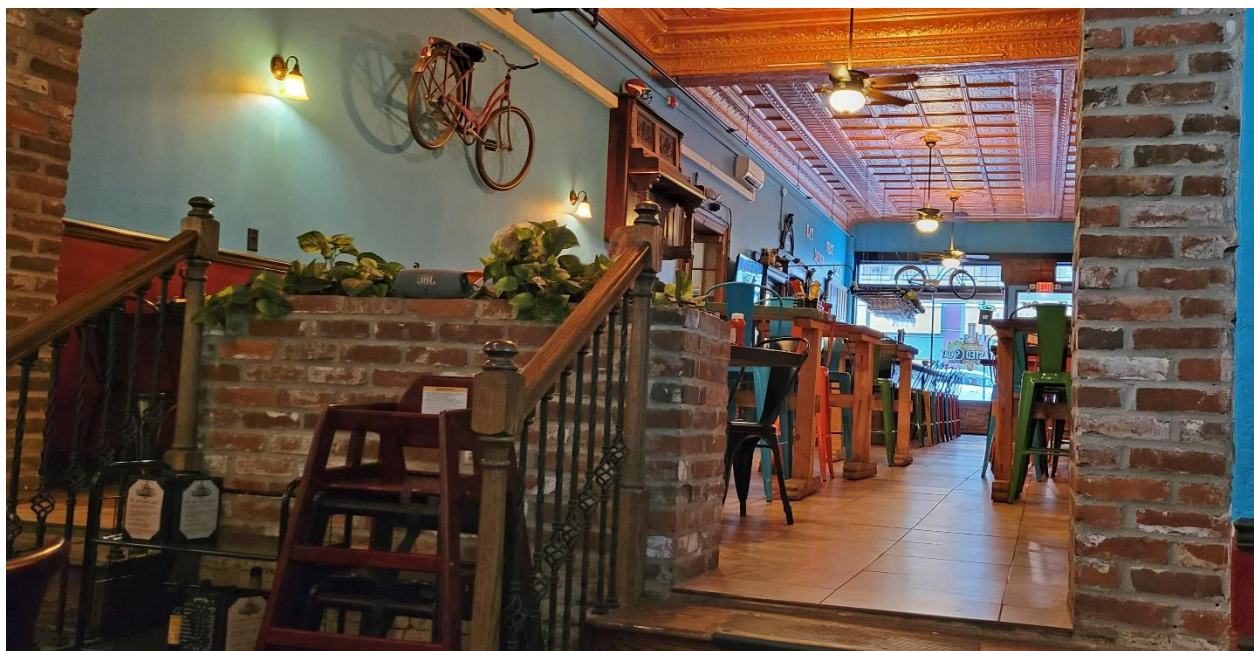
KC/RAD: Why did you sell the hotel?

Kemp: Well, after my husband died in 1970, it was just too much for one person to run any longer. I couldn't carry out the plans that we had made together, so I thought it best for all concerned.

KC/RAD: Who did you sell it to?

Kemp: Mr. and Mrs. Cecil Dye.

KC/RAD: I'm Kim Cutter and Ruth Ann Duncan interviewing Mrs. Kemp on the Gunter Hotel. Thank you for the interview.



The Toasted Goat, located inside the Gunter Hotel, Frostburg, Maryland in 2022

The History of Schwarzenbach's Store

Name: George A. Schwarzenbach

Interviewed by Chris Deremer 2/24/77

Transcribed by Celeste Bartlett 4/14/08

...George A. Schwarzenbach, former owner of Schwarzenbach's clothing store. We are going to discuss the history of Schwarzenbach's. I'm Chris Deremer and today is February 24, 1977. We are here at Schwarzenbach's store.

CD: How long has Schwarzenbach's been in Cumberland?

Schwarzenbach: Schwarzenbach's has been in Cumberland since 1869, or a hundred and eight years.

CD: Ok, what member of your family started the business?

Schwarzenbach: My grandfather George Schwarzenbach started the business.

CD: How did he get started in the business, do you know?

Schwarzenbach: To the best of my recollection as passed on to me by my father, my grandfather was set up in business by his father-in-law who was a merchant tailor in Baltimore at the time. This was after my grandfather had spent his teens as a cabin boy and a member of the crew on the North German Lloyd Line.

CD: Ok, where was the original store?

Schwarzenbach: The original store was on North Mechanic Street, approximately two to three doors...west...or north of Baltimore Street, where the parking area is now.

CD: Ok, what type of business did he do, was he in the clothing business too?

Schwarzenbach: He, my grandfather, started a clothing store for men. In those days, things were a little different. Early records show people buying...here are the records... shirts, socks, comforters...approximately the same things as they buy today, only of a different type, a different make.



Schwarzenbach & Son Store Window

CD: Could you describe the appearance of the store?

Schwarzenbach: The store in 1869 was on the ground floor of a three-story building. It appears to be approximately twenty-five feet to thirty feet wide; the depth of the store is unknown. With a small display window in the front, and at that time merchandise hanging outside of the store from an awning type of construction.

CD: I see that Schwarzenbach's wasn't the original name, can you tell me something about it..?

Schwarzenbach: The original name...this is when my grandfather's father-in-law set my grandfather up in business in Cumberland, which lasted approximately six months.

CD: What was his name?

Schwarzenbach: My grandmother's father's name was Weigman.

CD: Do you know why he chose the retail clothing business? I guess because...

Schwarzenbach: Well, I'd rather imagine he chose it because of the incentive his father-in-law presented to him.

CD: How much did a suit cost then as compared to today?

Schwarzenbach: Suits in those days were tailor- or custom-made. There was no such thing as a ready-made suit off the rack as we know it today. A suit in those days: here it says, "one suit clothes--fourteen dollars"...1871. It also says: "one hat--one dollar".

CD: Gee whiz...do you know if they were selling the same brand of clothes as you do today?

Schwarzenbach: The answer is no, because brand clothing did not come into existence to any great extent until the latter part of the 19th century--in the 1880's to 1900. In the early days there were no brands.

CD: Do you remember any of the names of the brands when they first came into existence?

Schwarzenbach: When the brands came into existence?

CD: Yeah.

Schwarzenbach: Well, there are some old brands such as Hart Schaffner & Marx, Kuppenheimer, Stetson hats...those are several that I know.

CD: How was the merchandise delivered to the store?

Schwarzenbach: Well, I rather imagine that the merchandise came by train, because they certainly had no automobiles or air transportation or anything in those days--and it might have come by wagon.

CD: When did you move from Mechanic Street to Baltimore Street?

Schwarzenbach: The move was made about 1890, up to an area which is now occupied by GC Murphy Company.

CD: Ok, who was operating the store then?

Schwarzenbach: At that time the store was operated by my grandfather, my father, and my two uncles: namely, George Jr., and Emil.

CD: Did you purchase the property?

Schwarzenbach: That property was not purchased, no. That was rented, from whom I don't know.

CD: Ok, how has the store changed in appearance, compared to when you first moved in?

Schwarzenbach: I misunderstood your question. We moved from Mechanic Street to Baltimore Street, where Murphy's is now, then a move was made from Murphy's across the street to what is now the Peskin Building--in those days it was the YMCA building. In 1912, the store was moved to its present location, which was prior to the building being built--the home belonging to the Shepherd Estate.

CD: What family member succeeded the original owner?

Schwarzenbach: My grandfather was succeeded by my father John, my uncle George, and my uncle Emil.



Schwarzenbach & Son Storefront, 2021

CD: Ok, what changes did they make in the business?

Schwarzenbach: They enlarged the business, modernized it, and...pursued it, with great merchandising.

CD: Ok, how did the advertising change?

Schwarzenbach: Around 1914...I happen to have a booklet that was sent out by direct mail to I don't know how many people. This was sent out semi-annually, because in those days people, when they came to Cumberland from the surrounding areas, such as Romney, down as far as Moorefield, Petersburg, Keyser, Piedmont, Frostburg--it was a day's trip to get here, and when they came, they provided themselves with most of the needs before they started back, because they would not be in again to purchase for maybe several months.

CD: How long was your father the manager of the business?

Schwarzenbach: Approximately fifty years.

CD: Did you work in the store when you were a boy?



Schwarzenbach & Son Store,
Baltimore St, Cumberland, MD

Schwarzenbach: As a boy at an early age, I delivered packages when I had a small bicycle; I was not large enough to operate a standard size bicycle. And in those days, deliveries were made by boys.

CD: How old were you then, do you remember?

Schwarzenbach: I was nine, ten years of age.

CD: When did you take over the business?

Schwarzenbach: I helped my father after coming out of the service, following WWII. I helped my father and as his health became...less...as he became more unhealthy, let's say...as he became older, I took over. And eventually I was operating it, from 1950, '51.

CD: How many changes did you make in this store, yourself?

Schwarzenbach: Well, I continued the operation of the business more or less the way it had been going because it had been successful; however, I tried to keep it up to date from the managerial point of view

and the merchandising point of view.

CD: What was the demand for formal clothing then, was there as much of a demand as it is today?

Schwarzenbach: By "then", when do you mean?

CD: When you started.

Schwarzenbach: When I started? Well, when I started, formal clothing was worn for dances, formal dinners, and there was much formal clothing worn at that time. There were county balls in Cumberland which were tremendous social affairs. No one would ever appear--no *man* would ever appear--without wearing at least a tuxedo, or full dress as they were known.

CD: Ok, how was business affected by the depression that started in 1929?

Schwarzenbach: The depression, the business was affected probably just like any other business was affected in--actually the effect came in 1930 and '31, because at that time people were out of jobs, they didn't have money to buy things, they had no work; there was no such thing as unemployment insurance. Then President Roosevelt came in and he closed all the banks in 1933. Some people had money in these banks and *never* got it out of there.

CD: That's a shame.

Schwarzenbach: And it...gradually the WPA, the BWA gave people work—but it was a temporary type of thing until business could get back, giving permanent work.

CD: Ok, what losses were sustained during the flood in 1936?

Schwarzenbach: Fortunately for us in the store, no losses were sustained because the water, after watching it rise, came up to the front door sill and receded; we were very fortunate at that time.

CD: Lucky! How long have you actively engaged in the operation of the business?

Schwarzenbach: Personally, I have been engaged in the operation of the business...I came in in 1932—or later '32, early '33--and took over the boy's department, then I actively took over the men's department after WWII. I spent four years in the service.

CD: What branch were you in?

Schwarzenbach: I was in what was known as the Army Unassigned branch: I ran, at that time, post exchanges. The reason I was selected to run the post exchange was that I had been trained and knew the operation of a business or store, and post exchanges, as they are now, provide the enlisted men with things of need which were not provided by the Army.

CD: How was the family in your opinion able to keep the business in operation for so many years?

Schwarzenbach: Well, that's a good question, but a simple question: because we gave real dollar value. People, when they came in here, knew they were getting good

merchandise at a fair price, and that if it would wear not satisfactory, we would see that it was made satisfactory.

CD: Why and under what circumstances did you--the last family member--leave the business?

Schwarzenbach: Well, I was getting a little older, and since I had no children, I thought that I'd try to get a little bit more out of life before my time came to depart.

CD: Well, I don't blame you! Over the years, how did the various members of your family in the business help the community; I mean, what projects were they involved in, in the community?

Schwarzenbach: Well, my father was quite interested in Masons. He helped originate the Scottish Rite in Cumberland many years ago. He went to Baltimore and took instructions, and later came up here to get the chapter started. My grandfather was interested in Church work. He was also on the Board of Directors of the old First National Bank about 1910; incidentally, I am now on the Board of Directors of the First National Bank in 1977.

CD: Really? Could you tell me about your Aunt?

Schwarzenbach: My Aunt Henny as she was known...she was quite a character, but she had the primary drive to get the Crippled Children's League, or what is known technically as the Allegany County League for Crippled Children. She helped get it started in Cumberland around 1935 with the aid of Dr. Bennett--an orthopedic surgeon from Baltimore--and Dr. Eaton, assistant to Dr. Bennett as an orthopedic surgeon. Over the period of years, this organization has done many, many more...has done much more than its share in helping the crippled children of this area.

CD: Ok, how do you feel about being the last family member in the business?

Schwarzenbach: There is not much that I can feel because...I'm it!

CD: You don't have any...

Schwarzenbach: No sons, no heirs, no.

CD: Ok, can you tell me about the second floor?

Schwarzenbach: Well, back in the '30's they had some toys, little animals, which the children would ride while their mothers were making their purchases on the second floor. And the children would be brought downtown by their mothers, and they always wanted to come in the store where the animals were, to ride the animals. Well, that was very good--except at times the mother would want to get her son to try on a suit or coat for him, and he'd ride by on this little bear [laughs], she'd have to grab him and hold

onto him...but it was quite a drawing card for the children; and those animals, I still run into some people now and then who'll reminisce with me about coming to the store, when they were young, and riding the animals on the second floor.

CD: Why did you change your mind about...what made you not sell youth's clothes anymore?

Schwarzenbach: Well, that came about around 1971 because the boys stopped wearing dress-up clothing; all they were wearing were jeans and T-shirts, and they couldn't be made to dress up. The mothers would like to get them an outfit for Easter or back to school, but all they wanted were jeans-- and we just couldn't stay in business selling jeans: we were a dress-up business.



Schwarzenbach & Son Store Sign, 2021

CD: I don't have any more questions, is there anything you'd like to add?

Schwarzenbach: Well, I still have people come in and talk about years ago, and a man will come in and say, well, I brought my son in here, he brought his son in, and now the grandson is coming in. It goes back four generations; when people mention the name Schwarzenbach, it stands for quality that they know is good.

CD: Ok thank you, I really appreciate it.

Schwarzenbach: Well, you're welcome.

PHOTO CREDITS:

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History of St. Phillips Chapel, Smallwood St.

Name: Romaine Denson Franklin

History of St. Philips Chapel, Smallwood St.

Transcribed by Celeste Bartlett 1/2008

My name is Patricia Holly and I'm interviewing Mrs. Romaine Denson Franklin, whose grandfather was instrumental in starting St. Philips Chapel.

Romaine, I'd like for you to tell me please what you can recall as a child being told by your father or your grandfather about St. Philips.



Maria (Johnson) Denson
and Samuel Denson

Franklin: I am the only grandchild of Samuel Denson living in the Cumberland area now. There's others, but not in Cumberland. My father was the eighth child of a family of thirteen children. My grandfather was the sexton at the Emmanuel Church, and helped to pump the organ at that time--this was probably back in the late 1800's--and very often took the children with him to church, and the boys helped assist in pumping the organ. Then as time went on, they began to take their friends to church. So, you can see how it could have grown with thirteen children, and if each child took one friend, there was quite a group. This is how the group really, really started. My father married my mother, whose home was in Piedmont, WV. She was not an Episcopalian at that time, but very soon joined the church after marrying daddy. Both were very, very active in the church, mother believing that the wives

should follow in the religious respects of the husband, and then we--my sister and I--were really born and raised in the Church.

I was baptized by the first black priest at St. Philips, Rev. Dawson. Later, I was confirmed into the church at age eleven by the second black minister, who was Father Trotman. Father Trotman was a West Indies minister and made a terrific impression on the Episcopal Church in Cumberland, being from the Church of England and a very high churchman--was much...in instigating St. Philips' characteristics. St. Philips was considered the highest Episcopal Church in the area, much higher than Emmanuel and Holy Cross, due to the teaching and instruction of Father Trotman, who was really from the West Indies and also friends with Judge Cramer. He was very rigid with the Confirmation instructions, and I remember we had a little book with ninety questions, and I had to learn that book backwards, frontwards, and all the way around. I meant to bring the book with me because--those questions I worked so hard with to be confirmed, I meant to bring it with me today but didn't. I went to Sunday school every Sunday, very seldom missed a Sunday for Sunday school. I remember later I was sent to St. Paul's Episcopal School in Lawrenceville, Virginia, and I was there for two weeks. Just studied church history for two weeks in Lawrenceville. I had a lot of fun, but it was all church history. I served on the [unclear].

My father worked as the janitor, as [unclear], and every little job that had to be done at St. Philips, I think he had part in. Fired the furnace, shoveled the snow, and all these things. So, in the early days, St. Philips really made a terrific impression on me

because of the way in which I was brought up from the time I was christened. Later, the depression days come--I was probably in my early teens at this time—and at this time we had built the little church on Smallwood St. I don't remember just how much the church cost and how much we owed the bank at the time, but I remember how my mother struggled every month during the depression days to get ten dollars a month, and this ten dollars was the interest that had to be paid on the church so that we would not lose the church. And sometimes it was quite a struggle because there was really only two people besides herself that she could depend on every month of getting a dollar. That was Kathleen Cooper, who is also a grandchild of Samuel Denson, and at that time was teaching school in the area, and Mr. Edward Daw.

Mother was always able to give a dollar, but it was depression days and sometimes her and daddy together could not give a dollar apiece--but some way, somehow, she always managed to get that ten dollars to pay off the interest and hold that church together during the depression days. Then later we got a minister, we were able to carry on...we had church dinners; we were able to pay on the principal of the church through the dinners. We worked *hard* with the dinners--we raised a nice sum of money at the dinners. And I remember very well, we had a dessert table which we received a lot of revenue from at the dinners: everybody at the church would make what they thought they made best--seemed like was their own little



St. Philip's Chapel on Smallwood St., Cumberland, MD

specialty. I remember mother's was lemon pie, mine was caramel cake [laughs]. So, but though we worked very hard, at the end of the dinner we all sat down, we ate--we worked hard, the dinner had been a success, and we still enjoyed every minute of all the work that we had done. I also remember when we had the bill down to five hundred dollars--we owed five hundred dollars on the church, and we wanted to pay it off. I was elected to be the chairman of that particular drive, and I said I can do it, I feel sure I can do it, but let's make it short and sweet. So I allowed myself three weeks for the drive for five hundred dollars--and we raised it, we paid off the debt of the church, and that was another very happy time in our lives. Everybody pitched in and worked together, and it was a whole lot of fun.

So, I guess I have to say that we all loved the church very, very dearly. We loved the church and all that it stood for. Everybody participated in the service, and all the activities that had to be performed. I am still...I am an Episcopalian. I shall always be. I do not go to church like I used to. I still profess to be a Christian, but I don't think you have to go to church to be one--I still do all I can for my fellow man. But I remember the Sunday that Father Cox during his service said he wanted to have a church meeting,

and asked everyone to stay after church. At this time, it was when he told us that we were going to close St. Philips....

PH: Romaine, before we get to the part where they are going to close the Church, let's back up a few minutes and talk about the social activities, and the dances and things that St. Philips used to be involved in, and what it meant to the community and that sort of thing. Ok?

Franklin: Ok, that's really good. We used to have the dances in the parish hall. They built the parish hall before they built the church because they felt that they could have both entertainment and our services in the parish hall. And *all* the young people in town would go on Friday nights to the dances at the parish hall. I think just about *every* young person in town--every young Black person in town--learned to dance at the parish hall [laughs]. [Holly: It's true] Many of the young people, this is where you'd go, you'd meet your boyfriend, and a lot of romances started right at the dances--and the fun that we would have at the parish hall. You usually had to pay about ten, maybe fifteen cents to get in. They would sell hotdogs, hamburgs, and soft drinks, sometimes punch. And we would have just a grand and glorious time there. All the young people there together. It wasn't just for Episcopalians--all young people in town went to the parish hall for dances. Sometimes they had a record player, sometimes they had an orchestra--and many of you probably don't remember, but they used to have what they call a player piano--and we had a player piano, and took turns pumping it for the dances. And it was just a grand and glorious time. *Everybody* went to the parish hall for dances.

PH: I can remember I had my graduation party at the parish hall.

Franklin: You did?! [laughs].

PH: It used to be very active in the social life of the Black kids in this town. It's kind of sad, because we had a great fellowship that the kids can't get any place today. It's really true.

Now, if you feel up to it, can we get back to the closing, or would you rather cut it off here?

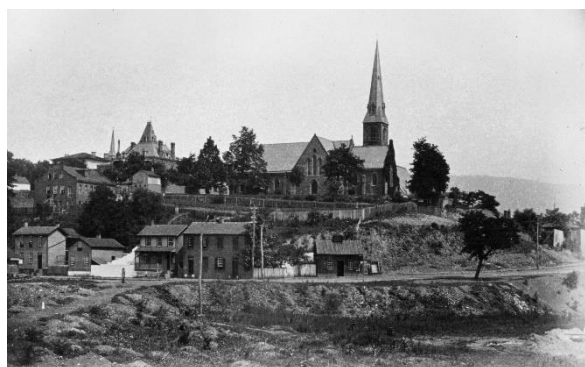
Franklin: Let's come back tomorrow....

PH: Ok.

Franklin: One Sunday we had the morning service at St. Philips, and at this time Father Cox said that he would like to have a meeting with the congregation. No one really knew at the time what he was going to say. But this was the morning in which he informed us that St. Philips would be closed. He did give us a time element of approximately within six months. Everyone was shocked, hurt. He suggested that all of us transfer our membership to Holy Cross, where he served. Most of the congregation did transfer. After making this announcement, he turned the meeting over to the

congregation and he left so that we could discuss it at our own free will. Kathleen Cooper acted as the chairperson for the meeting. I was the secretary. We were the two grandchildren of Samuel Denson, the originator of the church.

But before this announcement was made, several years before this, Father Cox stopped the members of St. Philips from having any money-making projects. He said at the time it was the directive of the Bishop, though we knew other churches, the Episcopal churches in the Diocese, did have fundraising activities, and still do. Just last week Emmanuel had a Christmas supper. Without these fundraising activities, we knew we couldn't exist. We were small, we were giving as much as we could; for our survival, we knew we had to have these activities--but they were stopped. Therefore, we could never have been self-supporting, and under these conditions we realized that the day, sooner or later, would come that we would have to close St. Philips. Well, we discussed the situation at this meeting. It was decided then we would close immediately. We discussed the pros and cons, and we did not have another service at St. Philips. This all happened during the civil rights movement throughout the country. I was very active in this movement: serving as an officer at the time, of the NAACP, and working very hard in that organization. Father Cox wanted to integrate Holy Cross Church. Holy



Emmanuel Episcopal Church, Cumberland, MD

Cross was all the way across town. Most of the congregation of St. Philips lived on the West Side. I would have liked to have seen Father Cox integrate St. Philips. If not that, at least the Emmanuel, because it was nearer where the people that attended St. Philips lived. This he didn't do. I feel that Father Cox had other motives. He wanted to increase the membership at Holy Cross, increase the income of Holy Cross, because at this time Holy Cross had just built a new

church, was in heavy debt, and they needed all the money that they could possibly get. Father Cox did not have--to me--the interests of people in mind; he thought only of his own personal gains. In the books, it looked like Father Cox had done a terrific job, because the membership did increase. The church revenue increased. St. Philips had some endowment policies that he saw to were automatically turned over to Holy Cross. We had no say in this whatsoever. So, on paper, Father Cox looked very good. It worked out for him. He is a shrewd businessman--as a Christian, I don't know. But he's Bishop today. He's Bishop Cox.

PH: This has been an interview of Romaine Denson Franklin on St. Philips Chapel that used to be on Smallwood Street.

End of tape

Indian Artifacts in Western Maryland

The person I am going to interview is Eugene Hopkins. He was born November 21, 1904, in Talbot County, on the Eastern Shore of Maryland. His present residence is Bedford St., Cumberland, Maryland.

NT: What exactly do you collect?

Hopkins: I collect Indian artifacts from the Upper Potomac and Allegany County, and other parts of Maryland.

NT: What made you start this collection?

Hopkins: When I was a small boy, I found an arrowhead when I was working on the farm. From then on, I began to pick them up and gradually collect them for the rest of my life.

NT: How many various items do you have all together?

Hopkins: Probably about 2,500 Indian artifacts: axes and celts and beads, and so forth.

NT: Can you describe how you go about collecting them?

Hopkins: Well, you pick a place that you feel that the Indians or anyone else might want to live: close to water, close to a spring, and land above flood water; and if you find shells or parts of arrowheads and so forth in that area, you might feel that that is a place where Indians had once lived.

NT: In what areas did you find these artifacts?



Arrowheads on display at Greater Cumberland Regional Airport

Hopkins: Originally, I found...the first arrowhead was found in Talbot County, on the Eastern Shore of Maryland; the bulk of my collection comes from the upper Potomac between Cumberland and Keyser, along the riverbanks. Some were found along Evitts Creek, some along Town Creek.

NT: What difficulties occur when you're collecting these items?

Hopkins: Really, it's not a difficulty, it's just going out and finding them, usually. If the ground has been plowed or worked, you can find them on the surface; if the ground has not been plowed—or it's in pasture—it's almost impossible to find any arrowheads at all, or Indian artifacts.

NT: How do you go about overcoming these difficulties?

Hopkins: There is no way you can overcome it. You've just got to wait until the field is plowed, or the ground is cleared so you can see the surface.

NT: Do you have to contact anybody in order to collect these items?

Hopkins: Before I would collect--or look for arrowheads--I would contact the farmer who owns the land before I would go on someone's land and look for arrowheads. Usually, you can get permission without any difficulty.

NT: Who's the most influential in your collecting of these items?

Hopkins: I wouldn't say that anybody's been particularly influential in collecting them, it's just because I became interested in them...due to the fact that I found a few gradually over the years. Maybe, one of the things that made me collect, or got me interested was, when I was in college I did a paper on the Fox Indians, and that sort of maybe aroused my interest in them, but really, it was just I became interested on my own.

NT: Do you ever have to purchase any of these items?

Hopkins: It's possible to purchase them, but they are rather expensive; and actually, you don't have the same feeling toward an arrowhead or artifact that's purchased that you do that you find. It's really not much fun in buying them—anybody can buy a collection--but to go out and find them is the most important thing, or most satisfying thing.

NT: Have you bought any?

Hopkins: I bought a few, yes--very few.

NT: What where the price ranges?

Hopkins: Well, it will vary according to the type of artifacts, whether it's something very rare, or it's just an ordinary...an ordinary arrowhead probably brings anywhere from fifty cents to a dollar and a half. An axe maybe will cost anywhere from five to ten, fifteen dollars.

NT: What is the value of your collection?

Hopkins: That's pretty hard to say. It could run into hundreds of dollars if I had to buy it. If I had to sell it, it might....it's hard to tell; it's according to who is interested in buying. There's not too many collections, and usually if the people that are interested, and the people know that collection's for sale, people that are interested in arrowheads and axes and so forth will come to see it. If it's just put up within an auction sale, it might not bring much of anything.

NT: Was there any time when you wanted to quit collecting these artifacts?

Hopkins: Not necessarily, no. Whenever I had the opportunity, I enjoyed going out to collect them.

NT: What is the most precious item you own?

Hopkins: Well, I have an axe that has a bone handle in it. I did purchase that, and it'd been in a collection on the Eastern Shore for many years, and when the family broke up, I purchased the axe. It's probably a Northwestern axe, and what I call a side wielder or side notched, with a carved bone handle. Really, I'm not sure where it came from, but I think from the Northwest. But it's been indicated that it was authentic by a couple of people from the museums.

NT: Do you know anything about the Indian tribes that are connected with these artifacts?

Hopkins: Well, the Shawnees are mostly around here, and Iroquois. But this part of the country was not thickly settled with Indians. The Indians usually went through this country coming from the Great Lakes to the Carolinas, and this was a stopping-off point, and not necessarily a permanent residence. The Mexico Farm area--there seems to have been a large camp out there. There was a camp in Robert's place, there was another camp up around Rawlings, and along the Potomac River. And the South Branch was...quite a few Indians there may have stayed there permanently. But this was not the greatest Indian country around.

NT: What are some of the most interesting items you have?

Hopkins: Probably one of the most interesting items I have is a set of five arrowheads that are sort of matched: one large one, about two and a half inches long, and 4 smaller ones, all of them off-center, and possibly were used as ornaments, to be worn around the neck on a thong. These are not...the stone that these are made out of is not typical of Allegany County, so evidently, they were imported. Another interesting item that I have is a gouge, or chisel, that has a curved bit, that I found one day in a hayfield on the Eastern Shore. Very few artifacts are found in the open fields down there, and this particular stone is about six inches long and about an inch and a half wide. I asked my friend to pitch it up to the wagon to me, and found it was a very rare gouge. Another interesting article that I found some years back on Mexico Farms was a pipe about three and a half inches long, a very small bowl to it, and about the size and shape of your thumb, with an indentation where to put tobacco, and the stem---the hole going into the stem was...I can't describe it exactly, but they used a small drill to drill the hole in, and make the hole larger on the back, and then the front...it's a little hard to explain without seeing the pipe, but that's a pretty rare type of pipe.

NT: Do you think you'll ever consider selling your collection?

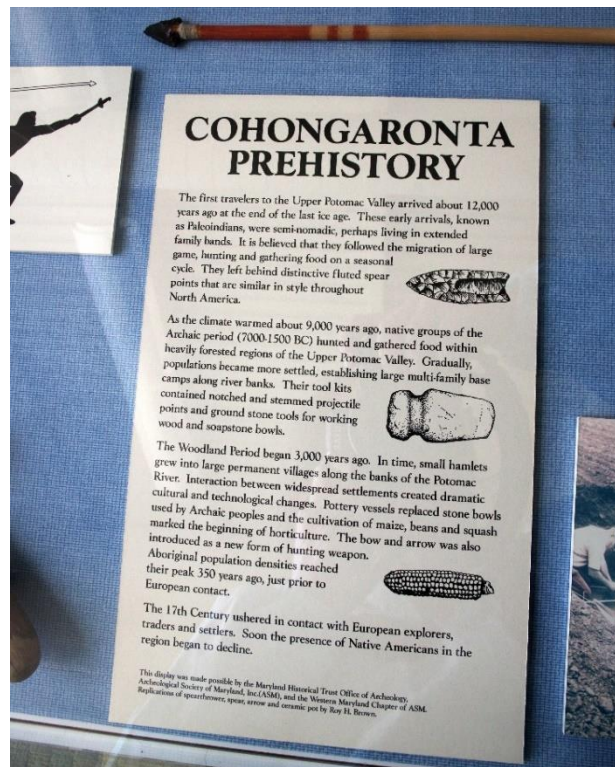
Hopkins: I don't think so, I'll possibly try to keep adding to it, but I don't have any idea of selling it at the present time.

NT: Where do you show your collection?

Hopkins: My collection is always on display in my home, about 2,000 pieces; other than that, I have slides made up, about fifty-two slides, that are used in visual education in the schools. These slides are colored and give the different types, and a little talk goes along with each slide. Some of the things that are pictured in the slides are: a picture of the first arrowhead that I found, the typical arrowheads--arrow points--of Allegany County such as the square tail arrow points, square knots, triangular, dovetail, rabbit ear, bird points, small spear heads, large cutting blades, drills, ornaments and beads, pipes, types of gouges, types of celts, and axes, mortars and pestles...hoes, paint pots, honing stones, and...practically everything the Indian might of used. It might be remembered that the Indians didn't use...all the things that he made were not for war...most of them were used in his regular, daily life. Basically, he was not really a warlike person--we considered him that, people in history have made them warlike people, but they were just like anyone else that tried to make a living to get along in life.

NT: Are there any additional comments you would like to say?

Hopkins: I'd be very glad to show my collection to anyone that wishes to come and see it. It's probably not the largest collection in the area, but it is actually one of the few that's at the present time anyone's able to see, all at one time. So, you are welcome to come to my house at any time to see it.



Judaism in Cumberland

Interview with RABBI EDWIN SCHOFFMAN

November 2, 1976

Cumberland, Maryland

Interviewed by

Risa Lynn Sacks

for the Oral History Collection,

Allegany County Local History Program

Cumberland, Maryland

(Missing beginning of tape) ...Edwin Schoffman, his occupation is a rabbi, he was born in New York City, his residence is Cumberland, Maryland, and the topic being covered is the fact that he is a rabbi in Cumberland. My name is Risa Sacks. The date of interview is November 2, 1976, and the place of interview is the rabbi's home.

RS: I was born and raised in a basically all-Jewish surrounding neighborhood. My entire life, I was always taught about dating and marriage within the religion and how this was important. I was raised this way by my parents and taught this in Hebrew school and Sunday school by my rabbi. When I moved here, I was very shocked at the small amount of young Jewish people in this area. I want to find out, because of the limited amount of people, how you feel about intermarriage and interdating in this area--how you think this will affect the population of the Jewish people in Cumberland. You know, just what you think.

Schoffman: As a rabbi, of course I am opposed, unalterably opposed, to intermarriage because I believe that it's important for a family to have one outlook and to be completely united in this big area. I think it's important for the adults' identity and for the children's identity. Naturally, as you would expect, because there is such a very small Jewish population here as compared to the general population, there is a very high percentage of intermarriage here. I would say that about half the families I've come in contact with have some aspect of intermarriage in the family. But, for many of them what's happened, of course, is that the non-Jewish partner converted then; and, according to Judaism, once they convert, they are Jewish in all respects, and the children are being brought up as Jews. So that's a mitigating factor.

As a matter of fact, some of our most active and interested members were born not Jewish and are now Jewish--and very *committed* Jews, you know, and *incensed* at the Jews who were born Jews and who are not active and are not interested. So that is OK as far as I am concerned. Unfortunately, though, there are several families in which there's really a mixed marriage, and it's unfortunate; it does reflect on the children--there is no question there, in my mind--and in the parents' mind even, when I talk to them about it, in the short time I've been here. It's a real problem with them, and I think it's a shame. It's something that people will have to think out before they take that step. I've seen several families where the kids really are mixed up--where, you know, they are introduced to me, and they are sort of sullen. They don't know where they belong. They

go to both places, and they don't feel close to anybody, or to either of them, and it's all a burden to them, and it's just a *problem*.

RS: Do you think that there's a larger percent of converting in the mixed marriage *to* the Jewish religion, or *away* from the Jewish religion?

Schoffman: Well, so far as I can see here, it's mostly *to* the Jewish. There are a couple that I know of who don't live here now who have married non-Jews and become not Jewish, but most of the ones here, it's all been toward being Jewish.

RS: Right. Ok, I know that you lead two synagogues in the area: one is Reform, and one is Conservative. I wanted to know, do you find it difficult to maintain the different identities of each of the congregations that they both want to maintain, and do you have to make any definite distinctions like in the sermons, and in the services that you lead?

Schoffman: It's a little difficult--it's exciting--it's a challenge--it's fun! Right *now*! [laughs] There's no difference in the sermon, but certainly the services are different. The High Holy Days services were completely, absolutely, different in every way. Friday night services, not so much; there is a very great trend in Reform Judaism back toward tradition, toward more introduction of Hebrew into the service. As a matter of fact, the new prayer book, if you're familiar with it, *Gates of Prayer*, which is the new Reform prayer book, is very traditional. It's big. It's got everything in it.

RS: Right.

Schoffman: If we followed the services here--well, you know, we only have Friday night services here, the Reform congregation--and there are ten services listed here that you can choose from. You know, you have variety in the Reform service. But the first one, number one in the choice here, is exactly the same as the Conservative service in the Conservative prayer book. So that's how far Reform has gone, and that's why we're able, really, to have some kind of a merging here. Many of the activities now are going to be together: we have a combined bulletin, we have a combined school, and we have some combined services, combined holiday celebrations--so it's possible to do...those things...



B'er Chayim Temple in 2021, corner of Union & Centre Streets, Cumberland, MD

RS: So, it's like a bringing together of the two.

Schoffman: Right. At the moment, they still want to maintain their own identities, and in each congregation, there are people who have attachment to the buildings that they occupied. But there's much more of a coming together than there has been.

RS: Which of the congregations is larger, the Conservative or the Reform?

Schoffman: Both about the same.

RS: About the same?

Schoffman: Just about sixty-some.

RS: Do you find that there are a lot of people who come to one and then go to the other?

Schoffman: Only a few. There are a few who belong to both congregations, only a very few. Most of them are very...very strictly either Reform or Conservative.



RS: Are there any Orthodox people in this area? Just because of the lack of a synagogue...

Schoffman: Nah. No. Beth Jacob used to be Orthodox, but some time ago--I don't know how long ago, maybe fifteen, twenty years ago--it changed to Conservative. And in reality, there are no Orthodox Jews here. You couldn't *possibly* be an Orthodox Jew in Cumberland.

RS: How do you feel about the congregations that you lead? Do you think there will be growth in the future, or do you think that they're becoming smaller?

Schoffman: Well...I don't know. That depends a lot upon the area--whether the people will be attracted here. The boosters of the area say that it's growing, or that it's going to be good, and they point to lots of things in the future. The detractors say, you know....[laughs]

RS: From what you can see, the services--do they appear...I know that I have been to services, at home, that have been, oh, just overwhelmingly crowded. Like, I know for the High Holidays you must buy a ticket for a seat, whereas here I know that they're just glad for people to come. Can you see, from one service to the other, an increase or decrease, or the regulars, or new faces?

Schoffman: Well, once the High Holidays are over, you know, most Jews don't go that often, and so, in most congregations, even though it may be packed on the High Holidays, there's always lots of room in the synagogue. Here there's a nice attendance,

a good percentage, considering the size of the congregation. As far as getting more people--not yet. I haven't been here that long, you know. I don't think there are that many more. That's the whole thing. There have to be people living here or moving here. The problem is attracting people to this area. I don't know whether there are industries, or academic institutions which will. At least we can say that if I am adding a little bit of excitement, a good school, and some interest and some activities--that at least it won't die; it will stay this way. Before, they were afraid that there just was nothing here and people were ready to move away because there was nothing for their children at all.

RS: What kind of background do you come from--Reform, Conservative...?

Schoffman: Liberal Conservative [laughs]. Ok?

RS: Liberal Conservative? You were raised in this background?

Schoffman: Yes.

RS: Were there any other members in your family who are rabbis?

Schoffman: No.

RS: Or are you, like, the first?

Schoffman: Right. There's nobody in my family, no history of rabbis. There are only two children in my family--a brother and myself. And I went to the Jewish Theological Seminary of America in New York, on Broadway and 122nd Street. I have a younger brother who went into music, he went into piano, and he applied for and was accepted in one of the most prestigious music schools in New York City, Juilliard School of Music, which at that time was on the corner of Broadway and 122nd Street, across the street from the Seminary.

RS: Oh, wow!

Schoffman: So, we were in school together, and he was influenced a good deal by me and I by him, and it wound up with him studying Hebrew and becoming interested in Jewish things too. As a result, I am still here, a rabbi in America, and he went to Israel and settled there in 1950.

RS: How interesting! Well, at what point in your life did you choose to become a rabbi? You know, what influenced you into doing this? I mean, it's just not a very common...a lot of times, people who become rabbis will become so after following a family tradition of father or brother or something like that, and since you are the first, what did influence your decision?

Schoffman: I suppose just education---education, philosophy. I was a philosophy major in college and won a philosophy fellowship, and then comes the thought, "What can you

do with this?" I mean, what you do is teach philosophy, and not be a philosopher, or English...or...but there just didn't seem to be anything really practical to do with it, and somebody just talked to me a little bit about this and guided me this way, introduced me to go to the seminary, and attend some lectures in a course they had there on interreligious studies, and I became interested.

RS: Uh-huh. Do you enjoy it?

Schoffman: Yes! Oh yes, very, very much. I don't think there is anything else I could do I think that I would enjoy more--unless maybe be like a movie star or something!
[Laughter]

Schoffman: Because you see, you're acting, you know--putting on a show...with the services and the speeches. Whereas other people might be at a desk nine to five, I am not, but I am spending the time here: thinking and reading and preparing speeches and talks. It's all just getting ideas, and thinking of points that you want to make, and working a sermon around a particular point, and constantly reading to keep abreast of what current thought is--and trying to make that all meaningful and relevant to the people, to my people. Besides teaching the kids--every afternoon I have Hebrew school. But that's only a few hours, you know, but I think there's nothing personally more rewarding. Of course, it depends--you have to be very much convinced yourself, you have to think this is important. If you're Orthodox, you're just steeped in ritual and in doing the mitzvahs, and praying and davening, and doing everything because that's God's command, and God commands you to do that, and you've got to. If you're not, then you have to be convinced for another reason--intellectually--because you think it's the right thing, or is the best way to live, or it has a logic of its own that's very important for people today, with today's problems.

So, I'm not Orthodox, and therefore, I am very much convinced--intellectually and logically and philosophically--about the worth of what I am teaching. And, therefore, it's important, and exciting, and worthwhile to me to be constantly thinking about it, and teaching it, and explaining it to people--and they get caught up in my enthusiasm. There's nothing more worthwhile, I think, than to have other people say, "You're right, oh that's great", to get excited by it and say, "Gee, you know, you motivate me."

RS: Uh huh. I know. I came to services a couple weeks ago, and I know, I heard you deliver your sermon--I guess that is what it's called...

Schoffman: Uh huh.

RS: I always feel funny calling it that. But I was listening to you, and I know that the rabbi of my synagogue at home, when he speaks, he uses a very plain monotone voice, and it's more of a chore, you know, listening to him speak than an experience; and when I heard you speak, I was with my roommate, who is not Jewish. She was very, very impressed because you are a very colorful and very vivid and eloquent speaker, and I was just wondering--have you ever had any other speaking, other than just delivering to...you are a very good speaker.

Schoffman: Thank you! Just training at the Seminary.

RS: What kind of training--what kind of things do you learn at the Seminary?

Schoffman: Well, you have to have a bachelor's degree before you can enter, so it's four or five years after your bachelor's degree. It's a graduate school.

RS: Right.

Schoffman: And you study everything you can think of: Jewish history, Hebrew language and Hebrew literature, Talmud, Jewish law, the Bible--very strong in Bible studies--and Jewish philosophy, and the technique and the mechanics of the practice of delivery of sermons and talks—sermons and then all kinds of other ceremonies. They call that practical rabbinics.



RS: Right...

Schoffman: --how to conduct a wedding, a funeral, a bar mitzvah, fund raising, giving invocations.

RS: Have there been bar mitzvahs and weddings since you've been here?

Schoffman: Not since I've been here, but I'm preparing three: we're going to have three this spring, three boys.

RS: Do you tutor them, or teach them their bar mitzvah lessons?

Schoffman: Yes.

RS: And the Hebrew school, what ages do you have?

Schoffman: I have children from eight to about fourteen.

RS: Do you find that these children...I know when I went to Hebrew school, it was like a chore. I didn't like it at all, but I did go, and I was bat mitzvahed--I was confirmed--and I learned...I really enjoyed it as I got older. Do you find that the kids enjoy coming, and do get something out of the lessons...or it's more of a forced thing?

Schoffman: Well, that's one of the reasons why I like it here, because I just have a feeling like they're thirsting for this. You're right--whereas in previous congregations and previous situations, it had always been sort of a chore, and sometimes there were even discipline problems, you know, and there were kids who hated it. They were just doing

it...their parents were forcing them. Oh, there's maybe one kid here, downcast--but all the rest of them seem so happy, and so anxious to come and to learn, it's really a delight.

RS: Are there any, like, youth groups in the synagogue, like BBYO, or...?

Schoffman: Not yet. There *have* been, and we don't have it now, but eventually maybe I'll be able to start one. Because little by little I'm getting to know more and more young people and more and more teenagers. When I first started--the first response--there were about five kids in the oldest class in the Sunday school, which I'm teaching. I'm teaching the fourteen- and fifteen-year-olds. But little by little others hear of it, and those kids told me about other teenagers, and they said, "Why aren't *they* here?" And it develops that there're kids who didn't care about it, or dropped out, or are not interested, and little by little I've gotten in contact with their parents, you know, and so we have about ten in the class now. So, it was just two months ago--I started September 19--and here it is November, so we've got ten teenagers now that I'm working with.

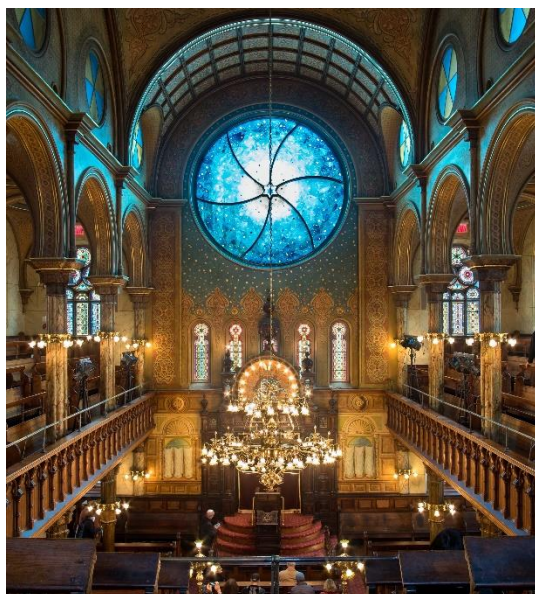
RS: Right. I was at the University of Maryland before I came to Allegany Community College, and they have a Hillel group there, and I did notice that it was constant trying to branch off into little groups, and to form new groups. I was wondering, are there any groups from other areas trying to incorporate the synagogues of Cumberland into their youth groups—or, well not youth groups, maybe women's--sisterhoods—or men's clubs, or anything like that?

Schoffman: There's very little Jewish life around here at all. These two congregations are the whole thing. So, these same ladies are Hadassah, and Sisterhood, and Women's League. There is a Hillel at Frostburg, I'm working with them; I go out there once in a while to Frostburg State College. At ACC, I don't think you have enough students to have anything; there might be three or four Jewish students at that small college.

RS: Yes, it's very different than what I am used to.
I wanted to ask you, what other areas have you been a rabbi in, other than Cumberland?

Schoffman: Well, the last position I had, I was the Education Director of the Worcester Jewish Federation, for Worcester, Massachusetts. But that was during the week because it was an overall job for education, just in the schools, not including congregations or services or weekends. So, I was free, and I had a small congregation in Elizabeth, New Jersey that I went to on weekends.

RS: How did these areas differ from Cumberland in size, and the people...?



Eldridge Street Synagogue, New York City

Schoffman: Well, of course metropolitan New Jersey is like New York: it's just wall-to-wall with Jews, and this was just a small congregation that wanted me--older people, had no school, or no children...just a small group of people who just were interested in services once a week. In Worcester, the Jewish community was a community of ten thousand people, so it was huge--much, much bigger, and with five or six congregations. Of course, I didn't have a congregation there but, even educationally, you have all the problems of a big city, and all the distractions, and other forms of Jewish life--and a Jewish *Center* which siphoned off a lot of activity and enthusiasm. There's no *Center* here, so whatever the kids are gonna do, or whatever interesting things there are, it's just me--that's

what's good about it. So, I took--last weekend, we went on a retreat: I took all the kids to one of those weekend retreats, to a camp in West Virginia. Well, it's just...there was just such *amazing* enthusiasm and excitement, and everyone had such a marvelous time...there's no other outlet for activity.

RS: It's like things to make them more interested. Was it like a retreat where you stuck basically to the rules of Shabbos—or was it just a camping trip type thing?

Schoffman: Well, it was both; I had to be here for Friday night services, so we couldn't go Friday, as you usually do on these things, so we go on Saturday. Of course, everyone here travels on Shabbos and I'm sure in the metropolitan areas they don't, but I've travelled on Shabbat, and I did there. So, we left Saturday morning, and when we got there, we had an outdoor service; so there was a campfire area, with the kids reading the Torah...outdoors, and then we had lunch, and then for Oneg Shabbat, it's playing ball--we played outdoors, we went on hikes, we played baseball, and football--and just rejoiced, outdoors.

RS: How many kids went? That's so nice.

Schoffman: We had about twenty. A group of twenty went with us. And then we gathered together and had a dinner--everybody was starved; and then as the sun set, we had a story hour in the gathering dusk, and then Havdalah, with the Havdalah candles--the closing of the Sabbath. I mean--as an example: so I brought along a whole bunch of candles--ten of them--so that, you know, every other kid would be able to hold a candle, and they just got falling all over each other, "Let me, let me," to try to hold the candle, to be part of this, to be in the service.

RS: Oh, that's so nice.

Schoffman: Instead of people not, you say, not liking Hebrew school--they just love it. You know, it's great. Then we had a movie, a party and fun in the afternoon. On Sunday we had another discussion. So, it was a combination, you know, of education, religious, and recreational activities.

RS: That's really nice. What was it that drew you to Cumberland? Was it the position as a rabbi? Like, after you had decided to take the position, did you have any pro or con thoughts about coming here?

Schoffman: Yes, you're right. That position in Worcester petered out because, as is true in most urban centers, the Jewish population and school enrollment is declining. And there in the community-sponsored school, the registration declined to the point where the community decided to stop funding one of the schools, and they didn't need someone to head that, and little by little they just decided, well, they would abolish the position of education director. And they just have one fellow who has a part-time job, just as the head of one of the schools instead. But the whole, community-wide job no longer exists. So, I had to look for some other full-time position. I could no longer do what I was doing, and so I looked for a full-time rabbinical job, and I had several other places that I interviewed at, and a couple of them that gave me positive offers.

Why did I come here? Well, I went to each of them. You know, you go for a weekend--a trial weekend--where you stay there, and you meet the people, and they ask you questions, and you're interviewed, and you have a trial service. This just seemed to me to be the nicest group of people, and the ones where I would be most appreciated, and what really attracted me was the constant...they harped on the fact here that it's such a peace-loving area. They said, "If you really want peace--if you like to just live in peace and harmony and enjoy life, this is the place." And it's really true, it's really true.

RS: Yes, it's a nice place, I like it here.

Schoffman: They showed me the house here. The rabbi who was here before died two years ago, so the house has been vacant for about a year and three-quarters or so, and not a thing is wrong with it. The light out there is untouched, the windows--and I thought to myself...in Worcester, my apartment was broken into during 1975 three different times. If you were in one of the urban centers, why, this place would be a shambles. You walk around here, and everything is so clean and untouched. There is no graffiti on the walls, no broken windows. It's a peace-loving, quiet area, and that's what really attracted me.

RS: Do you plan on staying?

Schoffman: I hope so, yes, sure.

RS: I like this area. It is a nice quiet area.

Schoffman: Compared with living in metropolitan New York, or in metropolitan Massachusetts--well, you know about the riots in Boston.

RS: Right.

Schoffman: And Worcester has such terrible, oh, vandalism, and dirty areas, and drunks, and problems. You just don't see that here. It's marvelous. I feel so lucky.

RS: People tell me that I live in the bad part of town--and I look around, and it's not even as bad as like I can imagine living in Washington, D. C., or downtown Silver Spring or something like that--and it's still not that bad. I really think it's nice. Have you always been a rabbi, or have you ever had any other occupations?

Schoffman: For a while I went into something else. I was a rabbi part-time, sort of, and...I was in a part-time business venture with some other relatives, but it didn't work out too well. I left it after a while.

RS: What kind of business was it?

Schoffman: It was in heavy industry--casting--and I was the purchasing agent.

RS: Now this question--I just wondered: do you keep a kosher home?

Schoffman: Yes.

RS: You do keep a kosher home?

Schoffman: Yes.

RS: Do you find it difficult keeping a kosher home in this area?

Schoffman: Well, not too much, not for me. I don't know, maybe if I had a family, and if I had other people to argue with or kids who weren't interested, it might be difficult. But living alone it's quite easy, and especially, it depends on your tastes.

RS: Like meat?

Schoffman: Meat...I can't eat non-kosher meat. So, as it happens, when the school opened, I went to Pittsburgh to get books and supplies for the school. There's one place there called Squirrel Hill, where on one street there's the Jewish bookstore, and the bakery, and the delicatessen, and kosher butchers, and all the rest of this--and I stocked up with a whole bunch of stuff. I came back and packed my freezer so full I couldn't get anything else in it. And I still have food there, still have lots of stuff. So, it just means that I am going to have to go on a shopping trip once every two months, that's about all. And it also depends on, as I said, your tastes. If you've got to have meat every single day or every meal, then, you know, there's more trouble. I don't care that

much. I eat a lot of fish and a lot of salads, and fruit--so the meat isn't so bad. And besides, it's a little bit more expensive, but at the ACME they have kosher poultry now. You can get a kosher turkey or kosher chicken, frozen.

RS: That's good. Well, like I know when I go home, I always end up bringing back a little Hebrew National salami. I do not keep kosher, only because it's not practical for me at this time because of my roommates. They are all not Jewish, and we do share the grocery bill and everything like this, and it's very, very impractical, but I do know that at one time I would like to--when I have my own apartment, or when I'm married--keep a kosher home. Except here--I go shopping at the grocery stores, and even to find some kosher bologna or kosher meat, it's like impossible, so I end up...and it's not easy to bring it back because it's a long ride, and I'm afraid of spoilage and that type of thing. But I was just curious to know if it was possible for you to keep around here a kosher house.

Schoffman: I don't even bother with bologna or salami; I don't even care for that stuff. It's got so many chemicals in it. If you look at the ingredients...I try to keep away from that. I'm not a nut on the subject, you know, but I'm trying to eat natural foods.

RS: Right.

Schoffman: Just natural. And they have good stuff here. The Fruit Bowl, down toward LaVale--I always go there.

RS: Right, very good, yeah.

Schoffman: Fruits and vegetables and, you know, natural things.

RS: You already told me that you don't observe the Sabbath very strictly. Do you observe it to any extent--like lights, cooking on the stove, or anything like that? Or is it impractical again—for instance, it's hard to go back and forth, and that type of thing...

Schoffman: I would say--I have to tell you--I am not Orthodox, and therefore the way in which I observe the Sabbath is just not to work--to rest and read, and a day of spiritual refreshment, services Friday night. We usually don't have services here on Saturday morning. Once in a while I do, but otherwise...so it's just...it's a day when I will read, I'd read the Bible, I'll think about that, you know...I really don't have any appointments--nobody makes any demands on me on Shabbat, at all. But as a matter of fact, so far, the weeks that I have been here, I didn't have to ride at all, not because I wouldn't--I do ride--but it just happens that I don't do anything that day, and if I do get dressed, I take a walk around. Last Shabbat I walked downtown and talked to people, and I investigated the new Amtrak service--the railroad--and I went to the YMCA and went all around there, and asked them about membership, and saw the facilities there. Do things like that. It's a day of rest.

RS: Uh huh. Your family--you are not married, I take it?

Schoffman: Divorced.

RS: Divorced. Do you have any children?

Schoffman: Yes.

RS: Boys or girls?

Schoffman: I have one boy and two girls.

RS: Uh huh. Where do they live?

Schoffman: I have a son who is at the University of California at San Francisco, and a daughter who is in the Cleveland Institute of Art in Cleveland, Ohio, and another daughter who is at the Manhattan School of Music in New York City.

RS: A very art-oriented family.

Schoffman: The building, which was Juilliard--Juilliard now has moved down to Lincoln Center in New York, so she goes to that same building that my brother went to at the school, studying the piano.

RS: That's nice. Is she talented?

Schoffman: Yes. Here are some pictures...

RS: Ohh, very beautiful daughters. Is this one older?

Schoffman: Yes.

RS: Very nice. How did your family accept coming here, and everything? Do they come and visit you, or how do they like this area? Because it is a very different area.

Schoffman: Nobody has visited me yet.

RS: Uh huh.

Schoffman: How do they take it? Well, we've reached the point in our lives where they're growing up.

RS: Right...

Schoffman: And they are off on their own, and we're all doing different things, and that's the way it is. I mean, I've got an ex-wife, and a mother, and a brother, and children--and we're all separated, everybody is all....So they talk about nowadays the fracturing of the family, the breaking up: we no longer have the nuclear family like we

used to--and it's true, and my family is a perfect example of it. There are six individuals, and we're all separated, completely, off in different directions--everywhere.

RS: Are there any--when you moved here from New Jersey--that was your last move, wasn't it?

Schoffman: Yes.

RS: Were there any religious sacrifices you made, because of this area, or anything like that--or anything that you feel you had to give up, or that maybe you *gained* by moving here?

Schoffman: Well, I certainly had to give up certain things, sure. There's no library here--Jewish library. Culturally, I find...I haven't been to a movie here; there's not a decent movie house, or a decent theatre, or show. You know, there are cultural things I think that you have to give up, coming here. I'm sure you felt the same way too.

RS: Yes. I know, coming from a large school to a *very* small school...

Schoffman: Sure, from a large school, large Jewish community, large cultural possibilities available to one in a larger city--and family, relatives; I have other relatives too. There's nobody around near me, and in order to get to New Jersey--and I hope to be able to maybe over Thanksgiving--it's about a five- or six-hour ride. So, you know, it's possible, but it means seeing people that I used to see every week or two--or seeing real close relatives constantly--not being able to see them for months. However, what I gained I think is a real good, solid position here, and living here--you see it's a lovely house and a beautiful area, and the whole tenor of life I think is really peaceful. That certainly is one thing that, well, at that point anyway, when I did it, I just felt that's what I wanted to do.

RS: Uh huh. You already stated about your classes that you teach to children--are there any type of adult education classes for people who might be interested in that?

Schoffman: Yep, ok--we are just going to begin that. We're having an adult study group that is going to meet on Sunday nights, but because there are so many different things on Sunday nights, we can't start until November 21; November 21 at 7:30 we have the first adult study group session. And then, I'm collecting names to set up a couple of adult Hebrew classes, and I'm just getting information by having people write down their desired day and time to set it all up. I'm going to have one class of beginners who would like to learn to read, and one class of those who know how to read, and they want to just go a little bit farther. But so far, I think we have about eight or nine adults who have signed up who want to study Hebrew.

RS: How old are the people--older adults, or maybe college people? I took classes at University of Maryland in Hebrew, and I would always like to go on with that. My book's here and everything. I was wondering if there were things available here.

Schoffman: Sure. Well, you can! You can! Come join us, sure!

RS: I would like to.

Schoffman: There are all ages. Let's see, there is one young married girl with a little child, a couple of them maybe that age--so I'd say most of them are middle-aged.

RS: Do you find that you are recognized in the community as a rabbi?

Schoffman: Oh, yeah, that's another thing that I gained, I would say, that makes it so attractive is that the whole community just seemed to welcome me with open arms, and that's surprising, too. Even the non-Jewish community, everyone has said, "Oh, they need someone." "I'm so glad to see you. Welcome to our community, rabbi." "The Jewish community, they haven't had a rabbi, and they need one." You know, that sort of thing. I'm an honored member of the ministerial association, and the Presbyterians and the Methodists are going to have an ecumenical Thanksgiving service here on Thanksgiving Day, where we are going to be equal participants in the service. They really are very friendly. And even in the neighborhood--the lady next door brought me some cake the other day. Would you like a piece of cake? It's very good, rich cake. I know you must be getting hungry...

RS: No, thank you.

Schoffman: And the minister across the way—and everybody, they're just all so friendly and pleasant. That's another thing that is so different than the metropolitan areas. I know, let's say in Worcester--and I'm sure you know too probably at home--that if you were outside, and you saw a gang of kids walking towards you, or some kids who were on a rampage or with nothing to do--a day like today, when there's no school--you'd have a little trepidation. You'd wonder, "Gee, are they going to poke fun at me, or are they going to try to make trouble or something?" And I have found in this whole area the kids are all so respectful and so polite. *Wow! So different!* Oh, my gosh, yes.

RS: That's very unusual. The area that the synagogue is in--I know that ours is like a, you know, suburb community--do you find that that has anything to do with...do you think the surroundings can change the atmosphere of the synagogue, or anything like that? I guess you would consider this the heart of the city, almost.

Schoffman: Yeah. Well, you know, this...

RS: This one. And there's the other one...

Schoffman: The other one is down there, right downtown, sure. So, just the parking problem--otherwise, no. They told me that this is supposed to be the wrong side of the tracks, but it's right at the edge of the wrong side of the tracks. It doesn't seem so to me--it seems fine. I'm sure the same thing for where you are, too. But it's...very nice.

RS: All right. I noticed that when I came to synagogue the first time, it was about a week after I moved here. I was very nervous, I was very alone. It's the first time that I have ever been away from home on Yom Kippur. My mother was always used to having me home for the holidays, and I think she was more upset than I was that I couldn't come home. But, you know, I find it impractical to keep running home all the time. And I came to synagogue, and the people were very nice and very talkative, and they introduced themselves to me. And I did hear chatter behind me, like, I was a new person, and they were fully aware that I was a new Jewish person in the synagogue. You know, do you find that people are aware of when a new Jewish person comes in?

Schoffman: Sure, because we have so few! You know, everybody that's new, they want to bring in. They're so glad! They were so happy that you came. Someone in the college and coming to services!

RS: Right.

Schoffman: Wow! Maybe we can involve you—and you live nearby, well, you can't get out of anything now. You tell me where you live, and you've gotta be here! You can just walk over on Friday nights. And if we have a class, you can be in it. Why, certainly. Another person! [laughter]

RS: Yes, I heard one of the older women say, "My goodness, young blood!" I felt very appreciated, you know, whereas at home I would feel lost in the congregation.

Schoffman: Right.

RS: As a matter of fact, I feel so lost in our congregation that my parents belong to, that I'm thinking of changing my congregation to one that is brand new, since then I can maybe establish myself as an individual instead of, oh, Naomi's daughter, Melvin's daughter. Instead, I want to be Risa, the person that I am, instead of someone else's. I found that when I came here, they don't know my parents, they just know me, and they just made me feel very welcome. And I was impressed; I was just wondering whether or not this happens with everybody who comes here.

Schoffman: Sure, sure. We're still at that point, and I hope that it will continue. I think that they would be that way even if we had twice as many people, because they just are very, very friendly and warm, and everybody is just that way. They're real nice. I mean, when I came here the shoemaker, the barber where I had my hair cut--everybody--they talk, they're just so pleasant, and they're welcoming, and they're so happy!

RS: Is there a synagogue in Frostburg?



B'er Chayim Temple in 2021, corner of Union & Centre Streets, Cumberland, MD

Schoffman: No.

RS: So, people from Frostburg come down here?

Schoffman: Yes, sure. The Dean of Men of the school, Dean Jablon, he's a member of the congregation here, very...

RS: Yes, I've met Dr. Jablon, very nice. Mrs. Jablon was one of the first who came up and introduced herself.

Schoffman: Were you here at Kol Nidre? He sang Kol Nidre.

RS: Yes, I was here for Kol Nidre.

Schoffman: Boy, he's great, isn't he? I was so *amazed*!

RS: Oh, another thing that impressed me very, very, very much, is the participation of the young boys in the services on Friday night.

Schoffman: Yes.

RS: They don't have that at home where I come from. They have just the older men--the rabbi, the cantor--they just lead the service, and the congregation stays, and they follow them, and they might have the choir stay on....Is that a regular thing? Do they do that every week?

Schoffman: Yes, right, right.

RS: It's *very* effective, they do it very well. Do you instruct them, or is this something that they know...?

Schoffman: Well, the other man who is up there, Mr. Boorda, he's the President of the Congregation--he's been doing this awhile, in the last year or two while there was no other rabbi, so he was setting this tone, and teaching the boys, and I am continuing it, sure.

RS: Very nice work. I have just one last question. I, myself, am from out of town and the college I go to, Allegany Community College, draws--there's two programs that I have noticed. One is the Dental Hygiene, which is what I'm in, and the other one is the Forestry--for the guys, basically. And I know that it draws a lot of out-of-town people because the two curriculums are very good there. Very accredited programs. And I do know that it draws a few--not many--Jewish girls, I'm not so sure about the guys. But I was wondering, are there other girls that come to--or guys--that come to the synagogue, who are drawn from the colleges, let's say Frostburg and Allegany Community College? Do you find that they do come down to synagogue or anything like that, or do you think

that when they come up here, they just sort of forget about it, or tuck it away in a corner for a while?

Schoffman: Yes, most people do. They tell me at Frostburg, "we're having a really difficult time", and that's why we go in and try to help them. Most of the Jewish students don't want to have anything to do with being Jewish there. There are a few--a small number--who are interested, and they have come to services, and they are interested and anxious to get a whole Hillel program working. But for most of the students, it's something...they just are sort of what they call "closet Jews": that's something back home, and they just don't want to be involved in Jewish things or be known as Jews here in school. Now, there's one other girl who lives here, Sharon...I forgot her last name now, but there's another girl at Allegany Community College, ACC, that you probably should meet, who has come to services several times. She called me to find out if she could get a ride, and she gets a ride with Harry Stein now most of the time on Friday nights. She's also from....It sounds like the same kind of thing like what you said—from a small town too, and she's just here and interested. A nice young girl, you should get to know her.

RS: I would like to meet her. I have not met many Jewish people. And I find that in not being around it, that I sometimes feel like my identity is sort of, you know, losing...but then at the same time, I feel my identity is sometimes stronger, because I know because there is nobody else around who is Jewish, that I have to maintain--it's like a test type thing, like I'm tempted to date guys who are not Jewish, but I've just been raised with this *pounded* into my head, "this is not right because this is just the way you were raised"--that I just could not do it. You know, it's just natural. When you go out with a group, that's different, but to actually go out with a guy who's not Jewish--I don't think that I could do it because of the way that I was raised; and I'm tempted, but because there are none up here--there are a very few--it makes it hard. It's like a test type thing sometimes, you know: can I do it? Can't I?

Schoffman: Well, there are fellows at Frostburg, there are quite a few Jewish fellows at Frostburg who might be interested in going out with you or coming here. It's not so far, and they're fellows with cars.

RS: But where do you meet? You see, that's it. There's no kind of social functions.

Schoffman: Well, when we have these Hillel functions, you ought to try to find a way to get there. That's the thing. Now, the next one is going to be...well there's going to be a meeting of Hillel this coming Thursday, that will be November 11th. Not this Thursday, the week after. And then there is a brunch, I think it's...Sunday, December 5th, there's going to be a Hillel Channukah brunch at Frostburg. Yes.

RS: I'd really like to go, very much. Of course, the University of Maryland Hillel is extremely large--a large, large organization. As a matter of fact, my best friend is the President of the Jewish Student Union at University of Maryland, and I looked into starting a group up here, possibly starting a group in Cumberland or something like that,

maybe just a BBYL or USY type thing. I'm in the process of getting information about that type of thing.

But--I'm very interested.....ok!

I'd like to thank you very much. You know, I've enjoyed talking to you. I am sure it's very well appreciated.

Schoffman: You're welcome. It's a pleasure, and I hope that it served the purpose, and that our talk will be successful for you in this course.

RS: Oh, I hope so too. Thank you very much, I really appreciate it.

Schoffman: You're welcome.

End of Tape

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LaSalle High School

Name: Brother Stephen Paul

Occupation: Former Teacher at LaSalle High School

Birthdate: August 19, 1919

Interviewers: Theresa DiGilarmo and Patricia Smith

Date and Place of Interview: May 12, 1978 at Bishop Walsh High School

Transcribed: by Stephanie Wilmes on June 21, 2006 and July 26, 2006

The topic we are covering is a history of LaSalle High School. We are interviewing Brother Stephen Paul, a teacher at Bishop Walsh High School. Brother Stephen was born in Wheeling, West Virginia. Our names are Theresa DiGilarmo and Patricia Smith. The date is May the twelfth, 1978. The place is Bishop Walsh High School.

Br. Stephen, we would like to know, who decided to start an all-boy Catholic school in Cumberland, Maryland?

Paul: Well, I have here a note from a [unclear] Walsh in Frostburg, which says, 'Dear Sir and Brother, at the annual convention of the Catholic Federation of Allegany County, Maryland, held in Cumberland, Maryland, Sunday, September 2, 1906, it was resolved that steps be taken to establish a Christian Brothers School in this county, and the president was empowered to appoint one member from each affiliated society to organize for that purpose.' This is from the Catholic Federation of Allegany County. 'Pursuant to said action, it is our pleasure to request you to act as representative of the president'--in this case, the past president--'of your city, and we urge you to attend the meeting to be held at the YMI Hall, Frostburg, Maryland, Sunday, September 23, 1906, at 2:30 PM. We are fraternally yours, Thomas B. Kenney, President, and A.L. Willis, Secretary.'

PS: Br. Stephen, in what year did LaSalle open its doors to its students?

Paul: I believe it was 1908.



John Baptist de La Salle

PS: 1908... Where was the school located, when it started?

Paul: It was probably on the corner of Fayette and Smallwood.

PS: How did the school get the name of LaSalle?

Paul: It was named after the founder of the Christian Brothers...Saint La Salle was the founder. They received the nickname Explorers by mistake because the name was confused with that of an explorer in the Buffalo, New York area, who went westward, probably with Marquette.

PS: Oh, that's interesting. Who was Saint La Salle?

Paul: He was a French priest of the nobility who, seeing how the poor boys were neglected decided to do something about it. He went through a lot of trouble to get men who, really not qualified at first, but he tried to get them together to teach and to take care of these boys that had many problems, people coming and going. Then he got a man named Adrian Nyel to help him. Mr. Nyel used to go around finding schools and then leave. Saint La Salle was saddled with the job of doing that. Eventually, he organized it pretty well, but he said if he had to do it all over again, he wouldn't have attempted it.

PS: The name of the brothers, the order that Saint La Salle founded, was called what?

Paul: Our complete name is the Brothers of the Christian Schools.

PS: And the main objective is...?

Paul: Teaching.

PS: What main courses of study were offered at LaSalle?

Paul: I wouldn't know that. It was probably just the regular high school courses at the time.

PS: Were they engaged in sports?

Paul: It seems that there was very little said about sports in the first two years, but then after that, they gradually started to do basketball and then I guess later on, football. I don't know when they started baseball.



LaSalle School, Cumberland, MD

PS: Later on, LaSalle in the football games, they played a Turkey Day game. Who was their opponent when they played this game?

Paul: Well, early, it was Allegany, probably, but then when Allegany began to play Fort Hill, we had to look around elsewhere. I think we might have played Keyser, on occasion, but finally we settled for Beall, and that's been going on for quite a while now.

PS: So, were there any championships that La Salle...?

Paul: Well, we won the city title in our last year.

PS: Oh, oh. What were the school colors?

Paul: Gold and blue.

PS: And the school song, did...?

Paul: We used to sing the Notre Dame Victory March; I don't think we had any official school song. I don't believe we have one yet. Or if we do, we don't sing it much, that is at our new school.

PS: Yes. Did LaSalle have a school paper?

Paul: I don't know when it started, but they had one called The Torch.

PS: Was this put out by the students?

Paul: By the students, yes.

PS: Did you have a track, or...?

Paul: Track didn't come to La Salle until about the last two years we were down there... '65, '66. And that was rather unofficial, it was...a Brother or two thought about it, organizing it a little bit, and we got someone else to help but we didn't have much. We had no place to practice the events.

PS: How large of a school, like the overall average...how large was the school?

Paul: The best way to answer that, I think, would be to show the graduating class of 1910 had something like four, five, the first two classes--1913 had six. 1914 has five members. And in 1915 they suddenly found themselves with twelve.

PS: That's a jump.

Paul: Yes. Then around, as you know, around 1931 or so they had something like between twenty-five to thirty-five, every year. Then in the '50's it started going up further, and the highest number we ever had at LaSalle was in the last year down there. One freshmen class about two years before the school closed went up to ninety-five, and boy we were bursting the walls.

PS: Yes sir. Although the three Catholic all-girl schools, like Central, Ursuline, Saint Mary's, were in different locations, did the schools participate as a whole, or were they, you know, each their own...[unclear]?

Paul: They had their own to the extent that I know of. I know that Saint Mary's had some basketball team.

PS: Yes, I know.

Paul: I think they even had a football team, but it must have been very small because they didn't have that many students.

PS: Yes.

Paul: That's about all I know. The girls used to supply the cheerleaders, and I suppose when Saint Mary's had their school of girls, they did the cheerleading for their own school.

TD: Didn't they combine dances though—they had dances?

Paul: They could have done that, I, I really don't know. I suppose we did during the last years of LaSalle, in preparation for the new school.

TD: Why did LaSalle decide to close their doors?

Paul: La Salle didn't decide, I don't think, it was sort of the general feeling of the public that we needed a bigger and better school in Western Maryland, and...we were asked to man this school, so that we, we--we didn't push for it, we were not happy about having it.

TD: When did the Catholic schools in Cumberland decide to combine and become one large Catholic high school, Bishop Walsh?

Paul: Well, that was approximately around 1965-66 when they started to get pledges, and they actually started to send people up here to clear the woods.

TD: Who was Bishop Walsh, that this school's named after?

Paul: Bishop Walsh was a local boy who went to Saint Patrick's Church. He lived where the Board of Education building now is. He's a brother to Judge Walsh, who died recently. And he became a Maryknoll priest and was sent to China where he lived for twenty-plus years and was made a bishop over there and then put in prison--was released very suddenly about six or seven years ago, I guess. Don't know the exact date, was around that time. The school was named after him. To my knowledge that's the only living bishop that had a school named after him [last sentence unclear].



Father James Edward Walsh (as a priest in China)

TD: That's interesting. Were there any problems in the move from LaSalle to Bishop Walsh, and getting all the things together?

Paul: No, we didn't have that much to move, we had to start from scratch. The one big problem, however, was that this building was not finished. So the library was temporarily the cafeteria, and the Saints Peter and Paul

gymnasium was temporarily our gym, the place it had been for LaSalle [end of sentence unclear; next section unintelligible]. And there was very little to move. The only other problem was the spirit of the first class, because they were not used to that sort of thing, and they found it hard to adjust. But we survived it. Another problem was the letters--it was decided by the administration that the L could no longer be worn in a school whose name was Bishop Walsh, but we got around that by exchanging items [end unintelligible].

TD: Were there any problems—did you have any problems teaching girls, now, instead of boys, in the mixed classes?

Paul: Well, at the beginning it wasn't quite that way, and then suddenly they began to decide that it would be more feasible to mix them in order to cut down the number of courses, and not overwork teachers, and also not to make it necessary to have too many teachers, because the problem, the financial problems, were always with us.

TD: Especially for Catholic schools. Were the brothers affected in their having to move from downtown up to here, and teaching in a totally different climate than they were before?

Paul: Not too much, except in the beginning because this house wasn't built, and it wasn't ready for occupancy until Thanksgiving Day of that year, so we had to come up from down below, as the sisters still do, and other than that, I don't see anything difficult.

TD: What is the old LaSalle building being used for now?

Paul: They have different compartments down there, so to speak, or offices, things like that, that pertain to the parish.

TD: They don't hold any classes--

Paul: I don't know too specifically...

TD: They don't have any classes or anything in there, like Saint Pat's doesn't use it for classes or anything?

Paul: I don't think they use it for classes, but they do use it for offices and meeting places. And I think during the cold spell they use it to, or someplace there, either the school building or the Brothers' house, for mass, when they had this heat problem.

TD: Do you like teaching better up here at [with everything] modern, than you did down there?

Paul: It's hard to say. I liked it down there. I didn't mind the difficulties. After all, when we were at LaSalle we didn't have to get all kinds of gadgets to occupy our, for busy hands. [laughs] Now we have many things to help us. I'm not against those things, but

when you have to do without, that's when you have a real test for what you're trying to do.

TD: How long have you been teaching?

Paul: Since 1939 [1931? unclear].

TD: That's a long time! Do you enjoy teaching?

Paul: I like it; that's why I'm staying right here.

TD: Will you stay here at Bishop Walsh until...you retire or whatever?

Paul: I hope to. I'm trying not to retire.

TD: I don't blame you. Okay, thank you.

PS: When you were in the old school, in LaSalle, what kind of courses did you teach down there?

Paul: We taught regular high school courses, but we didn't have the different divisions that we now have; it was mostly academic high level and lower level, and the boys were in two groups. You see, we had only eight teachers, plus the principal. And downstairs, we had two laboratories: one doubled for Physics and Chemistry, and the other was for Biology. And there was a question of heat down there too; in fact, the story is told that they had to use Bunsen Burners. In fact, even during my time, they used Bunsen Burners, and lit them early in the morning, so that by the time school started, there would be some semblance of heat in there for the students. And then upstairs, we had a classroom one side of the office, and two large rooms on the other side; they were made into two by use of a divider. And then on the opposite side, we had three classrooms and a little library. And upstairs we had an auditorium. The auditorium easily held all our students; of course, we didn't have too many until near the end.

PS: Did your students all come from Cumberland, or did they come from surrounding areas?

Paul: Well, there were some that came from Westernport, some from Ridgeley; most of them were from Cumberland. Occasionally, there would be one from between Bedford and Cumberland, Bedford Road. And occasionally, one would come in from Keyser. That's about it. And they had difficulty coming to school, too: there was no bus, and some of them had to hitchhike from Westernport; I don't know how they made it every day.

PS: Wow, were they allowed to bring their own cars, or did they have to...

Paul: Well, they could if they had them, but...

PS: There wasn't very much parking spaces, I remember that.

Paul: That's right, and I don't think that as many students owned cars, in some of those years at least, as they do now.

PS: Do you think they, when they had the education down there, that they were better students than students nowadays?

Paul: Oh, I couldn't say that, but I *can* say that considering everything, they did pretty well. But I remember even Brothers would muse about, "what makes them come to this school, when we don't have anything like laboratories, and so on?" So there must be something that attracts them, whatever it was; I guess it was partially the Brothers of the past who had made a good impression on many of the people, because they always seemed to speak about them with a great deal of respect.

PS: Were there any students down there that became important around here? Can you think of any?

Paul: Right offhand, I can't. I think Mr. Finan, who is in government, and also Joseph; there's a Thomas Finan now—they went to La Salle. And we had a number of Mayors, a couple of them anyway, and history teachers, [this section unclear]

PS: So, you had some pretty illustrious students. They did pretty well for themselves. Ok, thank you very much for your time.

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LaVale Toll House, LaVale, Maryland

Name: Beverly Wilson

Occupation: Homemaker

Residence: Rt. 8, Ridgeley, WV

Birth Date: February 8, 1929

Date and place of interview: Dec.15, 1977 at the ACC Library.

Transcribed by Celeste Bartlett 4/15/08

This is Rose Layton and Doris Dunn. We are interviewing Mrs. Beverly Wilson. She was born on February 8, 1929, in Haynesville, Ohio. Her occupation is a homemaker. The date of this interview in December 15, 1977, and we are holding the interview in the Allegany Community College Library.

RL: Mrs. Wilson, what year was the National Road built?

Wilson: It was started at Cumberland, Maryland in 1811. Actually, the National Road was called the Cumberland Pike--it was called many different names—and it is now called Route 40. It was conceived by George Washington. The construction was authorized by the administration and President James Madison, and the work started in Cumberland in 1811.

RL: What was the purpose of building the road?

Wilson: The purpose of the road was, of course, to open a road to the west to the Ohio River. The high maintenance cost and the bad condition of the road caused the responsibility of maintenance--that's not really exactly what I wanted to state right now, but that was the reason that the state had to take over this road that had been authorized by the federal government.



Cumberland Road near Brownsville, PA, c1910

RL: What kind of traffic drove on the road?

Wilson: Well, depending what time--what year--you are talking about, they had everything from sheep herders with their flocks and stagecoaches and just...ah... horsemen on horseback, people going from one area to another; and of course, at the height of the road, why, it was very busy with [numbers] and stagecoaches and carrying people to the west.

RL: Who built the road?

Wilson: Well, as I stated before, the federal government authorized the building of the

road, and then it was later turned over to the states to build the road; and the states elected to charge tolls for those that traveled on the road. This was the reason that the toll houses were constructed, and of course they used the money that they collected on tolls to upgrade the road and to keep it repaired.



LaVale Toll Gate House

RL: What year was the toll house built?

Wilson: The toll house in Cumberland was authorized by the Maryland General Assembly in 1832 and was built in 1833; traffic was very heavy on the road at this time for about the next twenty years. But in 1853, the Baltimore & Ohio Railroad reached Wheeling, WV, and then people found it much easier to use the railroad than the National Pike. That's when the National Road began to lose some of its...[unclear]

RL: Who owned the toll house?

Wilson: The toll house has been owned by various groups. Of course, it started out being owned by the State of Maryland when it collected the tolls originally; and when the road was no longer used, the toll house reverted to county officials and they couldn't seem to collect any tolls. Then in about 1878, that's when it was turned over to Allegany and Garrett Counties at that time; and it was approximately 1913, I think, that it was sold to a private owner. It had a succession of private owners, but in 1956 it was purchased by the state of Maryland, and the Allegany County Historical Society was given custody of the building. In 1966 the LaVale Century Club agreed to assume responsibility for the complete restoration of the toll house in cooperation with the Department of Public Improvement and the Maryland Historical Trust. The toll house has now been restored to its original condition.

RL: What was the purpose of building the toll house?

Wilson: I think I stated before to collect tolls to use to repair the road and make it passable to the West.

RL: How much was the toll?

Wilson: Well, it depended on who was using the road. At the location of our toll house in LaVale there are the rates and tolls listed. The very first one states that for every score of sheep or hogs it cost 6 cents, and so much for cattle, and so much for a horse and his rider; and it depended on the width of the wood of the wheel on the vehicle that was



drawn--whether it was a Dearborn, a sleigh, or a chaise, this all had to be taken into consideration. So, you can see that the tollkeeper was very busy figuring out counting the animals, measuring the width and breadth of the wheels; and there is a note in one book that I have read that in the height of the busy season on the road the tollkeeper had traffic backed up as long as half a day, there at the gates, trying to figure out how much it would cost different ones to go through.

RL: How was the toll paid? I mean was it paid, like, monthly or like, right on the way?

Wilson: Each time that somebody passed through the gates, went past the toll house--the gates were always kept closed. Actually, we have the original post still up there at the toll house that held the iron gates across the road, and they were kept closed all the time, and the tollkeeper had to stop and figure out each person.



LaVale Toll Gate House with gate post in foreground

RL: Who ran the toll house?

Wilson: He was called the tollkeeper. We don't know the names of any of them except the very last man who lived there--his name was Mr. Katy. But if the tollkeeper had a family, his family lived with him at the toll house, because the toll house consisted of four rooms. It was an office and a kitchen and a living room downstairs, and one bedroom upstairs.

RL: Did they have an overnight worker working the toll booth?

Wilson: Yes, if the tollkeeper lived there this was his home, so you will note that when you visit the toll house the windows located in the office and the bedroom which is just above it are located in such a manner that the toll keeper can see the area from many different angles; so he would know when someone was coming down the road--he would be able to see them.

RL: Was there any place at the toll house for overnight guests?



LaVale Toll Gate House

Wilson: No, not for guests at the toll house; his family lived there with him, but there were various inns located along route 40 for the people to stay.

RL: Ok. Can anybody go through the toll house at any time today?

Wilson: Not any time, arrangements can be made with the chairman of the toll house and

directors through the LaVale Century Club in the summertime. The months June through August we are open on Wednesday, Friday, and Sunday of the week from 1:00-4:00 and the months of September, and October we are open every Sunday afternoon from 1:00-4:00.

RL: What is the people's reaction to the toll house? Do you get much response from people?

Wilson: Most people are very surprised at the room that we have inside; they say oh, we think this wasn't this big from the road. A lot of other people who have lived in the area all their lives pass this every day and have never taken time to stop and go through it. They are very surprised to see the condition that it is in because it is the one and only remaining toll house in the state of Maryland. There are two in the state of Pennsylvania, but one is a reconstructed toll house just on the other side of Uniontown; and the one in Madison, Pennsylvania is an original building, but it is a stone toll house and it has not been restored as it would have been at the time that the tollkeeper used it. The DAR use it as their meeting place and it is fixed up very attractively, but not as it would have looked at the time the tollkeeper lived there.

RL: What year did they close down the toll booth?

Wilson: Oh, we don't know exactly, but the road really declined, started declining, after the B&O railroad reached Wheeling, West Virginia; and the state control lasted until 1878, and that is when they turned it over to the counties to see if they could collect any tolls, but that was not successful.

RL: Has there been much restoring done to it since the counties took over?

Wilson: Well, the county has not taken over, the Department of Public Works owns the building, and they were responsible for the restoration that we had, and that was around 1970--'71, actually. In 1969, Governor Agnew signed a bill providing \$22,000 to our toll house restoration.

RL: What connection does the Shriver family claim to have to the toll house?

Wilson: I really can't answer that question.

RL: Has this always been used as a toll house, or do you know if it was used as simply a house for families?

Wilson: Yes, there are several families that lived there between 1913-1956, when the state bought it again.

RL: Could you tell us about some of the items in the toll house?

Wilson: Well, we have tried to restore the tollhouse to look as it would have in the

1850's when the toll house was its busiest. The first room that you enter is the tollkeeper's office. And we have one item in the toll house that actually was said to have been used there, and it was a slate board that was given to us by Mr. and Mrs. Herman Miller. There is an old cash box there from the Flintstone gatehouse, and an old desk. The next room you enter is what you would call the living/family room; with a pine safe, fireplace, different types of chairs, corner cupboard, and a clock that would have been used during the pioneer period, probably brought over in the covered wagons by some of the settlers. This room has been restored to look as though the family lived there at the time. There is a cradle and small chairs for children. The next room that you enter is the kitchen with its fireplace, and we have many of the early implements that a housewife would have used in her kitchen. And then the very narrow winding stairway goes upstairs to the one bedroom that has five windows located, to see that whole area at almost any angle. There is an old spool bed up there, and several chests. Of course, there were no closets at that time--they hung things up or stored them in their chests.



LaVale Toll Gate House interior

RL: Is there anything that you would like to add that we haven't covered or that you would like to tell us?

Wilson: Well, I think it is most popular with the young school children that usually have their trips in the spring and come through; they like to see the different things, of course, it is always fun for them because they are on an outing for the whole day. There are plans for the toll house, hoping that someday we will be able to acquire the property to the left of the toll house. I think it is called the McKenzie property. We envision a park area there with picnic tables and so on, so possibly the school children when they come will be able to get out of the school bus and have a picnic and play. Possibly the home that is located on this adjacent property could be used as a permanent caretaker to watch over the toll house and have it open on a regular basis every day. That is what our hope would be, to have something like that; but we just have volunteer help now from the women of the LaVale Century Club, so we would be only permitted to open during the summer when we find that it is most popular. We find that most of our visitors are from out-of-town and out-of-state that stop. They see our flag flying when we open, and they are curious about the toll house, and they stop.

RL: Is there any charge for going into the toll house?

Wilson: No, we do have a donation box and we appreciate the donations, and we do have LaVale or toll gate stationery that we sell of a little sketch of the toll house.



LaVale Toll Gate House postcard

RL: Why was the LaVale toll house built in this location?

Wilson: Cumberland was the beginning of the Cumberland Road, and I don't know why they picked this exact spot, but of course this was the very first tollhouse at the start of the Cumberland Road.

RL: Ok, Mrs. Wilson, we thank you for providing us with this information about the tollhouse.

Wilson: You're welcome.

PHOTO CREDITS:

Cumberland Road photo

Lacock, J. K. (ca. 1910) *The Cumberland road one and one-half miles west of Brownsville, Pa.* Maryland Cumberland, ca. 1910. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/2012649622/>.

All other old photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and clipping file.

Lonaconing Iron Furnace Park Project

My name is Pat Nolan, I'm interviewing Miss Mary Meyers on the Lonaconing Furnace Park.

Miss Meyers, I understand that you are on the Citizens' Committee organized to restore the Lonaconing Iron Furnace; is that true?

Meyers: That is correct, Pat. I'm secretary of the Lonaconing Furnace Park Committee.

PN: Well, could you tell me who the other members of the committee are?

Meyers: Yes. Bill Richman is the chairman. Dr. Miles was the original chairman, but was forced to curtail his activities due to a heart attack. Other members of the committee are: Mayor John H. Evans, Donna Cantafio, Richard and Sandra Grandstaff, Melvin Sloan, Boyd and Elizabeth Bolyard, Billy Devlin, Fred Sloan, Esther Bowden, and Eugene Broadwater. Reverend Wayne Turner, our Methodist minister, was an active member until he was transferred to a church in Cumberland. Boots Miller, another original member, died of cancer.

PN: When did this committee form?

Meyers: The committee was formed in June, 1975.

PN: What got you and the other members of the committee interested in restoring the iron furnace?



Lonaconing Iron Furnace prior to restoration

Meyers: Well, you know, the Lonaconing Iron Furnace is of historical importance. It was erected in 1837 for the production of pig iron, and was the reason for the establishment of the town of Lonaconing. This furnace was the first in America to be successfully operated using coal and coke instead of charcoal, and was used as a model for other furnaces built in America up to the time of the Civil War. In 1973, through the efforts of Katherine

Harvey, author of *The Best-Dressed Miners*, and the Lonaconing Jaycees, the furnace was listed on the National Register of Historic Places. The condition of the furnace is such that it needs to be repaired before it is too late: quite a few stones and bricks have fallen out of place, trees and bushes which have taken root in the crevices are doing

further damage, and there is much debris around the base which needs to be cleaned out.

PN: Is it true that after the iron furnace is restored, a park will be built around it?

Meyers: Well, yes--as a matter of fact, the park will probably be completed before the restoration of the furnace. Several important things happened which made this park possible: in 1975, the George's Creek Elementary School was completed, and the old Central School building directly in front of the furnace was abandoned. The Allegany County Commissioners agreed to turn this property over to the town of Lonaconing. After a thorough study was made of the possible uses of the school building, it was determined that the cost of remodeling and maintaining it for community use was prohibitive due to the badly deteriorated condition of the structure. It was learned that Open Space funds were available from the Department of Natural Resources for the demolition of the building and establishment of a park. Also, my mother, Mrs. Catherine Meyers, offered to donate part of her land adjoining the furnace and the school property to the town of Lonaconing, to be used as a park.

PN: When is the work on the furnace and the park to be completed?

Meyers: The town of Lonaconing has obtained a grant from the Maryland Historical Trust for preservation of the furnace. An architectural firm has completed the preliminary study of the structure, and we are awaiting a directive from the Trust to go ahead with preservation procedures; we have also been promised matching funds from the National Parks Service for this project. Plans for the Lonaconing Furnace Park *are* completed, and we are ready to advertise for bids pending the approval of projected costs by the Board of Public Works. Contracts will then be awarded for the work, which we hope will be underway this summer.



Lonaconing Iron Furnace Park in 2022

PN: Who will be in charge of this work?

Meyers: The work will be done according to contract, and will be under the supervision of the architect and the mayor.

PN: When will the park be open to the public?

Meyers: The park is to be completed by June 30, 1980. It will be open to the public as soon as it is completed—and we feel the sooner, the better.

PN: After the park is open, who will be in charge of the upkeep and general maintenance of the park?



Lonaconing Iron Furnace Park in 2022

Meyers: The park will be maintained by the town of Lonaconing.

PN: Where did the funds come from to build this park?

Meyers: Program Open Space funds were obtained, as I stated, from the Department of Natural Resources through the County Commissioners. Open Space pays seventy-five percent of the cost of the park, and the town is

responsible for twenty-five percent. The town was able to use the value of my mother's property and money from a HUD Block Grant for their share of the cost of demolition of the school. A number of donations have been received, and the committee has raised money through various activities, including profits from the sale of Katherine Harvey's book *The Lonaconing Journals*, Iron Furnace charms, the sale of mimeographed histories of the furnace and of the town during the Bicentennial Homecoming celebration. Also during that celebration, Mrs. Sandra Grandstaff and Mrs. Barbara Lyre presented a cantata and gave the proceeds to the committee for the park.

PN: Who's involved in securing these funds?

Meyers: Well, as secretary of the Lonaconing Furnace Park Committee, I was delegated to get in touch with our various legislators—Senator Mathias, Representative Goodloe Byron, Senator Mason, and Delegates Burns and DeCorsey Bolden; all were interested in the project and suggested sources of funding which we could pursue.

PN: One more question: who will have the ownership of the park?

Meyers: The Lonaconing Furnace Park is the property of the town of Lonaconing.

PN: Well, thank you Mrs. [Miss] Meyers, the information you have given me here has been most helpful. Thank you for your time.

Meyers: You're welcome, Pat.



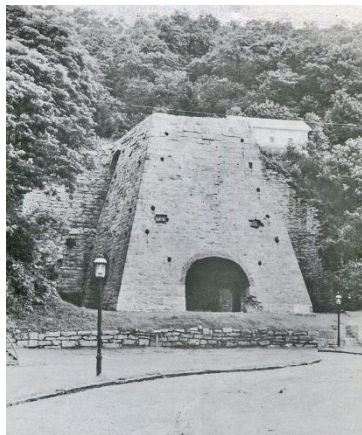
Annual Town of Lonaconing Christmas light display inside the Lonaconing Iron Furnace, December 2020

PHOTO CREDITS:

Old photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and Clipping file.

Lonaconing Iron Furnace

I'm interviewing Mrs. Elizabeth Harris Bolyard on the history of the old iron furnace in Lonaconing, MD. This interview was recorded February 16, 1977, in the home of Mrs. Bolyard. Too many people don't show an interest in their heritage; I think it is great that the members of the Citizens' Committee of Lonaconing are interested in this project. Mrs. Bolyard, exactly what is the committee doing concerning the Iron Furnace?



Lonaconing Iron Furnace

Bolyard: Well, Diane, I'll tell you as much as I know. There *has* been a surge of interest in the preservation and the restoration of this huge structure by the Citizens' Committee. Now this was prompted, really, during the Bicentennial, when the Iron Furnace was placed on the Historical Register of places in Maryland. We have been working to get fundings for the restoration of the furnace; we have secured some funds from the Open Space Program--the State of Maryland--we have some fundings from the Maryland State Historical Society, and from HUD. I guess, too, you can say that the people of Lonaconing have worked on many individual projects to make matching funds for these fundings which we have secured from agencies. It's quite a

job because we're going to need approximately a hundred and fifty thousand dollars in order to accomplish this project.

DR: Since you are a native of Lonaconing, tell me anything that you remember about the iron furnace [unclear] to the school.

Bolyard: Let me see what I can pull together for you. First, I *do* remember that it was a playground for us as children; because when I was young, there were paths where they used to take the mules through on tram-roads. And we used to go up in there and play hide-and-seek. We didn't realize then the danger of the falling rocks and all which could have occurred. But outside of that, I do remember hearing--and have read--that it was built by hand of native stone; and then the inside of the furnace is lined with brick—and these were handmade brick. It was built by the George's Creek Coal and Iron Company in 1837. Now, they were the first company to ever develop iron rails in the United States, so that's quite a bit of history. [note: actually the Mount Savage Iron Works, Mt. Savage, MD,



Lonaconing Iron Furnace prior to restoration

in 1844 has this distinction] It was the bituminous coal in this area that lent itself well to smelting the iron, so I guess this is where the idea for the furnace originated.

This was really the beginnings of Lonaconing, because many people moved here then to work in the furnaces and to work in the mines to produce this iron and the coal for this furnace.

DR: You said the structure was handmade of native stone; how did they accomplish such a huge furnace by hand, and what materials were used?

Bolyard: How they did it, I'll never know--but I do know this, that the local farmers brought the materials by wagon to the building site. And there was plenty of sandstone for the furnace stack, there was limestone to make mortar, and there was the clay here available for the bricks--and of course, the coal. But the stones had to be hand cut, the lime burned, and the clay baked. And this was all done through hand and individual labor. You know, it's amazing because the furnace is fifty foot high, and it's really twenty-five foot at the base; so that took a great amount of material and a fantastic amount of work. And I don't know anything about engineering, or how it was developed, but I do know that this furnace was supported by iron beams—because you can see some of them now being exposed by deterioration of the furnace. The stones were hand cut and they were carried up tram roads by mule cart, and then placed by hand to form the furnace. And you know, because you've lived here and you've seen it many times, that it's in the shape of a pyramid; so, you would have to realize how each stone would have to be individually cut to be placed into a particular position.

I don't know too much more about the engineering of it.



Inside of the restored Lonaconing Iron Furnace in 2022

DR: Ok. Do you have any idea how many people worked there?

Bolyard: Statisticians have said that there were thirty-eight furnace hands and a hundred and forty miners; now, they worked above and below ground level. Of course, these workers came in and increased the population of Lonaconing to about seven hundred; this led to the development actually of the feudal system once set up here in Lonaconing. This meant that the town was actually controlled by the superintendent of this furnace. But Diane, that is really a long involved story about this particular feudal age here in Lonaconing when the superintendent had complete power over the private lives of the people because they were his workers. Someday we ought to talk about that.

But back to the furnace. You know, their salaries were one of the things that interested me; they were very meagre by our standards. Some of the miners, and particularly this George's Creek Coal and Iron Company, got thirty-three cents a *ton*; a few got fifty cents a ton for their coal—and they would average about two ton a day. I think another point that we need to think about too is that these workers had no union to which they could go for protection. The bosses ruled. There was no child labor in this area; now, in many areas there was child labor, but in this George's Creek area there were *very* few children who worked in either the mines connected with the furnace, or in the furnace.

You know, the employees worked every day of the year except Sunday and Christmas Day. And they had a big bell in the community, and that would signal the beginning and the end of the working day; and that would of course be from sunrise to sunset, with suitable intermission, of course, for meals. Absentees had to account for their not being on the job; and they could be punished by holding off, or abatement, of their wages--or sometimes, by dismissal. And if they came to work intoxicated or in vile condition--they couldn't work—the bosses carried guns. And they were permitted to shoot. Really, once a workman left the company, or was made to go, he had to leave the town. And if a person who was working was found sheltering one of these tenants, then he too was discharged. So you see the mining bosses not only controlled your working hours, but they controlled your independent lives also. And heaven knows, if anyone was caught drinking during the working week, they were immediately fired. There could be no brawling--you know, no fighting--or any type of disorderly conduct during the week at all.



Coal Car in Lonaconing Iron Furnace Park in 2022

DR: Could you explain some of the jobs involved in the furnace?

Bolyard: Now that, I really don't know a great amount--I know very little. And we've tried to find out something about this; and you know, there aren't very many records on this at all. Of course there were the miners and drivers of the mule carts; and the men who worked in the furnace, or around the furnace, were called "colliers". And naturally there were the bosses. I wish we could find more information about that,

but that's pretty limited, I know.

DR: How long was the furnace in operation, and how successful was it?

Bolyard: Well, now, let me first say that it was not a local enterprise; a syndicate came into this area from London, and from Baltimore, who operated and financed this enterprise. And I do know that the Roosevelts, in New York—now, that would be the

family of the late Franklin Delano Roosevelt, who was the President of the United States--also had interests in this furnace. But back to your question—the first run of iron ore was in 1839, but then in 1846—I'm pretty sure that was right—it was leased to a Mr. Detmold; now, being a native of Lonaconing, you know that we still have a section in town called Detmold—that's where Valley High School's located, right? And at this time it was discovered that the iron ore in Lonaconing was not as much as they had expected; they thought, you know, that these hills were filled with ore--and when they mined the surface ore off, and they started going below the land's surface, the ore disappeared. So, some people say that the iron furnace was a fiasco, because in 1856—that's only seventeen years later than when it started--the furnace was abandoned. You know, I think it's rather ironical though that even though the furnace failed, and the company had profited from all the coal mines that they had attained, that this actually became the town's major industry for many years. And you *really* want to tie it in to today—it still is exercising some influence over our town because now the strip miners are beginning to realize how much coal is still left in these hills; and they are making, you know, a lucrative profit from Big Coal.

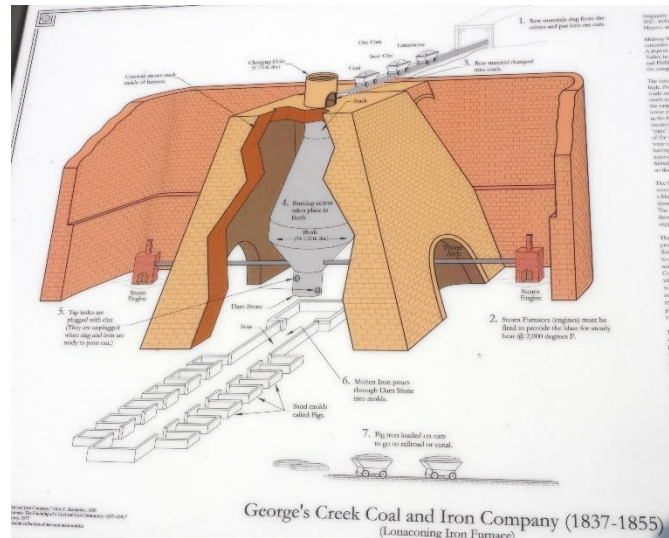


Diagram of the internal structure of the Lonaconing Iron Furnace

DR: Ok. Were there any safety regulations?

Bolyard: No...not that I know of—other than if they came to work in a condition in which they weren't able to work, they could be shot! [laughs] And whenever I said there were no unions, no child labor laws—of course, they didn't have too much of that to worry about here.

DR: Well, Mrs. Bolyard, I appreciate you talking with me; and I really feel I have more of an appreciation for this old structure which stands behind the old Central Elementary School. Frankly, all I remember about it is that it was a place where the janitors of the elementary school burnt the school garbage.

Bolyard: Well, it was nice having you, Diane, and I'm sorry I don't really know too much more about this grand edifice—but as a young citizen of Lonaconing, I think it would be great if *you* people would get interested in it, and really research much more about the old iron furnace. Now our committee will have, oh, say at this time next year, we'll be able to give you quite a history on the furnace. But it's a rather new project in a sense,

when you figure we've only been working on it for a year, and most of that has been to get fundings. But we will have some very interesting information I'm sure for you. And if you've ever read the book—and you should keep it in mind—*The Best-Dressed Miners* by Katherine Harvey, she has some great information in that about the furnace.

I'm glad you came, Diane.

DR: Thank you.

This interview was done by Diane Russell, a student at Allegany Community College.

PHOTO CREDITS:

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Marshall's Confectionary in Lonaconing, Maryland

Name: Bradley Marshall

Interviewer: Cynthia L. Smith

Date and place of interview: April 22, 1980 at Marshall's Confectionary, Lonaconing, Maryland.

Transcribed by Celeste Bartlett 4/15/08

I'm interviewing Bradley Marshall, the owner of Marshall's Confectionary, found on Main Street in Lonaconing.

CS: We can start out by telling me how your father...or who started the business?

Marshall: Yes, my dad started the business in 1910. His name was Robert Marshall. He started down on the other corner, and he stayed there about twenty years; but while he was down there, he also had an ice cream manufacturing business. And he had about six people employed then; and everything, you know, was packed with ice then--there was no refrigeration like we have today--so he had to make his own ice too. So he had an ice plant also, and he used to sell ice cream from Frostburg to Keyser. He had three Ford pickup trucks and used to have these people who would go 'round and sell ice cream. You had to pack all the fountains with ice, and it was really hard work. And after that--that would be about 1916--he stayed in that until about 1922 and he got sick--got an ulcer--so he had to sell it; and he sold his equipment, all of his equipment. Some of it went to Speelman's in Cumberland. He was one of the first manufacturers of ice



Marshall's Confectionery, Lonaconing, MD

cream. And it was a problem to get cream--there were no dairies, so he had to get the milk and cream in from Barnesville, Ohio, and it came in on the train. There were no refrigerated trains then, so he had to get on a fast passenger train, and it was about a two hundred-mile run into Piedmont; and he'd meet the train there and get these cans of cream to make the ice cream.

I can't tell you much more about that, except that, like I say, he sold it in 1922 and continued on in the confectionary business. And like I say, he stayed there until 1930; and then this other

building became available upstreet which was a better building in that it was brick, and more room. And so he moved then, took all his equipment and moved from that corner back to this present location, at which time he had a marble fountain; and in fact, he had about three of those, all solid marble--they were eighteen feet long and really nice. You don't see them today. So, he brought that up too.

CS: What did he do with that afterwards?

Marshall: Gave it away--like he did with most everything. [laughter] He had marble-topped tables, and the wire chairs, and all these old things, you know, that were used at that time.

CS: Do you have any of the stuff?

Marshall: Well, when he decided to change over to booths, people came and said "I'd like to have a table", and he'd give them a table, and he gave them chairs; and of all those fifteen marble-topped tables that we had, I have one with the four chairs, and the rest are all over the county, you know. And same with a great many things like that--the old, old things that would be really valuable today. I remember he was one of the first ones to sell Coca-Cola--Coca-Cola was new then--and I remember that they would sell so much Coke to him, and then they told him...they saved these coupons, and if he would have so many coupons, he'd have a choice: he could get a share of Coca-Cola stock or get so much Coca-Cola free; well, he took the Coca-Cola. And if he had taken the Coca-Cola stock, well, I just imagine that I could have been the playboy of the Riviera, you know. [laughter] But anyway, that's the way it goes. Let's see--what does that bring us up to...1930. Oh, then in 1930 the depression started, in 1929 the stock market crashed, and I'll never forget how tough it was to stay in business during those ten years.

CS: I can imagine.

Marshall: Oh yeah, I'll never forget the morning of 1933, when we came up and the banks were closed. Ohh...President Roosevelt closed all the banks to reorganize the banking system, and I remember how really rough it was to pay our bills. I remember the ice cream man--we were buying ice cream then--and he came and he said, "Bob, there is no checks today because the banks are closed--we must have cash." And of course, most of the cash was in the bank; and when they finally opened this bank in Lonaconing, it opened at *two percent*. In other words, if you had a hundred dollars in there, they'd give you two dollars. This went on for months. It was really hard.

CS: What was the population of Coney then?

Marshall: The population then was about thirty-five hundred, and now we are down to about, I guess, fifteen hundred. The mines were all working, we had a silk mill here then, we had a glass factory; they employed about two hundred people. And then about that time too, you know, the Celanese got going real good. And that was one thing that helped everybody in the county--the fact the Celanese was here; and toward the end of the '30's, they employed ten thousand people, which was great. They didn't pay very much...I mean they started...in fact, things got so rough that I went down and got a job myself, in the payroll department at the Celanese, and I remember that time, in 1932 I think it was, they were paying hourly-paid people twenty-two cents an hour. Now you can imagine working, say, forty hours and having \$8.80--but still, they were working, that was the important thing. And I worked, when I started at Celanese, I worked seven days a week, and I was on staff--and I got seventy dollars *a month*.

CS: Did you work in Marshall's then?

Marshall: Oh yes, oh yes, in between time I always worked here. You know, I'd always work, in the evenings especially; we were open all the time from eight o'clock in the morning 'til eleven at night, so there was always plenty of work for everybody to do. In fact, I would imagine that since my father started, we've employed probably two, three hundred people, you know; and a lot of the times the people that we hired--my dad would always try to have one or two good steady people who would work daytime. And then in the evenings, we always had high school kids; they were always glad to have a job, and they'd work from, say, six-thirty until ten at night, and we didn't have child labor laws then to worry about.

CS: My mother says she remembers coming over here on Saturday night--it was the biggest night. She says this place would be packed.

Marshall: You know, that was the day of the theater--there was no television then, the theater was the big thing everywhere; there was about ten thousand theaters in the United States. We had one here, which was plenty, and they'd have movies at night, and this is what everybody would do--go to the movies, you know. And then of course, after the movies, say the first show would start at seven, it would be over at nine, then the second show would start at nine, and go on then. And we would be *extremely* busy then; and of course, back in those days, during the depression especially, they had certain nights that were only ten cents to see a movie. Some nights they were pal nights, two for a quarter--yes--and of course you could go to the movies, say, I think it was Wednesday night, for a dime and then come in Marshalls and get a Coke for a nickel and a bag of potato chips for a nickel--so for the evening you spent a total of twenty cents.

CS: Yea, she said she would get twenty-five cents off her mother every night.

Marshall: That's right, that's right--you would have a *big* night for that. [laughter] Not so big, but you would have fun. People did socialize a lot; people got together more. Today...I mean it's changed, this TV has changed everything. Everybody sits in front of it glued to it--the boob tube I call it--and they don't socialize anymore, they don't get around with friends. I said the other night--I was up to the funeral home, and a crowd of people there, and I said, well isn't this odd, I mean I never see a crowd like this anymore and you have to go to a funeral to see a crowd of people.

CS: That's the only time our family gets together--at a funeral.

Marshall: That's right, that's right. Someone said up there the other night at the funeral home that he'd seen people that he hadn't seen for twenty years. He said that he thought they should do it more often. [laughter]
Now we are up to...

CS: After the depression.

Marshall: After the depression...the depression years were really rough, they really were, I mean it was so hard.

CS: Did he have to lower the prices then?

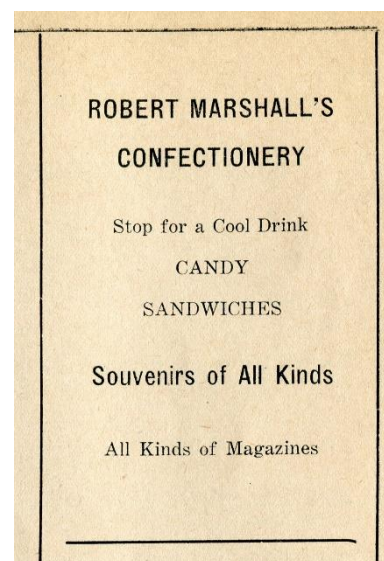
Marshall: The prices were awfully low: you could get...for example, here--get an ice cream soda for ten cents with two scoops of ice cream, and sundaes would be like twenty cents; I remember all the prices were low. I remember they had, over at Ternent's grocery store, one day they had ten pounds of these northern navy beans for nineteen cents, and sometimes you could get hamburger three pounds for a quarter. It was really something, the prices were so... you get six gallons of gas for a dollar, sometimes seven gallons of gas for a dollar. So, you can see, if you ever wander...we'd go to Cumberland to a movie, we'd buy--I know I would buy--my dad had a four-cylinder car and I couldn't afford to buy a car, so I would borrow his car, put fifty cents' worth of gas in the car--that was three gallons though. And go to the movie, say the movie was thirty-five cents--so for about two dollars you had a big evening, you know.

CS: Now it costs anywhere from twenty to thirty dollars just to go out and eat.

Marshall: Yes, my three grandchildren were home from the Washington area a couple of weeks ago, and we went to the theater, and I think it was about \$21.00 for the crowd of us; seventy-five cents for a box of popcorn that we used to sell for a dime--and we'd put real butter on it. We used to have a popcorn machine, everybody going to the movie would get a nickel bag of popcorn in a ten-cent box. Today that box is, I know, seventy-five cents--that's inflation.

CS: What kind of things did your father carry, like what products?

Marshall: Well, he had ice cream, and sandwiches, and magazines. We've always sold magazines, from about 1923; I guess we're the oldest continuing magazine dealer in the town--or one of the oldest in the area, as far as that goes. Oh yes, I remember the magazines too: you used to get Saturday Evening Post for a nickel, Liberty magazine for a nickel. They're all gone now. Several magazines were only five cents. And a great many...I remember the new Life Magazine when it first came out: ten cents. I remember it had a picture on the front of a hand--it would be a doctor's hand--holding a newborn baby by its feet, and he was ready to slap it on the back, and it said underneath "LIFE BEGINS". And they were ten cents, and I often think that if I had kept volume I, number 1 of all those magazines--well, of course they would fill up the store--but they'd be worth a fortune. Some of those magazines are going for two and three hundred dollars each now.



And we always sold Sunday newspapers; we never sold the daily paper, but we always sold the Sunday papers: Baltimore, Baltimore Sun. We used to sell a great many New York Times, and New York Herald Tribune, and they were only thirty-five cents; and now they're a dollar and a half. Well, the Tribune is gone, but the New York Times is still in business, and they're a dollar and a half a copy. And we used to have bus service through here all the time--even on a Sunday--every hour on the hour; so it was very easy to get papers: if they could get the papers to Cumberland, then we could get the papers up here on the bus--but now since they discontinued all the bus service on Sunday, it's difficult, I mean, to get papers. It really is bad, it's a bad thing for the culture of the community not to have papers like the Baltimore Sun. I do get the Baltimore Sun yet; they have a person who brings up the Washington papers, and the Baltimore papers, and the Pittsburg paper; I get those here, but none of the New York papers. There's no way you can get them into Cumberland--the trains are gone--and so, I mean, that's the story of the newspapers.

CS: This has been very interesting so far, but can you think back on some strange or unusual things that have happened here, to the store?

Marshall: Well, I remember when we were down on the corner; we faced Church Street, which is a steep hill, and I remember one Saturday night--and I've already spoken about Saturday night, we were always busy on Saturday night--in that time we had the marble-topped tables, and the wire chairs, and big double windows, and we were busy; and along about 8:30, I guess it was, there was a groceryman, Rosenberg, who had a team of horses, and he was delivering groceries on Church Street. And you have no idea how steep this hill is when you start to come down, and the team of horses ran away and came racing down that steep hill out of control--he wasn't on the wagon--and they went in our front of our store, took both windows out, and the two big horses were standing right in the middle of the ice cream parlor. People screaming--and not a person was hurt.

CS: That's good. Were the horses hurt?

Marshall: Yea, the horses were cut up a little bit, but they got over it.

CS: They were ok?

Marshall: The glass, you know, cut the horses' hide. That was one thing I remember. We've had windows broken out so many times that it came to the point where we couldn't get insurance on them. But anyway, I remember since we moved up here, we've had our windows knocked out about four times that I remember. Now we face Douglas Avenue, and here again, while we're not troubled with horses, we have the automobile--and people who come down Douglas Avenue, turn onto Main Street, fail to negotiate the curve, and land over in our store windows. We've never had both windows knocked out at one time, but they've all been knocked out one at a time. And that's always bad, especially when it happens at one o'clock in the morning, and it's cold, and they call you and say, "your windows are knocked out, Brad". You come rushing

out...and there's people involved, and the ambulance has taken them to the hospital--they were probably drunk or inebriated--and so the problem then was to find someone to board the front of the store up. And I remember the last time--this happened about four or five years ago when the last window got knocked out--the boy had insurance, and he had it with a company that had an adjuster in Roanoke, Virginia. So, we had our windows boarded up for *seven weeks* before he came, and that was really bad; it was so dark and dreary with the front boarded up, you know.

CS: Have any celebrities ever come into the store?

Marshall: Celebrities—oh, yea, we've had governors all the time, with their campaign. The last governor we had was Governor Mandel, who's now sentenced to serve four years. And he was real personable--in fact, he came right in the kitchen and talked to us. And Mr. Louis Goldstein was here, and he said, "d'you remember me?" and I said, "yes, I remember you, Mr. Goldstein", and he said, "anytime you have a problem, Brad", he said, "you call me and reverse the charges" [laughter].

CS: Oh my, I wonder if he really meant it.

Marshall: I guess so, but I mean, I never had any problems with him. I remember years ago too, Governor Richie was here, and Governor Nice was here; most all the governors, when they would campaign. This was just *the* place to stop.

CS: Yea, everybody knows about Marshall's.

Marshall: This is sort of an institution, after seventy years. I said it's so funny, we have a phone here and everybody--it's a pay phone, not listed in the directory--but everybody knows the number, and so they call about everything. I remember before they had this 911 number, people would even call here and ask us to run up and blow the fire whistle--which we would gladly do--they knew we were here all the time. So that system worked out pretty good then, but like you say, they are always calling here for information. Always looking for someone, or when does the bus go; all sorts of things they call about. I hope it continues after we leave.

CS: What do you plan in the future for Marshall's?

Marshall: Oh, I haven't really thought about selling--but I had a man here today, in fact, over in Pennsylvania, near Johnstown; he gave me his calling card. This man deals in old-time back bars, old-time juke boxes--all old-time stuff that would fit into an old-time bar or ice cream parlor--so he was really impressed with my back bar, which is eighteen feet long, it's all mahogany, I know it's seventy years old--I know it's one of my dad's [unclear]. He said, "you have no idea what these back bars are bringing today." He said there was one sold in Annapolis here about three weeks ago for \$22,000. That's what he told me, and he said, "believe me, I know, this is all I handle is back bars" and stuff like we have. We don't have much of it now.

CS: Can you imagine if you had all that your father had. The place would be worth a fortune.

Marshall: Oh my, if I had everything that we had connected with Coca-Cola; anything you mention with Coca-Cola is valuable today. We do have some things; for example, I have some Hires Root Beer ceramic mugs which are about ten inches tall, and it says on it, "Hires--drink Hires, it's good for you", you know. And I have some--I have about a dozen sterling silver glass holders, with the handle? Real dainty--you put the glass down in the holder, and then you made your soda, and you picked it up by this handle. It was real nice. Had to be polishing them all the time because they'd have a tendency to turn black, being silver. Of course, I imagine they're valuable today too.

CS: How many days a week do you open the store now?

Marshall: Seven days, yea we're here seven days; now on Sunday, we open about eight, and close about twelve--noontime, and we call it a day. I do that mostly because I still get the Sunday papers, so you feel obligated to come and take care of them, you know. People depend on them; I know how I've missed *my* paper. There's no other paper store in town that handles the Cumberland papers. I never have handled Cumberland papers, because I always felt that I had enough to do--that's a full-time job. They get over six hundred Cumberland papers in here on Sunday. That's unusual for a town this size. It means that everybody does read, you know?

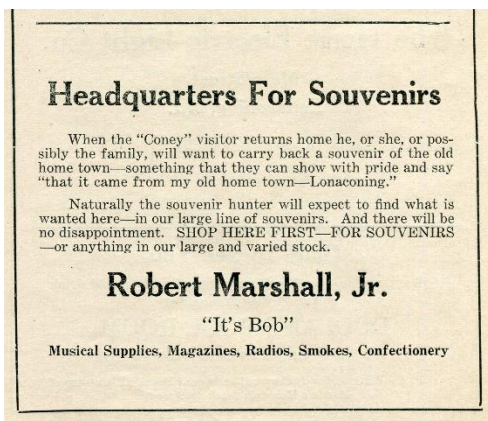
CS: I was wondering, did your grandfather have uniforms to wear?

Marshall: My father. No, they always had white hats and white bib aprons, and the girls didn't have what you would call a uniform, like today. Uniforms are sort of a modern thing; they always were real clean and had a white apron, and a...not a hair net, but a band like, that went across the front of their head. Oh yea, we always dressed like that. Today it's a little difficult to get the kids to get out of their slacks--the jeans, you know, and I don't know how they do it other places, but here you just keep telling them about the jeans and it's like in one ear and out the other, they pay no attention to you. Like jeans is such a part of their life, you know. They're not going to listen to *me* about what they should do about them.

But it's a lot different now; we don't stay open until eleven o'clock at night now, we close about five. Back in those days we always had three high school kids who would work. There was always the kids that wanted to work, and they would really work, and they were nice kids; and I fail to even remember one who didn't make out good because they worked here. This was good training, excellent training; in fact we had five or six who worked here while they were in high school--we couldn't hire them before they were sixteen--and usually at eighteen they'd be finished high school and they would go on to other things; but I had about a half a dozen, and my dad did too, who worked here during their college years and went to Frostburg State, and graduated up there and became fine teachers, they really did. So it was good training: it was a study in human nature, you got to learn how to handle money, how to meet people, how to get along

with people. It was really great, and the kids today that don't want to work in a place like this really are losing a great deal, they really are.

CS: Ok that pretty well brings us up to the present time; didn't you recently have an anniversary celebration?



Marshall: Yes we did--our 70th anniversary, in fact. Like I said in the beginning, my dad started the business in 1910; he died in 1954, at which time I bought the business from my two sisters and continued with it from then on. So we decided, my daughter was home from Potomac, Maryland with my three granddaughters, and she said, "why don't we have a 70th anniversary and invite everybody." She said, "I'll take care of it"--she's a graduate of Frostburg State also and was a fine teacher until she had these three children. But anyway, she went ahead and drew up the ad for the paper, she

put the ad in two Sundays inviting everybody to come; it was our 70th anniversary and we wanted everybody to come and visit with each other. And she got the napkins printed in Washington, she got book matches printed in Washington, she...something else she did too, sent all those things to us. So we set the date of January 13th, to have it on a Sunday afternoon from two until five. So we had no idea who was coming, but we really got ready; and we made sandwiches for five hundred people, and got ice cream for five hundred people, and cake, and punch--made ten, fifteen gallons of punch. And you have no idea how they came; they came from *everywhere*--they came from Baltimore, they came from, oh, Cumberland, Frostburg, everywhere! They were all so happy; it was such a great afternoon. I said, why don't we have this every Sunday afternoon! People came, everybody was so happy, it was such a joyful time; and so many people said, well how did you handle five hundred people? Well, they came in and we had it all organized that when they came in, we had them sign the guest book, and oh, we had prizes that we gave away: Christopher Photo gave us a camera to give away, and the ice cream company gave us ice cream--we had about ten prizes we gave away, and gave everybody a ticket. So everybody cooperated; they all got their plate, and their punch, and they didn't stay too long--I mean, maybe ten minutes--and they sort of revolved around, and there was a line down the street--well, you know where the bakery is--it was down to the bakery. That day we had five hundred and some--over five hundred and fifty--people come. And like I say, it was just such a glorious time.

CS: People came from Baltimore?

Marshall: Oh, yea, we had people--now, they were really relatives--but there was about a dozen of them came; and my wife was a Shaw, you know, and the Shaws were all...a lot of them in Baltimore. Oh, about ten of them came and they brought friends with them; I know there's fifteen altogether came from Baltimore. But they came from everywhere, all the tri-state area. Everybody...we saw that ad, they had a big ad in the

paper, it was an ad that was like six by six, you know, so they couldn't miss it; and we invited everybody to come...would be no charge, of course, you know. We wanted everybody to come and help us celebrate. It really was a wonderful time. My son-in-law Mackie McKenzie took pictures, and we have an album made up...we didn't miss anybody, and everybody was so happy to see those pictures.

CS: Ok, well that's about all we can talk about. So I thank you very much.

Marshall: You're certainly welcome, I'm glad that I could...we probably could talk for two hours, if we had the time--you say it's supposed to be thirty minutes, so that's about the time; and I want to tell you that I really have enjoyed it.

CS: I've really enjoyed it too; it really makes me kind of wish that we had this kind of place now to go to. Well, thank you again for telling us such interesting stories.

PHOTO CREDITS:

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Mt. Savage School: A History

Name: Mary Blackburn Brown

Occupation: Teacher at Mount Savage School

Residence: Rt. 5, Winchester Road, Cumberland, Md

Birth date: October 29, 1924

Date and Place of Interview: Nov. 28, 1978 at Mount Savage School

Transcribed By: Celeste Bartlett 5/12/08

SA: Could you state your name?

Brown: Mary Blackburn Brown.

SA: Ok, and your address?

Brown: Rt. 5, Winchester Road.

SA: Ok, your date of birth?

Brown: October 29, 1924.

SA: Where were you born, Mrs. Brown?

Brown: I was born in Mineral County, West Virginia in a little town called Harrison.

SA: The topic of this tape is we are discussing Mount Savage School, and how it has changed over the years. My name is Susan Avery, and the interview took place at Mount Savage High school, in Mt. Savage, Maryland. Today's date is Nov. 28, 1978. Mrs. Brown, how did you come to teach at Mount Savage School, and when did you come to teach at Mount Savage School?

Brown: I came here in 1952, and I came here when they consolidated the schools in Garrett County. There were five small high schools, and they made two large ones, Southern and Northern High Schools. I was teaching in a small town called Kitzmiller, and the people there fought so hard to keep their school. To go to Southern or Northern was just sort of like being a traitor [laughs], so we looked for a job outside the county; and Mount Savage had just been built, [Mr. ?] was staffing the school, I applied for the job, and got it. So I've been here since 1952.

SA: Where did the students go before Mount Savage was built, do you know?

Brown: Yes, they went to Beall or Allegany, depending on whichever town they lived in.

SA: I guess it went according to where they lived--the districts, like?

Brown: Yes, if they lived in Morantown and that area, they went to Beall, and I think

most students from Mt. Savage went to Beall--and anything below Mt. Savage went in to Allegany. That would be down around Corriganville or Ellerslie.

SA: Well, why was Mount Savage School built?



Mount Savage School

Brown: I don't really know, except it was at the time when school populations were up. And I imagine that Beall and Allegany were crowded so they built Mount Savage. There had been a high school in Mt. Savage; then, of course, when the enrollment went down, they just took them to those two schools. I think maybe it was a dream of some of the people living in Mt. Savage that there would be a school here, because the school has been very close to the community, and a part of the community, and I'm sure that these people wanted a high school back.

SA: I don't blame them. Who have been some of the principals of the schools over these years?

Brown: Well, our first principal was Mr. Benna. He was a tremendous person to work for: he was so full of energy...and just so enthusiastic about everything. And such a tremendous organizer: when I walked into this school, he handed me a booklet and answered every question that one would need to know on the first day of school in a new school building. And everything just went so smoothly, and he was so...proud to be a part of the school. He came early in the morning, he stayed late in the evening, he was here at every function. It was just tremendous to be a part of the school when he was principal here. I think that he just seemed to infuse school spirit into the students. I can remember him standing in the auditorium, saying "isn't it beautiful, isn't it beautiful", and of course it was beautiful--brand new, everything beautiful, and I think the school is beautifully designed, and he was so proud of it. And I'm sure he instilled in me a lot of the love I feel for it, and the loyalty I feel for it. Then after Mr. Benna, there was Mr. Radcliffe and then, let's see...

SA: Mr. Radcliffe, does he have something to do with the National Honor Society, right now? Is he the president or something like that--I think I've heard of Radcliffe...?

Brown: This is...the honor society was named in his honor. It's the J. Hubert Radcliffe Chapter of the National Honor Society.

SA: Oh, that's what it was.

Brown: And he is an honorary member.

SA: I knew I heard his name somewhere.

Brown: And there is Mr. Pellerzi, Mr. Hodgdon--I'm not sure which came first, I can't remember--and then Mr. Preaskorn.

SA: Mr. Preaskorn was the principal when I was here.

Brown: And now, Mr. Chapman.

SA: Mr. Chapman...do you think that he...I'll put it this way: is he as good as what the very first one was, in your opinion?

Brown: Well, you know being good is relative...he's a different kind of person. Very few people had Mr. Benna's enthusiasm and...

SA: That was what I was trying to get at.

Brown: No, he...very few people have it.

SA: Well, I think he is different from Mr. Preaskorn, because he is letting kids do a little bit more than what I did when I was back in high school, because they get to have their prom out--or did Mr. Preaskorn let them have their prom out?

Brown: No, no, last year was the first year the prom has been at the Shrine Club.

SA: I bet that was beautiful, did you go to that prom?

Brown: I was in charge of that prom.

SA: Oh well, my sister loved it, she loved it. She hoped she'd get to go, and she did.

Brown: Yes, you see Mr. Jackson died. I'd had prom for several years.

SA: He handed it over to you?

Brown: Yes, I got it...it was beautiful. It's different...I don't know, maybe it takes a little something away from... but the students liked it; they get to go away from school, and it's a big deal.

SA: I wish Mr. Jackson would have been there to see it, my sister said that he worked towards prom at the Ali Ghan Shrine club, but she said he was sick a good bit, and so he really couldn't go, but I wish that he could have seen it. I really liked Mr. Jackson--I like history. You and him were really good history teachers, and when I went to college, I wanted to be a social worker, but now I have changed my mind--I think I want to major in history.

Brown: Well, that's great, that's really great. It's something that you never know all about, you just know a little bit more about it, so it's a lifetime job.

SA: Do you feel that the administration has changed over the years?

Brown: Well, there's more of it. When the school opened, Mr. Benna was principal, Mr. McConey was part-time guidance counselor, and Mrs. Mabel Wilson was secretary, and that was it. And now we have a principal, a vice principal, and they have a secretary. We have a full-time guidance counselor, and there is a full-time secretary in the guidance department. We now have an attendance person, or a person who checks on attendance in the school.

SA: Really? I think Mr. Thomas did that.

Brown: Well Mr. Thomas still does it, but Mr. [unclear].

SA: Well, Bev Mummert, does she come up to Mount Savage now?

Brown: Yes, I'm not sure what her...yes...I believe--occupational guidance.

SA: She graduated from ACC. I think she took over [this section unclear]....

Brown: As other changes that have taken place...I don't think there is as much personal attention paid to the school as there once was. It's more of a job from 8 to 4, or 4:30, or whatever. Of course, principals must come back to an awful lot of functions. It's not an easy job. It takes an awful lot of time.

SA: Do you remember some of the teachers that taught here over the years?

Brown: Oh gracious, there's an awful lot.

SA: Did any of them stand out in your mind?

Brown: Yes. Yes. I think Mr. and Mrs. Gainer. You've probably heard people talk of Mr. and Mrs. Gainer. Mr. and Mrs. Gainer added a great deal of class. They were very devoted teachers, they both worked in drama--they put on some outstanding plays. Mr. Gainer was a strict disciplinarian; he had taught in a military school, and I'm sure that anyone who was here at that time received a great deal of training and discipline. Mrs. Gainer was a very gracious woman--they just added a great deal to the faculty of the school. Mrs. Betty Sportley (?) was interesting. She was a war bride, an English war bride. She had married a man from Cumberland--been from England, had lived in England, had received nurse's training there, and was a nurse there during WWII. Then she married and came here and got her college degree to be a teacher. She had never gone to public school--she had always gone to private school, and she was just, she just couldn't believe the behavior of the students and the fact that they didn't want to learn. She said that 85% of them should be apprenticed out.

SA: I was going to say her accent was probably very...cute.

Brown: Oh, her accent was beautiful, and...a very intelligent, witty person. Oh, of course there were a lot that I remember. Mr. Kirk, Bob Kirk, of course, built up our athletic program here and we won one basketball championship, state championship, and many playoff games. The gym was always crowded, packed to the rafters because we had a winning team, and he left his mark on the school. Mrs. Cohat (?), a little southern lady from Tennessee, did a beautiful job in the Home Ec Department for a number of years.

SA: I remember Miss Jones, and then Mrs. Williams.

Brown: Mrs. Williams was here until she had her children. There's so many! Those were the ones that stand out in my memory as really contributing a great deal to the school.

SA: In what ways do you feel that the changes in dress code affect learning? Hard question, huh?

Brown: Well, I'm not sure I know... I do think that if you dress for a picnic, you have a tendency to behave as if you are on a picnic, and if you dress to take part in a circus you act like you are in a circus. [laughter] We have a few that do that, but very fortunately, most of our students dress in an acceptable manner. I fought very hard against changing the dress code, but it would appear rather foolish now not to have people wearing slacks to school or pants to school—girls, particularly. I still am opposed to shorts, I think that's taken a little bit too far. I don't know that it's the dress code. I think it's maybe the relaxed atmosphere just has a tendency not to be too conducive to learning; I'm sure some of it is fine, but it reaches a certain point it's just, in my estimation, it's just a little too much, but we really haven't had many problems.

SA: Girls are probably warmer since pants are allowed.

Brown: I'm sure they are, they have been warmer, and like I said I really don't know if it has any effect or not; of course, the whole atmosphere of schools is a whole lot more relaxed today than before, and maybe that's good--and maybe it isn't. I think I'm too close to the situation to really see it.

SA: Do you feel that the discipline at Mt. Savage has changed any?

Brown: Well, it is much, much more relaxed, the whole thing. I think what I notice most is the language used. At one time, you very seldom ever heard a four-letter word in the hall, or a vulgar statement that we might consider that, but today [section indecipherable due to school bell] As far as teachers are concerned, I think they feel they must be much more careful in disciplining students. No rash acts, be sure that you are positively right because the board office and the school office both tell us that they will not back us if we haven't followed each rule and regulation very carefully in disciplining students. Sometimes you feel rather lonely trying to do it alone; they frown on your sending

anyone to the office unless it is a very serious offense. Of course, some teachers do, but...

SA: Chewing gum, would that be, that wouldn't be...?

Brown: You mean would this be...

SA: An offense to send them to the office?

Brown: I don't think most teachers would think that was a violation of...it's a school rule, but there's still chewing that's going on...seems to be one of the best ways to challenge the school rules, is to chew a little bit of gum.

SA: And stick it under the table, right?

Brown: Yes, yes.

SA: Do you feel that the subjects taught at Mount Savage School have changed?

Brown: I don't think too much. Mrs. Gainer taught Latin, and Mrs. Zimmerman now teaches French, so that was a change in foreign languages, but I believe as far as math courses and social studies courses, they are pretty much the same as they were then. Now Home Ec, and shop, of course, are now open to both boys and girls, so this is a tremendous change here. Boys taking Home Ec classes has changed the sort of work that is done in those classes: they don't do tailoring in the 11th grade Home Ec anymore, because of the number of boys in there; they must find other things for them to do--but outside of that, I think that perhaps the curriculum's pretty much the same as it's always been. We've always had a newspaper, or have for a very long time, we've always had a yearbook--now of course, those things were done at one time in the evenings, they weren't a part of the curriculum and they are now--so I suppose this would be a change worth noting. So many more things are done during the school day; at one time, if you belonged to the chorus or the newspaper staff, you came back on your own time and practiced on your own time, or worked on the paper here, or whatever. But now it's part of the curriculum, done during school hours, so that's, I think, a rather interesting difference.

Mt. Savage Public School.
Monthly Report
of Anna F. Findlay
Spring Term, 1897.

Studies, Etc.	1st m.	2d m.	3d m.	4th m.	5th m.	6th m.	Avg.
Reading	89	92	89				
Spelling	91	92	96				
Writing	88	90	90				
Arithmetic	98	97	100				
Geography	87	88	96				
Grammar	84	87	91				
History	88	94	94				
Physiology	66	70	50				
Literature	97	76	97				
Algebra	90	88	90				
Phonography			60				
1-2 Days Absent		1	1				
Discipline		100	100				

All Rank is on the Scale of 100. Lower than 75 is unsatisfactory.

REMARKS:
X 8

W. HARRY RYLAND, Principal.

Signature of Parent or Guardian:
James Findlay
March 31, 1897

After examining this Card, Parents or Guardians are requested to sign their names below each month, and return the Card to the Teacher.

Mount Savage School 1897 report card

SA: Yeah, 'cause you couldn't get kids today to stay after to work on those things because of jobs and extracurricular activities that they have.

Brown: This is one of the biggest changes that I see: students have too many things to do today, that school isn't as important as it once was. At one time, this was the center of their lives, and they came back in the evenings to practice for plays, and to practice for assembly programs, to work for the newspaper or the yearbook. It was just...there was activity all the time here, and this isn't true anymore. There are still things going on, but it's not nearly as...it isn't the beehive of activity that it was at one time.

SA: In what ways do you think that school policies have changed since you came to the school?

Brown: What do you mean by the school policies?

SA: Well, like the closing of school due to weather, or....

One of the questions was going to be, if kids come after school to work on music, plays, or stuff like that, and you've said today they won't.

Well, like school policies...one of them was going to be dress code, and that has changed...I'll just say weather, like due to weather.

Brown: Well, it's better organized today--you know, it's organized on a county basis. Now, I can remember when Mount Savage first opened we had water difficulties, and the school was closed for that reason. The electric lines were always getting iced over and the lines were down--we wouldn't have any electricity. And then there were some days when we couldn't get up the hill, the road was so steep, and it wasn't very well cared for, and Mount Savage would be closed--but much of this is handled on a county-wide basis now. There is a definite policy set up for the closing of schools.

SA: Did they ever have the delay of two hours?

Brown: No, no.

SA: That's just new, isn't it?

Brown: The delayed opening is new. I'm not sure how this is going to work because there must be a lot of mothers who depend on their children being off to school before they go to work; this two-hour delay in the morning is going to upset that, and I don't know how well that's going to work, but it seemed to work alright yesterday.

SA: I wonder if they are going to keep that up, instead of closing the school completely for the day.

Brown: I imagine they would like to, because we have a pretty close schedule. We go until around the 15th of June, and there's just not too many days to be made up, unless

we go longer than that in June--and parents complain if we go too long in June because it goes into vacation time.

SA: You had to make days up last year because of snow.

Brown: Not in June really, they had made up days from Easter vacation--cut our Easter vacation short--and I think maybe we were to have had a day off to work on records or something, and that was taken away, but I think we got out the same day.

SA: Mrs. Brown, what are some of the improvements made in the school since its opening?

Brown: I don't know, in Allegany County we don't improve schools very much after we build them; we build them and sort of leave them alone. I don't know, we still have the same gymnasium, we have the same shop...we have a new tennis court! We have... well, after the school was built, they built the athletic field. That wasn't here when the school first opened; that was built shortly thereafter. We have better lighting, since last year we have better lighting. Yes, much better--but really, I can't think of anything, can you as a student, can you think of anything?

SA: Well, the cafeteria chairs.

Brown: Yes, the new furniture in the cafeteria. There is new furniture in a lot of rooms. I think this is the only room that doesn't have new furniture.

SA: We just had to be in this room, huh?

Brown: Yes, these tables have been in here for twenty-seven years.

SA: Well, they don't look that bad though, they look pretty good--do you polish them, or do the janitors polish them?

Brown: Well, we polish them once a year, and then of course anyone who marks on them loses an arm, or a leg, or a head, or something. So they stayed pretty nice for twenty-seven years. The evaluating team couldn't believe they had been in this room for twenty-seven years.

SA: Yeah, because usually they'd have writing all over them, but they look pretty good. I think we have new railings down by the steps down there.

Brown: Yes.

SA: I think that's an improvement.

Brown: Yes, so many of the kids loafed there, they broke that tile divider, so they came in last summer and put that new one in--and it is ideal as a slide.

SA: Right, I was just going to say, I need to slide down.

Brown: I'm even tempted myself.

SA: Well, have the walls been painted lately, or...?

Brown: Oh, they're on a schedule, I don't know whether it's every four years that they paint, but it's something like that—they're due for another painting. Of course, when we have an evaluation, we usually get all painted up for our guests, seriously, but we are about due for another painting.

SA: What about in the way of audiovisual, has that improved?

Brown: Oh my, it's just marvelous what we have now, compared to what we had then. I think maybe we had two film projectors.

SA: Two? Great....

Brown: Two. And of course, well, there weren't that many films in the film library at the time, so two was enough, you know. But now most departments have their own film projectors, or most departments have their own overhead projectors, our own slide projectors, our own phonographs, tape players. And the media center is so well organized now, it really is; order a film, you know it's going to be in good shape for showing. It's just a tremendous thing to be able to get these audiovisual materials whenever you need them.

SA: I see you have a TV--has that been in here for a while?

Brown: That's the second one we've had.

SA: Really? That's good!

Brown: It's been here for, I assume, about eight years.

SA: Do you use it a lot in your classes?

Brown: No, I use it for special events--we listen to the news if there's something that we want to hear about. It doesn't work all that well in high school to use in classes; the programs on educational TV, it just seems that they are not programmed at the right times, and every school has a different forty-five-minute or fifty-five-minute class period. So it's very difficult for them to schedule programs to suit a program for every school, but we use it occasionally. Always for special things.

SA: It would be good for the presidential elections, and stuff like that.

Brown: And the president's inaugural parade. Yes, I think we did that when you were here.



President Jimmy Carter's
inauguration parade

SA: It was good, yes.

Brown: We saw President Jimmy Carter walking down Pennsylvania Avenue.

SA: Yes, we made up our own...mini speeches, I think, and everybody had their own mini speech, and everyone was so funny; I had something in about his teeth...[laughter] Oh, my. Now I'm good though, I really like Jimmy Carter, he's ok.

Brown: You liked him, and now he is [unclear], right?

SA: Yeah. In your opinion, Mrs. Brown, how does Mount Savage compare scholastically with other local schools--Fort Hill, Allegany, Beall, Southern, Northern?

Brown: We have good students, and we have some excellent students, but I think the nature of the community from which Mount Savage draws tells us

something. We have very few professional people, very few people who are saying to their children, "now you *must* get ready for the State University...you must get ready for Yale...you must get ready for Princeton...I want to be sure that you get into this prestige school or that prestige school." We don't have this, we don't have this kind of pressure, and as a result...I don't think that our school is as academically inclined as some others. Now, as I say, we have some very excellent students, some people who do quite well when they go on to college, but the majority will actually terminate their education with a high school diploma, and go into...of course, what an awful lot of students would like to do is get a job at the Kelly, that seems to be the goal for many of them. So, I really don't know how it would compare, but it just seems to me that in the other schools in the immediate area, we would have more people who would be pressuring their children to achieve at a high academic level, and we simply don't have that.

SA: At graduation, I remember one girl took the majority of the awards, so that really told us how we stood academically, when one person took all of the awards. Of course, she was probably happy, and she well deserved them, she really did.

Brown: I know at one time at Frostburg, whatever this is worth, Dave Reno was chosen as the best Freshman student at the college and Judy Hughes, who was a senior at the time, was chosen as the best senior student, and both of them had graduated from Mount Savage. As I say, we have many fine students, academically inclined students.

SA: Ok, this kind of gives you a _____ and then there is a superficial...?

Brown: They have a great deal of superficial knowledge, and they watch a lot of television--they see a lot of variety of things there, but as far as... see, they don't read. People at one time read a lot. There are those who say that students of today have a great deal more knowledge and I suppose they do about some things, but...

SA: Not really.

Brown: Not, they know a lot and they know a little about a lot of things, I'll put it that way. I don't know how.

SA: Hard question huh?

Brown: Yes it is, because there is no way to measure it, but I notice that regardless of what we talk about in class, somebody has heard something about it on television and this is good in a way. And in another way, it isn't, because if we know a little bit about something, and often times we're are satisfied, and don't seek more information or we don't go into depth about it. We are satisfied with a little bit of superficial knowledge we have. I really suppose it could be measured in pounds, in pints, in quarts or whatever, but kids are more knowledgeable than they once were.

SA: Really.

Brown: About a number of things, but they, don't read as well because they have had less experience. It is much easier to watch television programs.

SA: They don't take the time to read, is that it? They would rather watch the TV, huh?

Brown: Well, it is much less effort to let it wash over you than to read a book.

SA: How are the students of the '50's different than the students of let's say 1977 and 1978 in the way of morals?

Brown: I don't know. They talk a good game. Now I don't know if there are any basic changes in morals. I assume that there is, but everything is more open now.

SA: What about books, like you were talking about books before and how books really have a pornographic view now.

Brown: Yes, and TV programs too, and even the ones in the early evening.

SA: Yeah, now they have that HBO show that HBO TV station has a lot on that. My mother won't get it because she says we shouldn't be watching that.

Brown: I know a lot of people have said that they didn't want that brought into their homes. The problem that I see about morals, I suppose like everything else, they've relaxed too. At least we're told that things are different. I know that a lot of kids have problems trying to decide how they want to live their lives and how free they want to be because they talk to me about it and they really don't know which way to go. Oh, I'm sure that morals are much more relaxed now than they were in the '50's.

SA: I think so too.

Brown: I don't know if it makes for greater happiness or not. I sometimes think that little kids are taking on adult responsibilities. I feel sorry for them sometimes because they really don't know, they don't know how handle the situation.

SA: Do you think that there is more about a lady, a middle, like a middle lady, and then a bad lady. Like in the '50's there were good ladies and bad ladies?

Brown: I don't know, but I kind of gather is that at one time things were black and white and now it's everything is just sort of gray. You can't, you have to make your own decision whether it is right or wrong. I think it would be very difficult to grow up now because I know that back in the 50's and before, that people didn't always do what was right, heaven knows, but they knew that when they were doing it they were sure it wasn't right. But today everything seems to be alright or at least they are told that it is alright. And then when they goof up they still have the age-old problem, and the age-old responsibility of taking care of this little goof up.

SA: Ok, compared to the opening of the school how have the extracurricular activities changed such as plays, movies, assemblies, sports awards, dances like the prom, and music things?

Brown: We don't have many assemblies anymore. At one time we had a lot of assemblies and this was a big deal you had a (?) group and everyone wanted to get on that stage, but we have become so used to professional entertainment that it is very difficult to work up an assembly program that the kids thoroughly enjoy now. That they appreciate this thing and it takes a lot of hard work for the participants in the program, so as result we don't have many assemblies. This isn't a big deal anymore. We talked about the fact that most extracurricular activities were done outside of school previously and we do as many as possible during school hours now. Of course, the prom is gone from the school. It was always held in the lobby, now it is held at the Shrine Club. Of course, we still have our very, very, very active sports program. There are an awful lot of students who get involved in our sports programs.

SA: Our soccer team.

Brown: We're class C champions and, of course, girls volley ball team went to the finals in the state. We are quite athletically inclined; I'm not sure how much academically inclined. We do have a good athletic program here I think. Coach Boshay, Coach

Nickel are really devoted to the job, they spend hours and hours of out of school time on athletics. They take the time to develop these teams; they really put out some good ones year after year. I think the year book has improved tremendously. It is usually very, very, very well done. Our little newspaper, by the time that it gets published, the news is a little old, but at least the format is good and the writing is good and I guess that is the purpose of it after all. I don't know is there anything else you can think of in the way of extracurricular activities?

SA: Our band. We had a pretty good band over the years, haven't we? And they got to do more, go to parades and I think they went to Maryland or WV University.

Brown: I don't know, but they had band days, they're called band days at both University of Maryland and the University of West Virginia and I didn't know that they had gone.

SA: I think they went to. I'm not sure which one, they went to, but I know that they went to the Maryland.

Brown: Yes, I am proud of them when I see them walking down, marching down the streets. Since we talked before, extracurricular activities are not as important as they once were because so many students work after school. There are so many things to do now that they don't want to come back to school.

SA: And my final question is in your opinion how does Mount Savage School compare, not compare, how does Mount Savage and its community do they go together?

Brown: The relationship between the school and the community is tremendous. I know I have been here 27 years and I have had tremendous people. I have never tried to do anything that I didn't have the full support of the parents. I think this is true for the athletic teams, with the band, anything this school attempts to do, the community backs it 100%. Good relationship, excellent relationship.

SA: I think so, too, because when the soccer team won they had three communities. Ellerslie, Mt. Savage, and Corriganville I think it was and they had the fire engines down at Super Shoes and a guy and there was a fire and here 35 cars are following 3 fire engines up the road and I think that was really good. And people ran out of their houses and stopped watching TV and stuff and went with the soccer team. I think that's excellent.

Brown: Well we had so many, we sell so many things for the school and I'm sure this must get rather trying to parents, but it just seems that they never really tire of supporting the activities. I remember at one time they had dinners that the proceeds would go the band or go to an athletic team and people would line up all the way down the hall to get in to go to that dinner just to support the school. And this has always been true the community has given their full support.

SA: May Day performances where they would have to set benches up and everyone would have to come in and it was really good and the community was really helping out the school.

Brown: And I have never asked a parent to help with anything that they didn't seem willing to. There is an excellent relationship between the school and the community.

SA: Thank you very much for your time, Mrs. Brown, it was very interesting and enjoyable.

Brown: Well, thank you Susan, I enjoyed this.

PHOTO CREDITS:

Jimmy Carter Inauguration parade

Gotfryd, B., photographer. (1977) *Jimmy Carter's Inauguration, Washington, D.C.*
United States Washington D.C. District of Columbia Washington D.C, 1977. [January]
[Photograph] Retrieved from the Library of Congress,
<https://www.loc.gov/item/2020734872/>.

All old photos are from the Allegany College of Maryland Donald R. Alexander Library
Picture and Clipping file.

The Queen City Brewing Company: A History

Carl White

Interview by Martine Duvall

Date of Interview: November 17, 1978

We're here with Mr. Carl White of 18 North Allegany St, Cumberland, Maryland. Mr. White was born August 8, 1901 in Cumberland, Maryland. The topic of this tape is the Queen City Brewery. My name is Martine Duvall. It's November 17, 1978, and we're at Mr. White's home.

Mr. White, can you tell us what factors influenced the founding of the Queen City Brewery?

White: The Queen City Brewery was founded in 1901 by my father, Warren C. White. The reason for the founding was there seemed to be a demand in this town. There was already a brewery in Cumberland, but there was a demand for a German type of beer



Old German Bottle Label

and my father, along with the original founders of the brewery, Carl Hetzel, Frank Blaul, Charles Hinze, and Herman Siefers, decided to found a brewery, which they did in 1901 at 18 North Market St. The brewery had a capacity at that time of 50,000 barrels of beer per year. The reason for the *German* Brewing Company was the fact that my father went to New York with an associate and hired a real German brewmaster who'd only been in this country several years, and brought him to Cumberland as the first brewmaster; his name was Henry Neumann. The first beer produced was Old

Bohemian, and also a premium beer called White Label, named for my father. And also, in certain seasons a bock beer was manufactured. They manufactured a bock beer called Capuciner.

MD: What was the location of the brewery?
And was it always there?

White: Yes, the brewery has always been at 18 Market St.

MD: Could you tell me something about the purchase of the Cumberland Brewing Company by the Queen City Brewing Company?



Queen City Brewing Company Bldg., 2022

White: The Queen City Brewing Company purchased the Cumberland Brewing Company in the early '60's and it was operated as a separate unit entirely of the Queen City Brewing Company. The first officers of the Cumberland Brewing Company were C.A. Brotemarkle, president; W. Carl White, vice president; and Carl Daum,

brewmaster. The same board of directors for the Queen City Brewing Company also acted as the board of directors for the Cumberland Brewing Company.

MD: Who was the president after the purchase?

White: After the purchase, C.A. Brotemarkle.

MD: What changes took place within the brewery after the purchase?

White: Well, the brewery operated the same as it had previously been operated; they sold their beer in about seven states. And it operated until 1969. On April the 30th the brewery was closed due to the fact that production could not be advised at the brewery without changing the whole aspect of the brewery, which would have been very costly. Due to the fact that raw materials and labor had increased in price, and the prices of the competition were so low, it was decided to move the entire production to the Queen City Brewery, which could easily take care of the production at that place.

MD: What was your position at the brewery?

White: Vice president, general manager.

MD: Could you tell me something about your brewmaster?

White: Mr. Daum, the brewmaster, previously had been with the brewery for about seven or eight years and he was only the third brewmaster that the Cumberland Brewery had ever had. Very capable man but died several years after the brewery operated.

MD: Could you tell me some of the products that were produced, and under what label they were, what some of the brand names were?

White: Products for the Queen City Brewery?

MD: Yes.

White: For the Queen City Brewery, the products were Old German Beer and King's Ale. At the Cumberland Brewing Company, Old Export Beer.

MD: What areas were the final products distributed in?

White: Products from the Queen City Brewery were sold in Florida; North Carolina; Virginia; West Virginia; Washington, DC; Maryland;

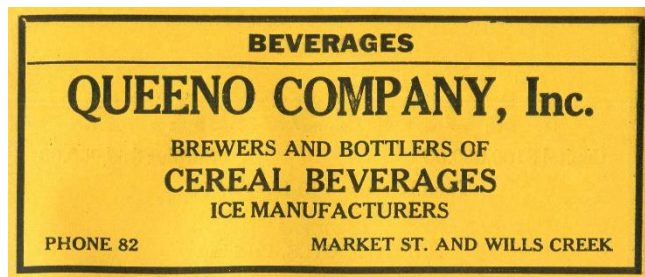


Old Export Bottle Label

Pennsylvania. And Cumberland Brewery products were sold in Maryland; Pennsylvania; West Virginia; Washington, DC; and...Ohio.

MD: Has it always been called the Queen City Brewery?

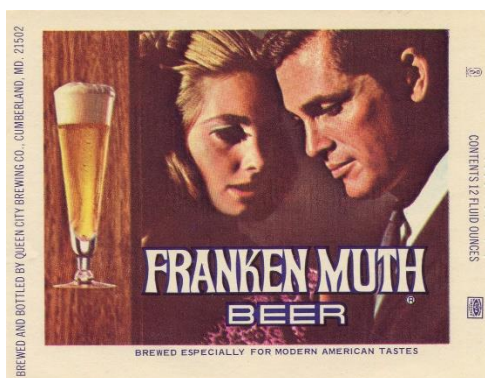
White: No. Originally the plant was founded by my father under the name of the German Brewing Company. But, with the advent of World War I, since we were at war with Germany, it was decided to change the name to Liberty Brewing Company. That continued on through the war. After the war, with the advent of prohibition, breweries could no longer operate unless they made near beer, which they did unsuccessfully for several years; and finally, manufactured soft drinks and soda water, and operated their ice plant. While this was going on, the brewery was known as the Queeno Company. Then, with the passing of prohibition, the brewery was operated under the German Brewing Company again. But with the advent of World War II, again we decided to change the name to the Queen City Brewing Company, which remained that way until the present time of closing.



1940's ad for the Queeno Company

MD: Could you describe some of the jobs at the brewery, you know, what some of the people did there?

White: Well, of course there was a laboring force--the bottling house operated with full crew, a brewmaster, assistant brewmaster, and cellar men, and brew kettle men, a sales force of four to five operating all the time. And beer was distributed as far south, I told you previously, to Florida, which was one of our main outlets.



Franken Muth Bottle Label

MD: How many people were employed at the brewery?

White: Approximately, of course it was seasonal. In the summertime, about a hundred and fifty men were employed, plus the staff; in the wintertime, about a hundred and twenty, plus the staff.

MD: Could you tell me what year the brewery closed, and why it closed?

White: Cumberland Brewery closed, as I previously stated, on April 30, 1969, as previously stated, due to economic conditions. Queen City closed December the 20th, 1974, due to the fact that so many breweries, nationally advertised breweries, had cut prices so, that it was hard to beat the competition. We operated under the union with a high wage

scale. We just could not make money, so it was decided to close the brewery unless the union could take a small cut, which they refused to do. After that, why, there was no alternative but to close the brewery down.

MD: Could you tell me what, if any, interests still remain in the company?

White: At the present time, the company is still operating, while it has sold most of its property. It still has property on the south side of Market St., which contains the bottling house and storage, which both are rented. And of course, the brewery still continues to pay dividends quarterly, and will operate until it can find a buyer for the balance of the real estate, and then it will be eventually dissolved, and the stockholders paid.

MD: Could you tell me what was the major highlight of your career with the brewery?

White: Well, I started as a laborer in the Queen City Brewing Company and later became a clerk in the office. And from there became a salesman, and then sales manager. And with the purchase of the Cumberland Brewing Company, I became vice president, and was also a member of both boards of directors of the Queen City Brewing Company *and* the Cumberland Brewing Company.



Remnants of Cumberland Brewing Company buildings on Centre St. in 2022

MD: OK, is there anything you'd like to add?

White: No, only that I fully enjoyed a wonderful business, and at one time it had a huge production; but the competition of other breweries, nationally advertised breweries, became so keen so that it was tough to meet their prices. And without some help from Labor, why, it was just impossible--added to the high cost of raw materials--it was impossible to operate the brewery at a profit.

MD: Well, thank you for this interview.

White: It was indeed a pleasure.



Queen City Brewing display at the Allegany Museum, Cumberland, MD, 2022

The Queen City Station

By: Hazel Loretta Beckman

Interviewed By: Kathy Grady 10/18/76

KG: Mrs. Beckman, what do you remember about Queen City Station?

Beckman: Well, I can remember when I first started school, that's the way we had to go, past the station. It was a beautiful building and had such a lovely lawn; it was really beautiful, well taken care of. And I remember the trains of the immigrants coming through, and so many people along the sidewalks we could hardly get through going to and home from school. But they were traveling through, and mostly Italians, I think. But getting back to the hotel itself, I have a picture of that, if you'd like to see it.



Queen City Station/Hotel, Cumberland, MD

KG: That would be great.

Beckman: It was a lovely building; it was about--I can't remember the exact date now, I have that date on the picture--built in about 1890, I think; around that. They had regular guests at the hotel part of it, and dining room service, and they would serve the trains that came through, the folks that weren't even at the hotel; they could have their meals served in the hotel dining room, or the waiters would take their meals to the train.

KG: This was before they had dining cars, huh?

Beckman: Yes, they didn't have dining cars yet.

KG: They would take them out on huge trays?

Beckman: Yes...nicely covered...the waiters with these huge trays attracted our attention because, well, that was sort of living it up back in those days--and taking them to and from the hotel. Then the train would set there for about an hour, you know, 'til they had completed the dining service.

KG: And most of the immigrants were all Italian, do you remember--all being Italian?

Beckman: I think so. You know, I think back in those days we...we've got more...we didn't know the things we do now...we thought "immigrants" and it was *more* Italians than anybody else...but there probably was a lot of different...nationalities.

KG: When you walked from school right by Queen City Station, was it paved in front; was that the only paved part?

Beckman: It had a pavement, yes.

KG: That was something for those days.

Beckman: Yes, that was something in those days. Because I remember the pavement didn't go all the way down to Williams St., that's why I can remember it so well.

KG: So, Williams St. was just a dirt road?

Beckman: Yes.

KG: Wow.

Beckman: We used to sleigh ride down Williams Street.

KG: Wouldn't be able to do that today.



View from Queen City Hotel, Cumberland, MD

Beckman: Oh, my goodness, no. I can remember back when Maryland Avenue was...that's where we lived, most of our...when I was just a youngster. And that's not very far from Queen City; Maryland Avenue connects with...Williams St. goes across Maryland Avenue....and as I said--I don't want to repeat myself about the garden, how it was taken care of and there was a beautiful fountain, and the hotel guests would sit around there in the evening. It was fenced in.

KG: Was it strictly just for the hotel guests, the lawn and the garden?

Beckman: It was just for the hotel guests.

KG: Wow...did it have a lot of beautiful bushes and shrubbery, and trees?

Beckman: Oh yes, it was just beautiful. We were never in on the grounds, but you know, you could sit...it had a beautiful fountain, and it was quite large.

KG: What did the building itself look like? Was it brick?

Beckman: It was red brick, and it had a lot of iron grillwork on it.

KG: Around the windows?

Beckman: Even around where the waiting room was, and the ticket office. And one end of the building was the hotel, and the dining room was sort of in the center; and there was some B&O offices upstairs on one end, and below that was the ticket office and the baggage room. There was a porch all around; and it was brick right across the back, but a porch all around the front and both sides, and that had a lot of the iron grillwork. And the building of course was red brick.



Queen City Station/Hotel, Cumberland, MD

KG: So, there were two parts to it, then: the hotel part was one part, and the ticket offices...

Beckman: Yes--all under one roof, but it was in two parts. I'll show you the picture, and then you can...

KG: Ok. Which part was the ballroom in? That was part of the hotel, I imagine.

Beckman: Yes, that was on the first floor, and it was...I was never in the dining room when that was still in use, so I would think that the ballroom floor would be the part...I know it was the part where the hotel was.

KG: Did they have a smaller restaurant for everyone else, like for anyone to eat in? Maybe a coffee shop?

Beckman: I think they had something...like, down under...there was a place under the whole thing, where you went down steps, where the workmen--the men that met the trains and worked on the trains...I am pretty sure there was a place down there where they could get sandwiches and things like that. But it wasn't for the general public, because although they used it for special occasions; I mean, people could use it--probably had to pay for the use of it, I'm sure. As I remember, in the beginning it was the only place around that had those facilities for dancing and dining in that style.

KG: Right, it was the only one around. Did you ever see the inside of one of the hotel rooms?

Beckman: No, I never did. I saw some of the...after they'd started to dismantle the hotel, I had seen some of the furnishings that people would buy up, you know. In fact, our neighbor next door bought a cabinet, what we'd call a wardrobe, I guess...good size. They also had bought a little marble top dresser. But it seemed as though after they had set for years without being used at all, and things had sort of deteriorated...they could



Chandelier from the Queen City Station/Hotel, on display at the Allegany Museum, Cumberland, MD 2022

have gotten more money out of the things that were in the bedrooms, because they were nicely furnished, I'm sure; it looked nice back in those days.

But no, I never was in, I never saw...when I saw the ballroom and the dining room was when after I was married, and my little girls danced there for different occasions.

KG: That must have been exciting. Do you remember hearing about some of the famous people, or well-known people, that might have stayed there? Didn't maybe a president or somebody stay there?

Beckman: No, I don't, honey; I should, because I know that they did. All I can remember...a person's name that I can connect with that hotel was the man who managed it for so many years, and that was Mr. Riley Swain.

KG: Riley Swain? Is he still living here in Cumberland?

Beckman: No, he's dead, but he lived over on Washington St.; Riley, and I think his sister was Kate, but I'm not real sure about that. He managed the hotel for a good many years and he was a prominent citizen.

KG: I can imagine.

Beckman: He lived over on Washington St., and I know where his home is now, because a friend of mine lives there.

KG: Did they have a gift shop on the inside of it anywhere?

Beckman: No, I don't think there was any such thing as a gift shop around anywhere back in those days

KG: Wow...I guess gifts weren't common.

Beckman: They had a newsstand in the waiting room; you could say that probably they had little gifts there, you know, inexpensive things.

KG: Is that where you would buy a postcard, if you bought a postcard?

Beckman: You could buy postcards, or tobacco, and maybe stationery, magazines.

KG: Did a lot of actors come through Cumberland? Like way back, it was a big theater time?

Beckman: I'm sure they did, honey, because at one time we had...one of our--it was City Hall, but it was also called The Academy of Music, one part of it; that was the part where they'd have stage shows--they really did have--of course that building burnt down, but they never rebuilt it again. But I am sure--that would be when I was very small--that there was a lot of famous people came here to be in it. I have gone to matinees with my aunt, after I got a little bit older, but that was our only theater at that time.

KG: You see, I don't even remember that.
So, do you think the theater people and the actors stayed in the Queen City hotel, I imagine--wouldn't they?

Beckman: I would think so, but I don't know that.

KG: Was that the only place around to stay, at the time? You know, if you're going to come up for a spell...?

Beckman: They must have stayed there because I don't know any other place. It was *the* place to stay, you know.

KG: So, what were the railroad people like, the railroad crowd?

Beckman: Well, a lot of our family of course was connected with the railroad back in those days, and it was...Cumberland was really a railroad town, and the town was built around it--that's why the tracks went through the middle of town. They worked long hours, and they were very busy, and I guess it employed more people than any place else in town. I'm sure they did.

KG: I'm sure, by far....The people who stayed in the hotel, were they the well-to-do, the prominent people?

Beckman: Yes, and they were mostly traveling people too.

KG: Traveling people?

Beckman: Yes, that's right.

KG: I see....How long ago was it that they started tearing it down; that was just a couple of years ago, right?

Beckman: Yes, I can tell you exactly; excuse me a minute while I go down and get that picture.

(KG: Ok, sure, do you want me to come?

Beckman: Pardon?

KG: Do you want me to come with you?

Beckman: You want to come with me?

KG: Sure. I'll help you carry it up or something)

Ok. So how long did it sit there--like after it stopped being used, how long did it sit there before they decided to tear it down?

Beckman: Well, the hotel part hasn't been in use for...I guess thirty years.

KG: That is a good long time for something to decay away.

Beckman: So that's why the rooms had deteriorated so, because...it was at *least* that long. But I remember by the ages of my own children...you know.

KG: I can see in the picture the iron grilling that's on the porch that causes arches so the whole porch was just a bunch of little arches all along.

Beckman: Yes.

KG: I think that's cute.

So, the front of the building faced the train tracks.

Beckman: That's right.

KG: And the pavement went between the train tracks and the building.

Beckman: Yes, just the pavement.

KG: And the back of the building was out in the woods?

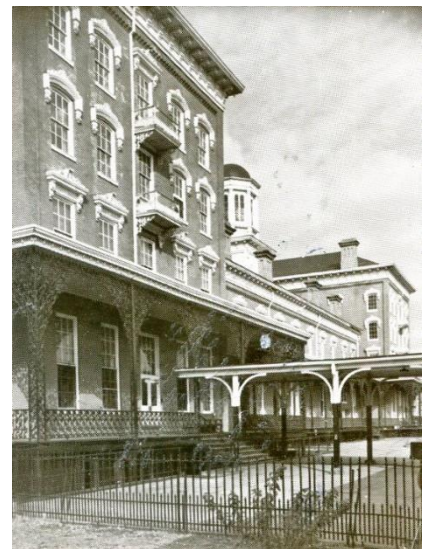
Beckman: No, Park St. was in back of the building.

KG: Oh...I see.

Beckman: Park St. was an old street, but it was a very pretty street back in those early days; it's still there, that's where the post office is.

KG: So, Park Street was a dirt road at the time?

Beckman: Yes, that early, uh huh.



Queen City Station/Hotel,
Cumberland, MD

KG: But if you went down Park Street, you'd be looking at the *back* of the station.
[Beckman: Yes, that's right] I see. When I drove by the lot, I kept thinking it would be facing the road.

Beckman: It really was the nicest-looking building in Cumberland at one time.

KG: It's awful big, though; it looks huge.

Beckman: Yes, it was very large.

KG: But--this is probably a rough estimate--how long was the porch, you know, on the railroad track; how long do you think that was?

Beckman: Well, I'm sure it was as long as this block, and that would be...I want to say five hundred feet--I don't know if I would be exaggerating it. It probably wasn't quite that far.

KG: It was big though, huh?

Beckman: About the size of this block.

KG: How many houses are on this block?

Beckman: Seven; and thirty...thirty-five-foot lots--two hundred feet, or more? And that was a *wood* porch.

KG: That would be about two hundred and fifty to three hundred feet long--and it was wooden? I imagine that was built on after the building was complete.

Beckman: Yes, I would think so.

KG: So, the two ends of the building have at least one or two extra floors to it, and the center is much lower; so it has like towers on the end, almost, and the middle of the building is two stories lower.

Beckman: I think it's only two stories, the center; I'm not counting down under the sidewalk, the basement where the men use to keep their tools and things like that--those who worked on the trains.

KG: So, the offices for the railroads took up one whole tower? [Beckman: Yes, they did] Quite a bit of offices. That was quite the business, huh?

Beckman: Yes, it was.

KG: They took up as much room in offices as the hotel [part] took up in bedrooms.

Beckman: Yes, that really was just as important, I'd say.

KG: So, the building was actually half and half--even more--hotel rooms to office rooms.

Beckman: Yes. My husband had a very important job for many years before he retired: he was a B&O official, what they call a master mechanic; a B&O official starts from master mechanic, and then go on up, you know.

KG: So, he was a supervisor, in a way?

Beckman: Here's a picture....this picture was about fifteen...about ten years ago; and this is my son that was killed in the Second World War.

KG: He looks a lot like your son Ted who's my landlord; I think so, for sure.

Beckman: Yes. Eugene's people--or his daughters--two of them live in St. Petersburg, Florida. [unclear] did too, but she died fifteen years ago. And the one daughter I visited out in California, when I visited my son; I was out there in April this year.

KG: So, the building was actually constructed, or finished being constructed, in 1879. That was on your brick downstairs--1879. You have two bricks from it in the cellar? That were taken when the building was torn down.

Beckman: That's right, yes; there was a big demand for those bricks because when they were tearing it down, so many of the bricks broke, you know. So everybody was after a whole brick. [laughs]

KG: Were they selling those bricks? Or was it just anybody went to get them?

Beckman: No, I don't think they were selling them...you could help yourself, you know. As far as I know; I'm sure.

KG: So when they tore it down, they just completely destroyed everything--they didn't save anything at all, they just started wrecking it?



Queen City Station/Hotel demolition

Beckman: Well, like I said, it had stayed idle there for so long that it had deteriorated.

KG: Huh. What are your feelings on it being torn down--do you think it could have been saved?

Beckman: I had different feelings about that than my husband, because Al said it would've been too expensive to preserve it, but it was...sometimes

you think with your heart instead of your head; to me, I just hated to see it torn down--and most people, I think, had that same feeling.

KG: Do you think it should have been restored and kept as a...?

Beckman: Yeah--as a museum; it could have been restored.

KG: Do you think it could still have been put to use in some useful modern-day form at the same time, maybe some of the extra room that's in it?

Beckman: I think the people that could have done something with it would have preserved it for a library and museum and things of that sort, rather than to have shops and things in it.

KG: It didn't have a library section, did it?

Beckman: No.

KG: It probably would have made a nice one though, a big old building like that. Do you think a lot of people were really sad when it did get destroyed?

Beckman: Oh yes, yes.

KG: It took a lot away from the town.

Beckman: It sure did.

KG: You said that your daughters went to dances there in the ballroom?

Beckman: No, *they* danced; they entertained. My daughters were twins, and they were very...if I do say--well, they're not here so I can say it--they were very talented; with the B&O they were very popular. [laughs] And they would be asked out to different places--in the different schools...

KG: The special...like the senior proms and everything were there, at the ballroom?

Beckman: No, we never had senior proms until all our kids were gone to school. That was way back when the ladies wore great big hats, honey, and carried umbrellas all the time.

KG: With the big wide sashes under their chin?

Beckman: Yes...

KG: People used to look like that all the time walking the streets? Coming up on the trains they would look that way?

Beckman: Yes!...We kids used to envy them, you know; we thought, "Oh, they had to be rich", you know, and maybe they weren't at all, but they certainly did look it.

KG: Did everyone wear those kinds of wide hats, or just the people that were traveling?

Beckman: Everybody wore hats back in those days, honey; you were not dressed if you didn't have a hat on.

KG: Everybody? Ohh.

Beckman: I still like to wear a hat. You can't buy them now, so...either you have to wear a chapel veil or else go bare-headed.

KG: Yeah, I guess so. What are some of the things that you remember when you were there, that you encountered; like, after you were married, when your husband was working there and everything? Did you go in it?

Beckman: Yes. The B&O had several clubs, social clubs, and they would have dinners there. Of course, it wasn't like when I told you it was in the beginning, where the people were all dressed up, back in the days when they brought the meals over from the hotel to the trains--it wasn't like that. But there've been quite a lot of nice affairs there.

KG: So, did it go downhill some after a few years, after the point when they used to bring the meals from the hotel to the train?

Beckman: Yes.

KG: It did go downhill some?

Beckman: Yes, it'd been a long while since the hotel did *anything*, you know; even after that...I remember that from the days when I was going to school, when I'd go up that way, and that's been a good many years ago...I'd say....The hotel was still in use during the Second World War, I'm sure. But not on such a large scale. Now it's really been that long since it was in use to any extent.

KG: So, what kind of social clubs did the railroad have?

Beckman: Well, they had a CTP [Cooperative Traffic Program?], what was the name of that? I'm trying to think of the name of the magazine that they used to publish. [KG: They published a magazine?] Not there, they published it in Baltimore. CTP stood for...well, the T was for traffic...I can't remember what that stood for....I feel so dumb today, honey.

KG: Don't worry about it. Was that the name of the magazine, though, *CTP*?

Beckman: Yes, it was a B&O....This magazine was published in Baltimore, where it was published a good many years; and it carried pictures and news items.

KG: Did it carry different things happening with the trains, and what not?

Beckman: Yes.

KG: I see. Did they have any separate ladies' clubs or social clubs that functioned out of...?

Beckman: Well, they had the auxiliary of the men's clubs. The railroad did a lot of socializing back in those days; but I don't think they do it at *all* anymore, really.

KG: I don't think so either. I never heard of it.

Beckman: Because when Albert first got promoted, we went to a lot of things they would have; go down to Baltimore and go to the Baltimore Hotel, have nice dinners and have meetings....

Wish I could think of the name of the traffic club...traffic...

KG: Don't let it bother you; I'm not worried about it.

Beckman: I can't think of the name of it. They haven't printed the magazine for about eight or nine years now; not since the Chessie System took over.

KG: The Chessie System took over eight or nine years ago?

Beckman: Yeah, it's been almost that long. They started on a small scale. One of my daughters is married to one of the bosses of the B&O, and is going to have to move to Kentucky in February. One of my twin daughters.

End of tape

PHOTO CREDITS:

Queen City Station Aerial view

Historic American Engineering Record, C., Heskett, T. N., Baltimore & Ohio Railroad, Yearby, J. & Barrett, W. E. (1968) *Baltimore & Ohio Railroad, Queen City Hotel & Station, West Side of Park Street, Opposite Ann Street, Cumberland, Allegany County, MD.* Maryland Allegany County Cumberland, 1968. Documentation Compiled After.

[Photograph] Retrieved from the Library of Congress,

<https://www.loc.gov/item/md0003/>.

All other photos old photos are from the Allegany College of Maryland Donald R. Alexander Library Picture and clipping file.



Reminiscences of the 1936 Flood in Cumberland, MD

Name: Anna K. Wright

Occupation: Registered Nurse

Birthdate: September 7, 1924

Residence: 4 Park Drive, Cumberland, Md.

Date & Place of Interview: April 22, 1977 at Mrs. Wright's home.

Transcribed: by Stephanie Wilmes on August 17, 2004

CF: My name is Charles F. Forbeck and the date is April twenty-second, 1977, at one-thirty PM. This interview is being conducted at the residence of the interviewee, whose name is Anna K. Kolb Wright, whose occupation is a registered nurse. She was born September the seventh, 1924, at Boulder, Colorado. She has lived in the Cumberland area since 1925, and her current address is 4 Park Drive, LaVale. The topic being covered is the flood of 1936.

Mrs. Wright, could you please begin by telling us where you were at the time of the flood?

Wright: Well, I lived in Flintstone, in a valley about three miles west [sic] of Cumberland. I was visiting, though, on that day, my grandmother at 402 Columbia Street, in Cumberland.

CF: Do you know what may have caused the flood?

Wright: Well, in the late winter of '35 and early '36, we had an awful lot of snow, and then on January twenty-first we had a real blizzard. I remember this because my father was trying to keep the road open as my mother was expecting a child. And he would drive every half an hour from our home to Flintstone, and back, and around midnight then, he brought the doctor, who was an old country doctor, to our home, and he stayed until the baby was born. And then the next morning they had to shovel the road one half mile to the highway in order to take him back to his home. And it snowed off and on then until, in March, and then on St. Patrick's Day, it became very warm, and suddenly it started to rain, and this began to melt all the snow that was up in the mountains--up in Garrett County, up in the Georges Creek area, and around Cumberland; and as the snow started to melt, it was more than the streams could carry off. And it wasn't long until both Will's Creek and the Potomac had reached the top of their banks and started to overflow.

They...people, as the water came up to the first floors, and started to go into the first floors, they started to move their equipment and furniture, things like that, up to the second floors of their houses. And everybody pitched in and helped them move things, but there were a few places that thought, well the water wouldn't come up that high, so they just piled stuff up on tables on first floor, but the water continued to come up. And that afternoon, we walked from my grandmother's house down Pear Street, to Centre,

and it was getting toward late evening and the water was already up to Centre Street and was up in, fairly high on the first floors of Mechanic Street. And of course, we weren't allowed to go any further.

And as the water from up in the mountainous areas continued to come down, it started to carry in tree branches, and there'd be sheds that were washed out from other places, and sometimes even dead animals. And the water raised up until finally it was almost to the second floor of homes, and the stores down on lower Mechanic and lower Baltimore Street. And some of the people were moved out in small boats to higher ground--even up as far as the tracks on Baltimore Street was fairly safe. But then others just moved up to the second floor, and they'd set in the windows and watch--watch the show. There was all kinds of furniture, trash going down the streets--there was even a piano from somewhere.

And we had no news coverage like you have today, with the TV and the radio reporters. About the only reports you got were just rumors, and reports from people coming in from outer areas that had been washed out, and...just reports that people would pick up, so there were a lot of wild rumors as well as a lot of truths. Then during the night, the water finally crested as high...it was up to the second floors of the homes and stores on Mechanic Street and lower Baltimore Street. Then it started to recede,



Aftermath of flood in downtown

water was two or three inches deep, but during that flood, the water was around seven foot. And we had a large iron bridge across the stream where the banks were high, that my father had gotten when they had renewed a railroad bridge, and this was a heavy iron railroad bridge--and the water was so high and fast in that little valley that it lifted this bridge up, and turned it around, and set it down in the stream sideways. Then on lower down in the stream, right near where our barn was, a fence that was across the stream had collected debris and caused the water to back up a little more, and it washed out a hole that was so large that they put an old car plus loads of stone and dirt



Flooded street in downtown Cumberland, MD

and of course as the water went down everything was covered with mud and there was all kind of trash left in the streets, and the streets--the lower streets in Cumberland--were fairly impassable, but the upper parts were all clear. Some of the streets were washed out, especially those that had brick paving, or some of the old wooden block paving that they had years ago in Cumberland.

And the next day, I returned to my home in Flintstone, which was a small farm in a valley. There was a small stream there that was fed by about seven springs, and ordinarily the

in it in order to fill it up. We didn't have any trouble with animals because they could all get to higher land, and our house wasn't flooded because it was fairly high above the stream too. And a lot of farmers, though, lower down in the valley lost their outbuildings, and of course...all the gardens that had been planted, which was mostly spring onions and potatoes, they were all washed out.

My father and brothers spent most of the first day cleaning up the damage at home and filling up the large hole that was there at the barn. And then they went into Cumberland and joined the crews in there. They would go around from house to house with hoses and wash the mud from the walls...the ceilings; any furniture that was left in the houses was hosed off, and if it was worth keeping, it was left there, if not it was taken out into the streets and the garbage trucks would haul it away. And then the fire trucks would hose down the streets and gather up the trash and help load it on the trucks. And for years afterwards my father had quite a bit of work—he was a general contractor—just repairing flood damages in these homes. And everybody in the community just dug in and helped out. There was no...no looting or any vandalism of any kind, and people that had lost everything would dig in and help people that...to save what they could.

CF: They didn't have like the National Guard or anything like that back then to clean it up?

Wright: Well, they had a National Guard, but--and they would, they did come in and help with the cleanup--but they didn't have to worry about the looting and the vandalism, because people just didn't...do that then. And they would--as soon as they'd get their homes dried out, or their stores, places of business dried out, and cleaned up the worst of the mud and all cleaned up--they moved their equipment back in and opened for business and started to rebuild again. They didn't have to depend, or didn't depend, on



Aftermath of flood on N. Mechanic St., Cumberland, MD

someone to come in and do it for 'em. Everybody worked together. And a lot of the stores of course were on higher ground, so they were able to keep people supplied with food and supplies. Most of the stores were appliance stores, furniture stores, and things like that that are still located down on lower Baltimore Street and Mechanic Street. And of course, the ones that were up on higher ground received either very little or no damage. And...the thing that stands out--back then people helped

everybody. They might be losing everything that *they* owned, but they would dig in and help somebody save what they could, of their equipment, and supplies, or furniture. And people just didn't...wait for somebody to do things for them: they moved back in, and they started to rebuild and make their own life again, and to take care of their losses;

and some of them, as I said, for years later, were still repairing flood damage....Anything else?

CF: Well, I guess this just about concludes our interview. Thank you.

PHOTO CREDITS:

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Rocky Gap State Park

I'm Alberta Phillips, and I'm at Rocky Gap State Park interviewing Donald G. Gaver. He is the supervisor of Rocky Gap State Park. He was born January 12, 1935, in Myersville, Frederick County, Maryland. His present address is Pleasant Valley Road, and the topic we are going to discuss is Rocky Gap State Park. Today is May 4, 1977.

AP: Could you tell me how the plans for Rocky Gap developed?

Gaver: Generally, a park is conceived by some local member of the community or a group in the community, many times they are from an historical aspect; or maybe from the donation of a piece of land, and in that case, the park generally carries that individual's name. In the case of Rocky Gap, the idea was conceived locally; I'm not sure particularly who, but it was more or less pushed by the community in general--and more specifically, by what is known as the Route 40 Association, headed by local businessman Ed Habeeb. From that point on, it was given to the political leaders, who proposed it through legislature.

Before it is accepted, generally what is needed, or what is needed specifically, is a commitment of funds for feasibility studies; feasibility studies are nothing more than the whys and hows of why a park should be put here. For instance, surveys are made of transportation patterns; how are we going to get people in and out, what is the local traffic load, how many people live in the area. Such things as rainfall are important. A little something that I've found out, for instance, is that the city of Cumberland has the least amount of annual rainfall of any place in the state of Maryland. However, Garrett County takes the lead as having it all. They'll study such things as economics: for instance, our master plan reveals the average income of everybody in Allegany County, the number of people that live there, and primarily what they do. Those things all go into it. Other things are, for instance, the types of land; and of course, when the types of land are considered, what are you going to do with that land--are you going to make it open land, are you going to make it a lakefront-type park such as Rocky Gap is?

Ballfields, campgrounds--those things are all taken into consideration. You have to consider water and sewage facilities, and whether or not they are compatible with the land; stream use, abuse--that type of thing all goes into it.

And once this has been determined and is favorable, then the concept of the park is pushed on through the legislature to develop it, and then of course a master plan is formulated from this, and at that point then the legislature



Dam at Lake Habeeb, Rocky Gap State Park in 2020

approves funds for development. That's what happened to Rocky Gap; namely, the idea was conceived, and funds were approved to further this idea, then once that idea seemed feasible, then funds were additionally approved for development; and at that point, the lake was the first thing that was built. The lake and the dam itself, and of course being the focal point, that was the most important. Then to follow was the beach areas, the picnic areas, and of course then you have parking facilities that are necessary, restrooms--all those things that go into making a facility. And of course, they had to be planned in such a manner that one didn't come before the other. And of course, the boat concession came, which is now a reality. We are in the process at this point of adding a campground, which in itself is almost like another entire development because of sewer system, water system, a separate beach for the campers, access roads, electricity--all these type things had to be considered for the campground.

And of course, in the future what will happen is that we will get added things; for instance, pavilions for group areas, we will probably develop playgrounds—or spurs thereof--maybe basketball courts, badminton courts; the boat concession is being further developed at this point--this year, in fact, we should get a boat ramp which will facilitate the private use. And the land itself in Rocky Gap is primarily a valley, or a mountain-to-mountain, valley-type park which lays between Evitts Mountain on the west and Martin's Mountain on the east. This was in large part held by private ownership: mountainous land, farmlands, and even some private homes.



Boat ramp at Lake Habeeb, Rocky Gap State Park in 2020

AP: Ok. How much land did the state acquire for the park?

Gaver: At present, we're just about, I believe, around 2,800-odd acres. The plan is to vet 3,400 acres, to be bought additionally--and I would be quick to point out at this time that the reason we are buying, what we are doing is to correct boundaries. For instance, we still have some private land holdings within...inside the Rocky Gap boundaries, and we may not need them per se. But we need them for patrol purposes, and for the future. The one instance I'm thinking about is that we can't locate the owners, we don't know where they're at, and it will probably take detailed court proceedings to resolve that issue.

AP: Is there a chance of the park expanding any further than it is now, besides the corrections of the boundaries?

Gaver: No, I would say no to that. This is all going back to part of the master plan, and by and large the master plan is adhered to pretty closely. If there is some type of thing

that develops, oftentimes master plans are changed, and they would change in either direction; for instance, let's say some local landowner decides they want to donate a piece of their land to the park. This often happens--often it does not, because sometimes even though it's free it has attachments: the landowner or individual will say, "Well, I'll will it to you in my will, but you have to do such and such with it." Many times this is not compatible with our objectives, or even our park philosophy. Other times, something may happen where we may get tremendous pressure from the community or from the visitors. They may say, "Gee whiz, we want this", or "we want that," and there may be so much pressure and so much demand for it, that additional land may have to be bought, if it's compatible with the overall concept. Something I'd like to point out, is that in one of my prior assignments, it was a mountaintop park--and we had people come in and say, "Well, where's the ballfield?" My point is that we had no ballfield--it was a mountain-oriented park. So that people should recognize the fact that every park does not have *everything*. There is generally a theme, and the Rocky Gap theme is water-oriented; the lake is our nucleus. So, to go back and re-answer your question again, I would say at this point in time, there will be no further development, or no further land purchases than what is already in the anticipated master plan.

AP: Ok, thank you. How long did it take for the completion of Rocky Gap as of today, until now?

Gaver: The idea was conceived back in the early '60's, maybe even the late '50's, I can't be sure, but purchasing began about 1961 or '62 in Rocky Gap, somewhere around in that area, and the first park superintendent, Don Warrior, was assigned here, I believe, in 1967 or '68; and development started from that point on. As we discussed earlier, the dam was the first thing that was developed and/or completed, and of course we're in a state of developing now. The big item right now is the campground, which is about a 2.2, 2.3-million-dollar investment. From this point on, I see relatively little major development; you'll see things like pavilions, a boat ramp, I think it's safe to say that in years to come there should probably be a visitor center, or a nature center, as we refer to them--probably supporting facilities such as that. I think it's safe to assume you'll see some of that.

AP: How much do you estimate the park has cost so far?

Gaver: It's funny you would ask that--maybe not funny at all--because we have tried to ascertain that, and...I just have never had the time. I would guess we probably have a fifteen-to-twenty-million-dollar investment, when you consider the land and everything. But probably a safer figure would be around seven to nine million dollars in actual outlay of buildings and roads, campgrounds, sewer and water facilities, and some of those things. And I would have to say at this point our records at the park office here aren't complete with respect to land cost. And I think that may be distorted, somewhat, to say how much have you got invested, that would be excluding the land. So, roughly seven to nine million dollars.

AP: When did the park first open for public use?

Gaver: 1974. In July of 1974, it opened on a full-time basis, and has been open year-round since that time. A lot of people say, "when do you open?"; and it used to be--when I say used to be, traditionally, in the past--nobody ever came to the parks before Memorial Day nor after Labor Day. But just as our society is changing, we try to change along with it; sometimes not as quickly, or it's not as fast as some people would like it--but we are open every day of the year, 365 days, it's just a matter of what we offer. We may offer you ice skating in the winter and swimming in the summer, and somewhere in between--all kinds of different activities. On any given day you can come to the park, it's just a matter of what you can do.

AP: What are a few of the present facilities? You mentioned some of the future facilities, the present facilities, and past facilities.

Gaver: Well, I would say that our biggest thing, again, is the lake, and of course the lake has afforded us swimming, it's afforded us boating--not only the private boater can bring his boat in, but also the park has eighty-two boats that it rents out to people in season. It's offered untold hours of fishing, and of course hiking has been somewhat limited, but we expect to



Boater looking for a good fishing spot on Lake Habeeb, Rocky Gap State Park in 2020



Boat rental on Lake Habeeb, Rocky Gap State Park in 2012

expand that in the summer of 1977 drastically; we will probably add fifteen miles of hiking trail, where we presently have probably two or three at the most. The traditional things of all kinds of self-oriented games, whether it's a [pick-up] basketball game, or football game, or baseball game, softball game, that type of thing, the picnicking.....We have had, in the wintertime, we're getting into the sled riding in the snow--or when nature cooperates with sled riding. And we've had tremendous crowds with ice skating: in the winter of '76-'77, we estimate somewhere between fifteen and twenty thousand ice skaters and sledgers. And growing slowly, but never the less prevalent, is ice fishing--and for sure, again, we are dictated to by nature, or whatever.

AP: Is the lake laid out...like in the winter sports, it's not the whole lake that's involved--is it just a set-aside part...?

Gaver: Yes, we have an area, and here again it's not the area that we would like--we would like it down on our beaches where all of our bathroom facilities and that type thing are, but unfortunately the wind and weather conditions don't make the ice conducive to ice skating, so we go to the north end of the lake. However, with the coming of the campground, we will have access to the campground in that area, and that area is especially good because the way the lake is laid geographically: it makes a slight turn to the northwest, and thereby is shielded from the wind, and we get real good smooth ice and thick ice also, which is a requirement.

AP: That's good. What role does the park play in the development and growth of the community around this area?

Gaver: Well, part of it, we feel, is providing an outdoor experience that many people take for granted; so that no matter what time of the year, we feel that it fills a recreational need with respect to an outdoor experience, whether it be hiking, or boating, or fishing, or sled riding--what-have-you, like that. It has brought in a certain amount of economic impact, namely through the employees here now; we have at present twelve full-time employees, and of course this provides summer employment. This present year we will probably have around fifty seasonals. I anticipate when the campground is completed that we will have upward to just under a hundred seasonal employees working here. So that it does at least help to fill the gap in local seasonal unemployment; and of course this also brings people in from other areas. And if I can drift back for just a second to your opening question about feasibility studies, and also about master plans; now you can see the need for what kind of transportation is in the area of roads, whether it be air, or railroads, or in most of our cases, everything of course comes by automobile. And the present request for the updating of Hancock Road--the road from Hancock west to Cumberland--can be seen in this light now. So that we're bringing other people in, and they are bringing dollars into this area, if you want to look at it strictly from a financial standpoint. I would say that our campground development with two hundred and eighty camp sites--campers are known for their self-sufficiency, and they sort of band together against the out-of-doors, or whatever it is that draws families together or campers together. They may bring their bread and milk, but those people will also be buying cigarettes, and chewing gum, and sodas, and car repairs, and gasoline--and all those things that make up the financial impact within the community.

Another point is that a recreational facility such as Rocky Gap is ultra-important to industrial growth, or that type of growth in the community. For instance, many, many times we get people coming in here from prospective businesses that want to relocate, whether it be the local Chamber of Commerce, or some type of community development that tries to entice business to come in and locate in this area. One of the first things they'll want to know is, what kind of recreational facilities do you have for the people who are going to be working in our plant or in our business, to do in their off-hours, because it becomes a very healthy point of business growth. So those are some of the things that affect the economic, or the growth factor of the area.

AP: What are any major problems that have occurred out here, or you've had, in relation to the park?

Gaver: Since the inception of Rocky Gap, I can think of two deaths, and they both have been drowning; and those were unfortunate things, and in hindsight, I guess it's probably one of the two easiest things in the world, when you look back on them. They're sad but could have been prevented. They incidentally were out of controlled areas; they were not in swimming areas. These were individuals that had taken it upon themselves to swim elsewhere, under varying conditions that just weren't...it wasn't good judgment.

We've had problems with the fish biting the swimmers, and the sand being too hard on the feet--and too much sun is probably our biggest complaint. I would like to point out that where the beach is at Rocky Gap is not the best place to build a beach on this lake. It also is not the best place to build a picnic area, but it *is* the best place on the lake to build a beach, a picnic area, and a parking lot. So that, without all three in compatible...unison, you just can't have it. So that over on the west side of the lake, it would probably be better for a picnic area because it's nice and shady; but we had no way in--and we could have built a beach over there very easily--but it was all but impossible to put parking in; so you must have these three ingredients. So that has been a problem, and we've tried to reciprocate by getting trees to grow; however, we are limited to the size that we can transplant, and here again we must rely on Mother Nature to give us the ideal conditions for growing.



North Beach at Rocky Gap State Park in 2015

We've had probably some serious accidents out front--when I refer to out front, I'm saying the entrance of Route 40 where the park entrance is. However, to blame Rocky Gap for those, I guess would be wrong. Not that anybody is trying to fix the blame, but they most generally have been people that are visiting; and here again you go back to the impact studies on highways with respect to transportation: how people get on and off the highways, and how they get here and how they service the area. We've had what I consider a snake problem. The snakes aren't the problem, but the rumors that surround them were, and very definitely affected our attendance, I think, in 1976, especially early 1976. I can only answer that--and I'm not sure if this is the place to do it--but I would like to interject that we've taken a section of the land that had few inhabitants--with respect to humans--and transformed that into a place where three years ago almost literally, there were a few families, travelers, and we are now doing almost 250,000 people this year. I project that probably by the end of 1977, we will exceed 325,000 visitors a year.

So, my point here is that the snakes, and the bees, and the bugs, and the birds are being pushed back, and we begin to get some idea of what environmentalists concern themselves with. And we as park administrators also are concerned; we are really a

bunch of fence walkers--we try to please all the people all the time; I'll be happy if we please most of the people most of the time. And hopefully we can achieve some balance of a nice, enjoyable, very memorable outdoor experience without infringing on the environment to the point where we're tearing it apart and degrading it.

AP: I was wondering about the working conditions out here--how would you say they are? Are the employees satisfied, have you had any complaints?

Gaver: For me, it's the best place. There is no other job--and I mean that sincerely. I wouldn't care what other kind of job was offered to me, I doubt that I would take it. I can't speak for everybody, and I'm not so naive to believe that everybody likes their work here. It may be necessity that they work here. However, as park superintendent, I would be committed to three things I think you must have for a good working situation. And that is, between the employee and the employer--in this case whether it be a seasonal or it be a full-time person, or we refer to as classified people--not only must you meet the objectives or the guidelines that the state, in this case the employer, requires--in other words, we *must* do this, we *must* come to work at 8:00 and we must leave at 4:30, and in between that time we have certain obligations. We must meet those. And two, and most importantly, and probably I should have listed it first, we must serve the visitor--because if the visitors don't come, they don't need us, we aren't needed. So that we must satisfy the visitors' needs within a certain realm of reasonability, namely: we must...a person must be able to come out here and have that exhilarating, or that satisfying outdoor experience that I'm talking about. And three, it must be good for the employee. It's just like clenching your fist and without one finger won't a fist make, but five will--but in this case it's thirty; and in that case those three things must be obtained to have a good relationship, or a good condition. And I think all too often the employee is taken for granted, whether it be a classified employee or it be a seasonal. Like I said, I'm not so naive to believe that it's a hundred percent all the time, but that's what I strive for, and I want people to have a good working place.

AP: Have there been any special events that have happened out here, important people?

Gaver: Well, we originally had the dedication; and there was a groundbreaking ceremony prior to my arrival here, when it was finally decided that yes, the feasibility studies were favorable, and the legislature acted upon it and said, "yes we will build a Rocky Gap State Park". Of course, groundbreaking ceremonies were initiated--right off the top of my head I don't know that date, however this was led...the community backed this, led by the Route 40 Association, which is probably the group that's most responsible, headed by Mr. Habeeb. Later on, there was the dedication of the park itself in July of '74. Since that time, we've had...the lake has been dedicated and renamed in honor of Mr. Habeeb's efforts towards bringing Rocky Gap around--or bringing it about, I should say.

AP: I was wondering, how long have you been supervisor out here?

Gaver: I came here the day of the dedication, and that was July the 17th, 1974, and I've been here of course since then.

AP: And you like it...of course.

Gaver: Yes.

AP: There's been some talk of a major trail for the handicapped that was being planned out here; could you tell us about it?

Gaver: One of our objectives in the park service, and more particularly at Rocky Gap is...to make this a place where people want to come and get this experience that I keep [referring] to, we must build an awareness in the community that the park belongs to them: the people in the State of Maryland. And more importantly, the local people in Allegany County. One of the things that we do to try to enhance this is encourage participation, either by individuals or in groups, and we have a program which we call V.I.P., a Volunteer In Parks, and there are certain criteria that can be met, but by and large it's groups or individuals can lend their expertise or their labors to some project or some betterment of the park.

What this all means, is that the Junior Women's Civic Club of Cumberland, as a civic project to the city, has proposed a handicap trail. Originally, they wanted to make a braille trail for the blind. However, when we analyzed how many blind people there were--and we go back to the master plan again--we want to say hey, we're gonna build a blind trail, how many blind people are here? How many are gonna use it? So, there's not that many blind people to constitute a blind trail, or a braille trail, in Allegany County. And that's no slamming blind people by any sense of imagination. Simply, it didn't seem feasible, so we incorporated that to a handicap trail; so, what we will do now, through this club's efforts and no expense to the state other than employees' time, or maybe the use of a vehicle, or menial things such as signs, or nails, or screws, or things like that.

The Junior Women's Civic Club will donate, in its entirety, everything that goes into making a trail for the handicapped: and that is, everything from a blacktop road to get wheelchairs and people that are physically handicapped, clear to the other extreme where people have mental handicaps--we will attempt to try to give them this outdoor experience, again, as I refer to constantly...something that they normally wouldn't have the opportunity to do, whether it's an in-depth study of a bug crawling, or whether they can feel and touch the water, and why it's like it is, and try to relate that to them, that they can't normally get. And the trail will be built with such things as, for instance, an individual in a wheelchair can get to the parking lot, he can get on the trail and back by himself. A person that may have braces, or a crutch, or a cane will be able to get through. Now, we designed the trail in such a manner that as the trail progresses, it gets more difficult, so that we don't make it too hard for the people that are less fortunate than most of us--or that we make it too easy for someone, or that we don't make it more challenging for others; so that what we have to do, is we have to consider such things as braille. In other words, what we're doing is, we're appealing to the senses, and in this case, it would be braille, it would be... we have a safety factor....For instance, we're going to run these people right down on the edge of the lake, and we're going to give

them a place where they can actually get in the water. We have to have places where we can't deal with signs; what we will do, we'll do what we call message recorders: simply a recorded message that they can press a button and learn something or be made aware of some particular aspect on that trail that we feel is important to interpret and enjoy. So, this is it, and incidentally, I think credit should be given to a lot of other civic organizations, namely; the Jaycees, the Kiwanis Club, and God forbid I forget anybody--the Disabled American Veterans, the ACC Forestry Class, and just hordes of other individuals and people. The local National Guard....[section unclear, tape stops]

[tape resumes] So that what we've done, we've involved not only the Junior Women's Civic Club as a community relations aspect, but we've also involved a lot of these other civic clubs *and individuals*. For instance, I can name such people as Dr. Cones at ACC in particular, who has given us a lot of expertise. Not on this particular project, but we have another area of a civil war-era cemetery where Helen Hinkle has researched everything about that grave, so that we will be able to interpret to the visitor who's buried there, when it happened, and any other bits of information that may be relative to that particular thing. We will involve the Cumberland Garden Club, for instance, in landscaping the flower beds and that type of thing. We may solicit the help of Potomac Valley TV, or the different radio stations, and that type of thing--so that we want to instill an awareness of "the community is yours". It's not Don Gaver's; a lot of people say, "it's Don Gaver's park." The park is not mine. I'm just here to see that it's administered in every possible way for the public's enjoyment and for their use. I've often heard it said, "Isn't it a sin, all that money that they dump into the parks." The sin is not the money that we spend, but if we spend it and we don't use it. That's a good bit away from your question, but I think it helps to [distill] my philosophy and what we are trying to accomplish, and how it should be blended into the community--so that we make it a part of the community, and the community a part of it.

AP: All these nature trails for the handicapped, are you planning on having rest areas?

Gaver: Yes. For instance, we go to these different organizations--for instance, maybe the Workshop for the Blind, or we may go to the handicap organizations of all types--and we have found that there are some criteria set up--for instance, for slopes and wheelchairs, that is acceptable in this type of situation. So, we maintain that, and of course in that are, yes, are rest areas, very definite rest areas, and probably more than the average person realizes. Incidentally, we anticipate we'll probably get more non-handicapped people using the trail than probably handicapped; first of all, from curiosity, but second of all, it's probably one of our most...one of the neatest ways that we can tell people about nature, or about our environment--we appeal to the senses, whether it be hearing, touch, sight, and all those different things that make it up. So yes, we would have rest areas with benches of different kinds, and some of them would be a bit exotic as we know them, you and I.

AP: That would really be nice. I would like to see that. How has the park been accepted by the community?



Lake Habeeb, Rocky Gap State Park, 2013

Gaver: I want to compare it to some other area, and it's probably not fair to do that--I think probably one of the best, if not the best, in the state. Cumberland and Allegany County have in so many words said, "we want the park", and I think that the people have responded in that respect by using the park, and by and large taken care of it, shown an interest in it, become involved in it. So that I'd say percentagewise, on a scale of zero to ten, I'd say nine, at least nine plus would be the acceptance; whereas I could say other areas of the state where

it might be even under five, and the first thing you're going to say is why was it developed. But in Rocky Gap I would say that it's very high, and it's *great* to work with. It makes our job so much easier, and we can offer more because you're not confronted with the thing "it won't work", or "I'll have to see it to believe it". Those negative barriers are torn down right off the bat, and it's a real nice experience.

AP: The advertising--is it very well advertised, like through radio?

Gaver: Oh yes, this is part of the community acceptance. I've had previous assignments where you couldn't get an article in the newspaper--I say you couldn't, obviously that's an extreme--but the newspaper, for instance, the local, I don't know of any time I've ever been turned down. Sometimes they might bury me in the inside where we don't want to be, but I think everybody faces that in dealing with the media, and we have to trust their good judgment, but it's been tremendous, and you can go and get articles in the paper....The radio--for instance, this summer, "unprecedented, unprecedented in the Maryland Park Service, Rocky Gap will have a remote radio show every Sunday afternoon at 1-5." [AP: That's neat] Yeah, where the local radio station will come out and they will do interviews, they will have giveaways--a promotional type thing for them but in good taste too, where the interview people say, "How do you like the park", or "what are you doing today", or "why did you come?" so that we get back to this community involvement; and all the radio stations have been most cooperative, and I've *never* had a negative "I don't have time", that type of thing. And the local television show; we even have--also unprecedented in the Maryland Park Services--we have a ten-minute radio show every week called the Rocky Gap Show on local channel 8. They show it a couple of times, I think they fill in their schedule, but I think it's at least one day a week. So we go and tape shows--we do everything from how to get a job in the park service, to what a park ranger does, what kind of interpretive programs we carry on, all about development, fees, hunting, ice skating, sliding, swimming, special events. All that's undertaken under pre-taped television programs, so that when you talk about the media that way, as well as being advertised--very, very definitely.

Of course, then we went with traditional types of advertising, through brochures to statewide releases; and oftentimes we make statewide releases, some of the people in

Annapolis, it makes them uncomfortable, I think, with respect to the kind of news coverage we're getting. And of course, they're going in another vein: when they send a news release, they mail it to every radio station and every newspaper; and you sometimes lose that personal touch, so the local news still becomes important, or the local advertising. Word of mouth is probably the best you can get--a person says, "Hey, I'm at Rocky Gap, and you should see that." This is great, and of course that can be the other extreme too: "I was out there and had a bad experience." But I think your public relations program--or in this case, *our* public relations program, or our community awareness, community involvement--all have done their respective jobs to promote Rocky Gap. I think it's made it the great place to work and visit that I feel it is.

AP: People that have come from other parks, like you mentioned Baltimore, and down around there, that don't want the parks--how do they feel about this park?

Gaver: Well, yes, those same people that come would want this park down there too--so that possibly the people that have a negative approach toward the parks, are probably the ones that don't go anyway. But as in many types of our society--and I'm hesitant about talking about this because it calls for opinions, which it should be understood are strictly mine, and not the park service--but any kind of a project, whether it be a new highway, or whether it be a new hospital, or a new state police barrack, or whatever we do as a society, many times the loudest voice is the negative voice; and so therefore, that has to be tempered, or has to be considered, when you talk about people that don't want a park or don't want a particular facility. So to answer your question, the people that come out of metropolitan areas, you would say that's great; they get out of the traffic--and that's part of our objective too, to provide that outdoor experience whether it be for our next-door neighbor, or somebody five hundred miles away, or on the other side of the world, for that matter. So yes, we get tremendously good acceptance, and I think a good example of that would be you can go just west of here to New Germany, or Herrington Manor, Swallow Falls. I think there is untold cases of repeat business, where people come back and say gee whiz, this is the camp site I want, or this is the picnic table that I want, almost like it's their own. So, when you get repeat business like that, whether it be at the local hardware store or business, or whether it be at the park, it's the same difference; people come back for what they like, and in this case, yes, it's well received.

AP: In conclusion, are there any stories or incidents or anything you'd like to tell us about, or any last thing you'd like to say?

Gaver: Well, a few things. First of all, I would extend--I don't know what the life of your tape is, or who may pull it out of your library and play it back sometime in the future--I would be quick to invite anybody at any time--and when I say that, within reason. For instance, I feel it's very important to show people what we're doing, the behind-the-scenes stuff; so that on this day, in May of 1977, that our campground development....I would like to be able to spend my entire time showing people--*any*, any and all people--our campground development, like the road crews are getting ready to build the roads. I think it's so important for people to see that, to see where their dollar's gone, because I

consider myself the number one taxpayer at Rocky Gap; and I've been accused of being an idealist, but I believe that wise use of the buck has to begin right here, and I'm dedicated to that, so that I like for people to see what they're getting--what they're going to get--and I think once it gets here, then oftentimes it makes it so much more understandable. Another example would be that somebody might say, "Hey, I would like to see your sewage plant, your



Campground with Beach, Rocky Gap State Park

sewage treatment plant." I don't care whether it's Sunday afternoon at two o'clock, or if it's Monday evening at eight--if we can make arrangements, whether it's a group or an individual, I guarantee that kind of an exposure. I would go back quickly and clarify, two o'clock on Sunday afternoon we're pretty busy with people, during the summer that is. So what I'm saying is that lots of times people look at us, or we get the feeling--and I say we, we of the park staff, or we in the service—they say, "oh gee whiz, he don't have time to talk to me." We *do* have time to talk to you. If we don't, we can politely excuse ourselves and say, "Look, I've got something that's really pressing, but I'll see you tonight or I'll see you tomorrow, come back then." And we can show people that, and I think that's what important. I don't care whether it's inside this office, or over at the water plant, or sewage plant, or inside the women's bathhouse to see a particular aspect of design or something like that, or whether it's in our food concessions, or whether it's in some type of our administration, or our trail system. I consider the park an open book in that respect, and whether or not...what time does with me in that respect...you can get another administrator that may feel exactly the same, or he may even go beyond that type of philosophy, or may be somewhat limited--well, I think that's important, that you invite anybody, because it belongs to the people and they're the ones that should use it. I'm only here in this speck in time to see that it's run within certain boundaries and guidelines; and I can obviously talk about my favorite subject for many, many hours, and how to fit this situational need. I'd like to express my appreciation for the opportunity to do it with you.

AP: I'd like to thank you for taking the time to do it with me too. Thank you very much Mr. Gaver.

Sacred Heart Hospital—Yesterday and Today

Name: Harry W. McCunn

Occupation: Administrative Assistant—Sacred Heart Hospital

Birthdate: June 9, 1926 Interviewer: Diedra Davis

Date and Place of Interview: Nov. 12, 1979 at Sacred Heart Hospital

Transcribed: by Stephanie Wilmes on July 26, 2005

DD: I'm interviewing Mr. Harry McCunn on November 12, 1979. The topic being discussed is the history of Sacred Heart Hospital.

Okay, Mr. McCunn, could you tell me how you came to be at Sacred Heart Hospital?

McCunn: Yes, I came with the hospital in 1964 when the hospital was preparing to move to the new building being built on Haystack Mountain and anticipating an increase in the number of employees in its personnel program. So I was the first personnel director that the hospital had at that time.

DD: Okay, could you give me a brief history of the old Sacred Heart Hospital when it was located on Decatur Street?

McCunn: Sure, I'd be glad to. The hospital was originally known as Allegany Hospital, and it was founded in 1905 by a group of physicians in Cumberland. Immediately upon founding the hospital, the physicians wanted a religious order to assume control of the hospital, and they contacted among others the Sisters of Charity in Emmitsburg, Maryland. After negotiations, it was in 1911 that the Sisters took over the hospital. I believe at that time it had about twenty-five beds. Immediately after the Sisters arrived, they started to make plans for tripling the size of the institution, and that was accomplished the year after they came. There



Allegany Hospital, Decatur Street,
Cumberland, MD



Allegany Hospital after the expansion

were a number of expansion programs, probably the largest being accomplished and completed in 1937, when a five-story annex was completed. The name of Allegany Hospital was changed to Sacred Heart Hospital in 1952. And at that time, and until the hospital closed, we had 139 beds. The history of the old building, I guess we could say that when an announcement was made by the Sisters that they could no longer continue to operate the hospital, they made plans to close it down, and this created a

response from among the leaders of Cumberland and the citizens of Cumberland to talk the Sisters into staying and to give their assistance in building a new building; and these types of negotiations were completed, successfully, as we can see now.

DD: How was the site for the new hospital decided upon?

McCunn: Well, I presume there were a number of considerations at that time, one of them being the area of the community that we wanted to serve. As we all know, Memorial Hospital is more or less on the south and the east part of Cumberland. Expansion in the Cumberland area seemed to be taking place toward the west, so it seemed logical to locate the hospital on the west side of town. That, coupled with a donation of land from Judge George Henderson on top of Haystack Mountain, helped make the decision somewhat easier.



Groundbreaking for the new Sacred Heart Hospital on Haystack Mountain

DD: Was the old hospital still in operation until the new hospital was opened?

McCunn: Yes, as a matter of fact, the transfer of patients took place on, let's see, I believe it was, I'm sure it was, March 28 of 1967. Now, let me explain that in the old hospital, we started discharging as many patients as we could shortly before the move, and not admitting new patients, so that on the day of the move, we had forty-three patients to be transported to the new building. So, you can see that that's not a big job in itself, although it wasn't exactly a small job either. But we opened the hospital then, the new hospital, on March 28 of 1967 with the transfer of forty-three patients from the old building, which, of course, was then closed, and we started admitting patients immediately in the new building.

DD: Okay, is the hospital still controlled by the Sisters of Charity?

McCunn: Yes it is, and a better term might be that it is owned and operated by the Sisters of Charity, and it is incorporated in the city of Cumberland, which means that it is an incorporation and operated autonomously by the Sisters of Charity.

DD: About how many sisters are involved in operating the hospital?

McCunn: There are usually anywhere from twelve to fourteen sisters at the hospital. Most of them are in either administrative positions or in what we now call our pastoral care program, as pastoral visitors. I might go on and say that the administrator and two assistant administrators, and one or two department heads are sisters, the balance being pastoral visitors.

DD: The hospital on Decatur Street used to have a nursing program. Why was it disbanded?

McCunn: Well, that was back in the time when nursing education, of course, traditionally had been in hospitals, but it was also at a time when this type of education was becoming very, very expensive. It never was supported fully, I believe, by the students. It's always been supplemented by hospital funds. And I believe the Sisters foresaw that they just couldn't keep up the expense of this, as well as the fact that the trend was starting to transfer nursing education into the academic field itself: colleges and universities and so on. But primarily, it was just the expense of continuing such a program that led to its discontinuation.

DD: What technical equipment was suitable for transfer and use at the new hospital?

McCunn: Well, fortunately--or maybe unfortunately, cost wise--very little of the equipment was transferred from the old building to the new. There may have been some fairly new pieces of equipment that we had in the old building that were transferred, as I'm sure there were, but essentially, the new building was furnished and equipped, by and large, with all--essentially--all new equipment.

DD: How has the staffing increased from the old hospital to the new one?

McCunn: Well, the staffing has increased quite a bit. Of course, it's been gradual, over the years. But as I recall, we had something in the neighborhood of two hundred to two hundred twenty-five employees in the old building when we had a hundred and thirty-nine beds. At the present time, we have close to eight hundred employees, and we have two hundred and forty-seven beds. The reason, of course--and of course we are talking about a period of twelve to fifteen years, here, too, when this increase has taken place--but there has been much more emphasis on what we call ancillary services. In the old hospital, most of the staffing was nursing. The need for back-up services and ancillary services was fairly minimal. Of course, we had a laboratory, an x-ray department, and a business office, but by and large, most of the employees were nursing. Now, the way things have evolved, we have large departments in laboratory and x-ray, plus the growth of services such as physical therapy, cardiac care, respiratory therapy, and because of the many regulations and the complexities of the financial part of the operation, we have a large accounting department also.

DD: What are the daily room rates for the patients?

McCunn: Well, we have various rates according to the type of service that the patients receive. For example, on what we call medical/surgical and GYN services, the rate for a semi-private room is ninety-seven dollars a day, and for a private room it's a hundred and four dollars. Now, we have a psychiatric unit where the rate is ninety-four dollars and fifty cents a day, and in our intensive care/cardiac care unit, which has much more intensive staffing and equipment than the other areas, the room rate is two hundred and forty-five dollars a day. On obstetrics, it's ninety dollars for a semi-private and ninety-seven dollars for a private room, and on the pediatrics unit, the room rate is a hundred twenty-seven dollars a day.

DD: What is the administrative structure connecting Sacred Heart and the Catholic Church?

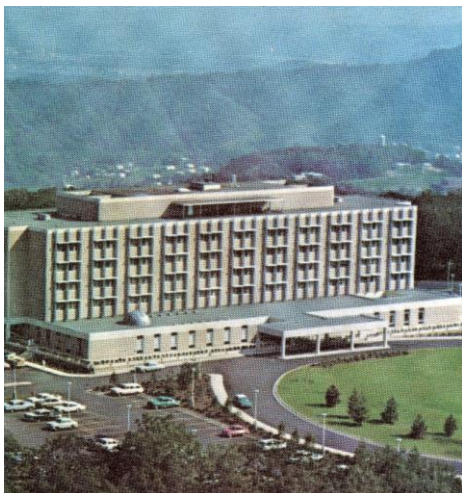
McCunn: Well, I don't know that you would say there is an administrative structure. There is, of course, religious ties. But as I said earlier, the hospital is operated autonomously from, even from other hospitals that the Sisters of Charity operates.

DD: Are there any financial obligations?

McCunn: I guess what you mean is financial obligations to the Catholic Church. I would say, no. Let me explain just what the financial arrangement is. The Sisters who work in the hospital draw a salary--of course, this is not the same as the employees, who draw paychecks--but essentially, certain monies are allocated to the Sisters based on the service they perform. The Sisters, in turn, since they live at the hospital, pay back into the operation of the hospital an expense for their room and board, you might say. What money is left over after paying for the maintenance of the Sisters here at the hospital, I believe that goes to the Order of the Sisters in Emmitsburg, for upkeep of their programs. There is no money that goes to the Archdiocese, or as some people may think, to Rome.

DD: Before, we were talking about the staffing increase. Could you give a breakdown of the approximate number of employees working in the different departments of the hospital?

McCunn: Uh, yeah, roughly, at least the major departments: nursing service has approximately half the employees; they have approximately four hundred. The two large ancillary services of lab and x-ray, laboratory has fifty employees, the radiology department, about thirty. Now in our dietary department we have approximately fifty; many of those are part time. In our housekeeping department we have forty, and in our business office we have about thirty-five.



Aerial view of the new Sacred Heart Hospital on Haystack Mountain

DD: What was the approximate cost of construction for the new hospital?

McCunn: Well, back in the mid-sixties, when of course we thought construction costs were high at that time, but compared to now, we really got a bargain. The building cost approximately seven-and-a-half to eight million dollars to build. Then it has--or had--approximately a million dollars of furnishings and equipment.

DD: What is the cost of the new addition to the hospital?

McCunn: Well, okay, we just recently dedicated an addition to the hospital which didn't involve the increase of any more beds, but largely to expand our crowded out-patient facilities and provide a larger intensive care/cardiac care facility. The cost of this was 4.1 million dollars.

DD: How was the money raised for the new addition?

McCunn: Well, we really haven't raised the money. It's a matter of borrowing, which we did--we borrowed the money to build it, and now we have a mortgage to pay off.

DD: How has the new renovation improved hospital services?

McCunn: Well, as I said, the major reason for expanding was to relieve the crowded conditions that had developed in recent years. So I guess we could say that services have been improved by providing, just providing more space for them. For example, our intensive care unit has probably three times as much space as the old unit, and we have individual rooms for each patient in intensive care, plus a family and visitors room, which we didn't have before. In lab and radiology, we have increased the square footage there, so that people just aren't running into each other like they used to in the crowded corridors before. We have added a surgery waiting room where family and friends can wait for patients while they're in surgery. We've increased the size of our recovery room, which was sorely needed. But by and large, each of the departments in our outpatient and ancillary services has just gotten more space out of the expansion.

DD: What do you see for future improvements to the hospital?

McCunn: Well, at the present time we don't have any plans for physical renovations or expansions. Obviously, as I said, we just completed a large one. We don't foresee increasing the number of beds at all because there is a trend in the nation, as well as in the state, not only to limit the number of beds, but to treat patients on an out-patient basis, so that they don't have to be hospitalized as much as in the past. Of course, there are things that we hope, and will do to improve our services. I don't know that you can put them in a classification of renovations, but certainly as new equipment becomes available, for either diagnostic or treatment purposes, we would certainly hope to acquire them. As new knowledge and skills become available in the market place, we would hope to acquire them. In other words, just to provide the best possible patient care that we always can.

DD: What special facilities does Sacred Heart offer that Memorial does not?

McCunn: Well, when we moved to the new building on Haystack Mountain we included a psychiatric unit, which has nineteen beds. This was the first psychiatric unit to be offered in this area, in a general hospital. And this is a service that we still have and Memorial does not. Recently we started a hospice program, which is care for the terminally ill patient; we have four beds in our hospice unit. This is something that Memorial has not gotten into, although we are working very closely with them, and

particularly their home care department, and accepting referrals from them. We also have a cobalt unit here, which was initiated when we moved to the new building. This is a form of radiation therapy. And although Memorial Hospital does have some other radiation therapy, as well as a new CT scanner, which is a form of radiation diagnostic procedure, they don't have the cobalt. We also initiated recently a new program called Alcoholism Treatment Unit, which is a fourteen-day program where we accept persons who are suffering from alcoholism and we put them through a rehabilitation program.

DD: What kinds of donations have been made to Sacred Heart?

McCunn: Well, I really couldn't give a detailed answer to that question, although there are a number of donations that have been made. People still do donate to charitable causes. And we do have a number of donations. This comes to mind because of the recent hospice program that we initiated here, and the amount of interest in the community in this has stirred, and created, a number of donations to that program in particular. Going back, though, to when we first came to this building, through the good-heartedness and generosity of our pathologist, Dr. Giarritta, the halls and many of the rooms and offices in the building have paintings in them which were donated by Dr. Giarritta, many of which were done by local artists. Another area where we get donations is through the operation of the hospital's gift shop, which is run by the hospital auxiliary. The profits realized from the operation of the gift shop are generally turned over to the hospital, and earmarked by the auxiliary for certain projects, programs, or pieces of equipment. I think in talking about donations we can't overlook the fact that when plans were being made to build this new building on Haystack Mountain, there was a fundraising campaign to which the citizens of Cumberland and Allegany County and other areas responded very generously. The campaign goal of 500,000 dollars was exceeded by almost fifty percent. In other words, we received pledges of about 750,000 dollars, most of which have been realized. This is certainly a tribute to the people of Cumberland and the area.

DD: How many administrators has the hospital had in recent years?

McCunn: Well, I'll go back to the one who was administrator when I came with the hospital, and that was Sister Mary Richard, who was largely responsible for organizing the building program for the new building. She left just shortly before we moved to the new building and Sister Mary Louise took over. Sister Mary Louise was the administrator I guess for five or six years, and she went to another hospital from here--currently she is in Emmitsburg as counselor for the Sisters of Charity. And she was succeeded by Sister Margaret James, who was administrator for I guess about six years, and she is presently at Saint Agnes Hospital in Baltimore as the administrator. She was followed by Sister Cecilia, our current administrator.

To expand on that question, I might say that the hospital is operated by a board of trustees made up of the Sisters of Charity. Traditionally, the administrator has been the president of the board of trustees. Several of the sisters at the hospital serve on the board of trustees, as well as several sisters from other locations. In addition to the board of trustees, which is the, you might say, the legal channel of authority for the operation

of the hospital, we have a lay advisory board made up of well-known individuals from the community who meet regularly and serve on committees of the hospital and offer their expert advice and assistance in matters pertaining to the hospital operations. The current chairman of the lay advisory board is Hugh McMullen, local attorney. Several other chairmen of the lay advisory board have been Mr. Al Wilson from Phoenix Construction Company, Woody Peter from Kelly Springfield Tire Store, Mr. William Walsh, local attorney, and I believe he was preceded by Tom Finan, who at that time, when the terms were longer, I believe Tom Finan served for close to ten years as our advisory board leader.

In talking about the leadership of the hospital, we certainly can't overlook the role of the medical staff and a number of prominent local physicians who have assisted the hospital in many, many ways. Two physicians who have been honored by dedication of part of the new expansion program are Dr. Leo Ley and Dr. Lewis Brings. Dr. Ley just recently retired after having practiced successfully in Cumberland for a number of years, more recently being on the out-patient staff of the hospital. Dr. Lewis Brings also practiced many, many years in the hospital, ending his years in our out-patient department. Dr. Brings passed away earlier this year.

DD: What are some of the changes that have taken place since you've been in the new building?

McCunn: Well, since moving to Haystack Mountain the nature of health care at the hospital has changed, much the same as national trends. We are treating more people on an outpatient basis now. To give you some comparisons: in 1968, which was our first full year in the hospital, seventy-four percent of our x-ray procedures were for in-patients, and twenty-six percent for out-patients. This has almost reversed itself in ten years: in 1978, sixty-four percent of the x-ray procedures were for out-patients and thirty-six percent for in-patients. In 1968, only eight percent of our EKG's were out-patients, and in 1978, thirty-nine percent of EKG procedures were outpatients. During this period the laboratory increased its share of out-patient tests from twelve percent to thirty-two percent. Even our surgery department has increased its surgical operations for out-patients from six to fourteen percent, and this will increase more with our new short-stay surgery unit being open. Overall, emergency room visits have doubled from 1968, while visits from out-patients have risen fivefold. The biggest change in in-patient care has been a reduction in average length of stay. In 1968, the average patient stayed 10.9 days. This average length of stay has been reduced to 7.5 days in 1978. This improvement in patient care resulted from better control of utilization, and the addition of nursing home beds in Allegany County, among other reasons. Another change is the extent of our service area. In 1968, nineteen percent of our in-patients were from outside Allegany County, while in 1978, this figure was thirty-five percent. This means that our services are more accessible now to people of neighboring counties, and states, and we have become, in many respects, a referral hospital.

DD: This concludes my interview. Thank you very much, Mr. McCunn, for your time and information.

McCunn: You're welcome.

PHOTO CREDITS:

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In 1996 Sacred Heart Hospital and Memorial Hospital merged to become the Western Maryland Health System. In 2009 the two hospitals moved into the brand-new Western Maryland Regional Medical Center on Willowbrook Rd. In 2020 The Western Maryland Health System merged with the UPMC hospital system to become UPMC Western Maryland.

SCHMIDT'S BLUE RIBBON SUNBEAM BAKING COMPANY

Hello, my name is John Dudley and I am at the home of Mr. William Koppel who is an employee of the Schmidt's Blue Ribbon Sunbeam Baking Company on Frederick Street in Cumberland.

JD: Hello Mr. Koppel. Mr. Koppel, who owns the bakery at this present time?

Koppel: Well, it's owned by the Schmidt Family and the Bowyer Family. The Bowyers.

JD: And could you tell me when it was started, approximately?

Koppel: The process started in 1932.

JD: And it's been passed down through the families...

Koppel: Yes, it is.

JD: And it has been in existence in Cumberland about the same time, right?

Koppel: It started in Cumberland, but they expanded to Baltimore.

JD: Oh, yes?

Koppel: They have a bakery in Huber [Wilmington, DE], and Sweetheart [Bakery, Salisbury, MD], and we have an outlet in Johnstown. We have an outlet in York, Pennsylvania.

JD: My goodness. But the primary thing started in Cumberland...

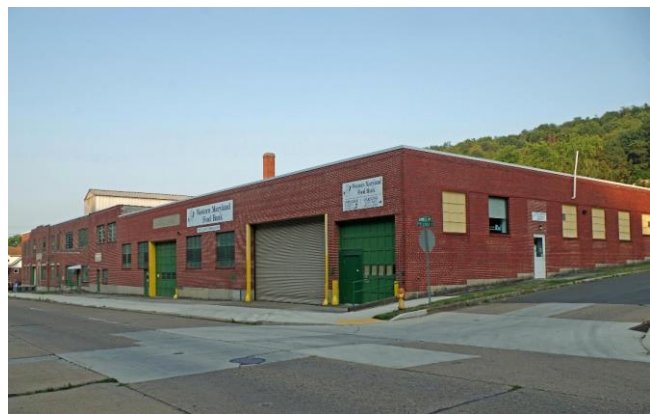
Koppel: Uh, huh.

JD: And they just kept on expanding.

Koppel: Yes.

JD: I see. Sir, could you tell me how you feel the bakery might benefit the community of Cumberland?

Koppel: Well, it's created jobs for about a hundred and thirty. And tax purposes, and the community benefits by them...



Former Schmidt Baking Company building in 2021 currently houses the Western Maryland Food Bank

JD: Good quality bread, obviously. OK, could you tell me in brief what goes into the process of making the bread...

Koppel: Well, naturally flour, and water, and yeast. Then you have your different vitamins, we have iodized salt, and we have....

JD: Mixers that put all these ingredients together?

Koppel: Yes...

JD: And an assembly line that...then, OK, what would you consider the most costly ingredient, say compared to ten years ago, is it anything particular?

Koppel: Well, I guess number one would be the flour, and number two would be the sugar. And yeast, which went up considerably.

JD: Things you used to get for practically nothing, and now you have to pay considerably, I suspect. OK, is there a lot of equipment and cost as far as equipment?

Koppel: Ah, yes. I mean, you know, your mixers are the biggest thing. Then you have your proofer and your dividers and your slicers, plus the oven.

JD: I see. Is the oven very hot? I guess, just for baking...the same...

Koppel: The heat is the same temperature all the time.



Former Schmidt Baking Company building in 2021 currently houses the Western Maryland Food Bank

JD: OK, I understand that all that's produced in the Cumberland bakery goes in to Cumberland area, and like you said, there's other plants. Could you tell me what's the main product--what you produce, like, bread? You produce bread and you ship it out. Is that it?

Koppel: We produce a lot of rolls for Baltimore and Martinsburg. Of course, bread, too.

JD: I see. Do you ship any cakes or anything?

Koppel: No.

JD: Do you buy it off of anybody?

Koppel: We buy it off the Flowers Baking Company.

JD: Is that in Cumberland?

Koppel: No, that's in Spartanburg...[South] Carolina.

JD: Oh, OK. I don't know if you realize this yet, but I've noticed the breads are pretty well parallel in prices, say, compared to your bakery and Stroehmann's. Is there any parallel pricing that you see, or do you try to keep even for some reason...any explanation on this?

Koppel: It's naturally been close, not only in this area, but everywhere across the country. I mean, if there's two or three bakeries involved in any one town, why, they keep it rather close.

JD: For competitive purposes?

Koppel: Uh huh.

JD: I see. If you raise your bread, usually do the others raise their bread, or vice versa?

Koppel: Within a matter of a few weeks or a month, or so, they usually come up to standard.

JD: But usually, to initiate the bread rising, does this...some kind of cost goes up, like flour, is that what really...

Koppel: Wages...

JD: Wages, too? I see. What about competition? What would be considered to be the most competition for your bakery...in Cumberland, Maryland? Would it be Stroehmann's, or who?

Koppel: Well, Stroehmann's, naturally in this area here. We run into others throughout the area.

JD: Caporale's or any...give you any...

Koppel: No, no...

JD: They're just independent...I see. OK, let's see. You've been in there about twelve years, is that correct?



Former Schmidt Baking Company Building in 2021

Koppel: Twelve years.

JD: Do you feel any improvements would be needed to the bakery, offhand?

Koppel: The only improvement they could make, I mean, would be if they had a more modernized bakery and equipment.

JD: How long do you suspect that your equipment has been in use? Is it getting old, would you say?

Koppel: Most of it is.

JD: You'd say it could be used...would it help the cost of producing this loaf of bread, if you had better equipment?

Koppel: Naturally, it would be more modernized, and it would take less employees to run the machines...

JD: Do you think this will ever happen?

Koppel: Oh, maybe not in this area, but around Baltimore they're planning on building a new plant.

JD: Oh, is that right? So that should...help. But the location, I understand, like you say, has been in the same place for...

Koppel: The location has been there since 1932.

JD: Do you think it's an advantage at this place, since it's right in Cumberland?

Koppel: Well, there's no disadvantage, really...

JD: As far as deliveries and stuff, you're pretty well centrally located...

Koppel: Yes...

JD: Do you see anything, as far as the future for the bakery--does it continue operations, if everything goes...?

Koppel: I don't see anything that would make them pull it out or anything like that, or discontinue operations here.

JD: How do you feel that the unions have affected the bakery, or do you like the unions, or dislike the unions, or what?

Koppel: Well, the unions are alright. They have their thing, protection for their men...

JD: Are you unionized?

Koppel: The plant is unionized.

JD: I mean yourself.

Koppel: Myself, I'm not unionized.

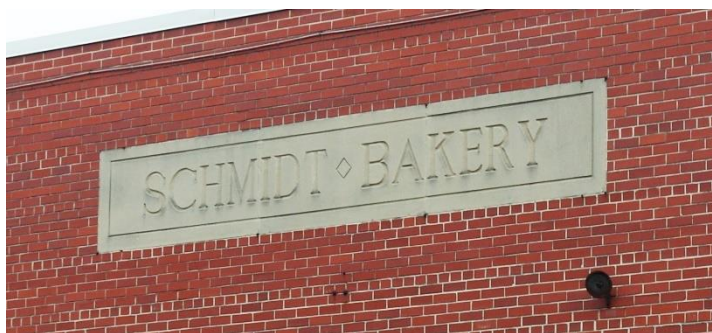
JD: I see. Do you feel the unions are going to help--or hurt--the bakery in any way?

Koppel: No, they won't...

JD: Do you think it'll ever cause them to move out of this area because of the unions?

Koppel: I can't see it, no.

JD: Let's see. I know you, and your son also, have been employed there for quite some time. Is there a lot of turnovers in employment at the bakery there?



Koppel: No. In the rush season, we do have a lot of employees that come in for the summer like, which are not held on permanently, but the regulars, there's not much turnover in the regulars.

JD: And the regulars, is that the hundred and thirty-two that you were talking about?

Koppel: Yes.

JD: In the summer, do you go above this hundred and thirty-two?

Koppel: Oh, yes. They usually put on about thirty to thirty-five new employees in the summer.

JD: Do they usually try to get college people, or what?

Koppel: College students.

JD: I see. And is there anything you'd like to add, that I have maybe skipped over about the bakery itself?

Koppel: No, I think it's pretty well covered.

JD: Well, thank you, Mr. Koppel.

Koppel: You're welcome.

Thrasher Historical Carriage Museum

...Mr. James Thrasher, on December 15, 1977. He's the owner of Thrasher's Historical [Carriage] Museum, in Midland, Maryland. He was born July 21, 1913, in Midland, Maryland, and his occupation is: retired.

Ok, Mr. Thrasher, do you know the date when the museum was first opened?



Thrasher Museum grand opening at the former Midland Elementary School

Thrasher: Yes, the museum had a ribbon-cutting ceremony on July the 9th, 1977.

Interviewer: Is it dedicated to anyone?

Thrasher: No, we didn't dedicate it to anyone.

Interviewer: How many antiques do you have in your museum?

Thrasher: About twenty-eight carriages in here, twenty-eight horse-drawn carriages. Plus the saddles and harness, coach lamps; and we have one ox yoke.

Interviewer: This is the entrance here, I see.

Thrasher: Yes, at the entrance to the museum we have an ox yoke hanging up overhead, which was used back, I'd say, in the early 1800s; it was used to pull wagons, and sleighs, and plows on the farm, with a team of oxen.

Interviewer: What is the oldest in the museum--your oldest wagon?

Thrasher: We have a Conestoga wagon here in the museum, and it's dated back to about 1840. It's one of the wagons that went west during--they called it--the Gold Rush? In the northwest? We have that wagon right there, and it's dated back to 1840. And they called it a Prairie Schooner. Conestoga wagon.

Interviewer: Which is your favorite wagon in the museum?

Thrasher: Oh, I have quite a few favorites in here. We have two pieces in here that were once owned by Theodore Roosevelt; one of



The Conestoga wagon is now on exhibit at the Allegany Museum, Cumberland, MD (2022)

the pieces he had used in his inaugural parade. I wish I had that list that I could tell you the exact date it was and all.

Interviewer: With this museum, these carriages, how do you know whereabouts to go to get the carriages?

Thrasher: Oh, we get listings on carriages for sale in different localities from throughout the United States. We have carriages in here from Texas, from out in Wisconsin, Indiana, up in Maine, New York, Pennsylvania, Ohio, and Maryland; we have them from all over the place. We went as far as twelve hundred mile one way to just gather up carriages to buy.

Interviewer: This is an unusual hobby; are there many other people around that collect these wagons?

Thrasher: The closest would be in the vicinity of Frederick, the closest from here; and there're very few around there. I'm about the only one within a hundred and fifty mile around here that has any carriages, horse-drawn carriages.

Interviewer: Do you want to walk through the museum, and explain some of the pieces?



Example of a vis-à-vis carriage

Thrasher: Ok. Here on our left we have a piece here that was imported from Holland; it's called a vis-à-vis. We have used it many times; we even had used it in a movie made by Columbus [Columbia] Picture Company. The movie was *Harry and Walter Go to New York*. And we've used it many times to haul governors, and dignitaries, we used it down to Smithsonian Institute to help dedicate some of their new buildings down there. The last one we used it for was Susan Ford; we used it down in Hagerstown

to haul Susan Ford around in the Bicentennial Parade.

Interviewer: That's very interesting.

Thrasher: Then on the right, we have a piece here that was made by Brewster and Company, it's called a Stanhope Phaeton; and Brewster and Co., they are a company that built nothing but real fancy carriages back in the 1800s--they were the Cadillac of all carriages. That carriage there was built right around 1890.



Design for a Stanhope Phaeton carriage

Interviewer: It's a beautiful carriage.

Thrasher: Thank you.

Interviewer: It's splendid! Ohhh, I didn't realize this place was this big!

Thrasher: Here on the right as we go into the main entrance, we have a ladies' wicker phaeton; and it's an excellent piece and it was used to transport ladies, to drive around.



Example of a Park Drag carriage

The next piece you have here is another piece built by Brewster and Co., a ladies' phaeton, or a George IV, and it was built right around about 1899. Then we have another piece next to it, it's called a village cart, and it was once owned by the Vanderbilts. I bought it off the Vanderbilt estate, and it has Kelly-Springfield tires on it; dated 1895. The next piece we have is a Park Drag. It is one of the private coaches that they used back in the 1800s; it's quite an elaborate piece.

Interviewer: I really like this one--I think this is my favorite, it's really interesting.

Thrasher: We used it down in Cumberland. We took the mayor around town, and quite a few people; we had twelve people on top of it, and we drove around Cumberland.

Interviewer: How many horses does it take to pull this?

Thrasher: We had four. It's really a nice piece.

Interviewer: It's really elaborate.

Thrasher: Yes. Then we have another piece here following that, it's a Brewster Tub Cart. It came out in 1907, at a price at that time of \$2007, in 1907--so that was a lot of money at that time.

Interviewer: It sure was.

Thrasher: And back in the corner here, we have these murals that Dick Springer had made for me, and we have the picture of the Toll House down here in LaVale. This next piece we've got here is a Park Trap; now, this Park Trap was once owned by Teddy Roosevelt--it was one of his sporting pieces that he had. And it has a manufacturer's date on it of 1894.

Interviewer: You have a lot of the heritage of influential people, don't you?

Thrasher: Yeah. [laughs] And then we have, back of it, we have one of the murals with the Casselman Bridge pictured on it. All these murals were made by Dick Springer, of Cumberland. This here's what they called an Essex trap; it was made back in 1893, in that era, and it's really a nice piece. The next piece we have here is a Wagonette, and it was imported from Denmark; and it's really a nice piece--it's a really sporty piece, and was used quite a bit around to different events.

Interviewer: When they have these for sale, do you go to an auction sale?

Thrasher: This piece here, I bought off of the gentleman that brought it from Denmark; he moved from Denmark into Ontario, Canada. I was up there one year with the [Royal] Canadian Tire, and a friend of mine says, "Jim, this man has brought this over from Denmark, and he wishes to sell it", so we went up and looked at it, and it was all apart...so I bought it off him, and then I brought it home and restored it.

Interviewer: You did it yourself?

Thrasher: Yes, ma'am. We do all our own restoring; all our own restoration, we do that in-house. This is a nice sporting piece; it was purchased off a man from down in Frederick, Maryland. It's back to about the 1890s--I think '93, that era. It's a Sporting Phaeton. And this next piece is a three-seat Glens Falls Buckboard Surrey; it is dated back at about 1902, and we purchased it off the Brown estate in Orange, Texas. This gentleman died and left an estate of three hundred million dollars. (I: My heavens). And we purchased eleven carriages from it.

Interviewer: From him, alone.

Thrasher: That's right. Then this next piece is what's called a Casket Wagon, and it's dated back, oh, I think about 1882, and it was used by the undertakers to take the caskets to homes at that time.

Interviewer: That is really interesting. That's what I thought it was, when I first saw it, but I wasn't sure.

Thrasher: It had no windows. We have some horse-drawn hearses, they have windows and all; and we also have some old-time caskets that we have.

Interviewer: That's really interesting.



Example of a Casket Wagon

Thrasher: This milk wagon was used in Bethesda, Maryland by Ayrlawn Farms and I imagine it dates back in around 1900's, 1890s, in there. It's a very interesting piece; that's how they used to deliver the milk from house to house.

Interviewer: It's unusual, that's for sure.



Milk wagon at the Thrasher Museum

Thrasher: Yup. Milk bottles, and the caps that go with it. We had some young boys in here during the summer months, and they wanted to know where the milk cartons was; they couldn't figure out what these bottles were all about--they thought that back in them times it was nothing but [section unclear], but back in them times they had nothing but bottles, and they had the caps that they used on top of the bottles.

Interviewer: Are these some of the original bottles?

Thrasher: Yes. And then at that time they called it "creamline" milk; on this wagon it has "Jersey Creamline Milk". In that time, competition was pretty good, you know, and they'd sell the milk by "cream line"--the farther the cream line went down on the bottle, the easier the milk was to sell. But this is a very interesting piece.

This is...we have a light delivery wagon; they used to use it for delivering merchants' groceries and things around to houses back in the 1800s. And it was made by Swab and Co. up in Elizabethville, Pennsylvania. And then the next piece we have here is a Landau Sleigh, and it's quite an excellent piece; it was a Brougham Sleigh, they called it, and it was built by Chauncey Thomas and Co. in 1897.

Interviewer: Did you use this much in the wintertime; did you ever take it out?

Thrasher: I never have taken it out in the wintertime--it's really a big sleigh, it would take a lot of work to get it out...

Interviewer: How many horses would it take to pull this?



Thrasher: It had to be two horses on it. And it's really a nice sleigh. It's hung on leather straps--the brougham body. Here is the whole history on this sleigh, if one of you ladies would like to read this off.

Interviewer: "This sleigh was originally owned by the Niles family of Winchester, Massachusetts. They used it to travel about Boston during the turn of the century. This sleigh was custom-built by Chauncey Thomas of Boston for a price of \$950. The coachman became the owner in 1920. In 1942, Henry Ford offered \$300 for it, to add to his collection. This was refused. Final purchase was made from Herbert M. Allen, Hampton Beach, New Hampshire, August, 1956." This really is a beautiful sleigh.

Thrasher: We purchased it up in Maine back in about 1970, I think.

Interviewer: Which piece in here is the largest?

Thrasher: That Park Drag.

Interviewer: How many people does it hold?



Example of an 1849-1859 Road Coach

Thrasher: You could haul twelve on top of it, and you could haul six inside. The piece [that's like] that now is called a Road Coach, and it's built exactly the same as this only it's a little bit bigger, and the back seat is a little bit larger. And when they had these Road Coaches, why, the people [who] bought first-class tickets, in the summertime--nice weather--they rode on top. And then the second-class, they rode inside. Then when the weather got bad, why, the first-class people come off the top

and went inside, and the second-class had to go on top. They used them quite a bit, before the turn of the century.

Interviewer: How did you originally get interested in this?

Thrasher: I got interested in it by a friend of mine in Lonaconing, Mr. Alex Sloan. He gave me a couple pieces and that's what got me interested in horse-drawn carriages. Mr. Sloan and I was very good friends; and I had horses, and I only had a couple buggies, and with the things that they had back before the turn of the century, why, he gave them to me.

Interviewer: How many years ago did you start this hobby?

Thrasher: Uhh...about fifteen...eighteen years ago.

Interviewer: And you do a lot of restoring yourself.

Thrasher: Yes.

Interviewer: You and your wife.

Thrasher: Yes, yes.

Interviewer: Since you've been collecting these, what's been your most unusual experience that you've ever had; like driving someone, or something--the most unusual experience?

Thrasher: We were invited to, in Marietta, Ohio, to open up the State Fair down there, and we had the privilege of hauling Governor Rhodes and his wife from downtown Marietta to the fairgrounds. And I thought they were the most pleasant people, dignitaries, that I had ever met. We got up to the fairgrounds, and Governor Rhodes said, "Mr. Thrasher, I hate to leave you but I have to go over to the flag-raising ceremonies, and I never thought I'd ever live to see the day that I would ride in a horse-drawn carriage as elaborate as this one". And he couldn't thank me enough, him and his wife both. They were very pleasant people. As far as dignitaries, I thought they were the [best]. And then we had the privilege of going over to Harrisburg every year to the opening of the Farm Show, and we hauled the governors over there, and the Secretary of Agriculture; but they were not the same type of people as Governor Rhodes.

Interviewer: Do you have a lot of invitations to parades?

Thrasher: Yes, ma'am. We have more invitations than we can fulfill.

Interviewer: I believe that. You do have some elaborate carriages. [Aside to other interviewer: Do you have anything to add?]

This building originally was an elementary school. What redoing did you have to do to get the carriages in here?

Thrasher: Well, we had to cut a door in the back, cut a way in, and the door we put in there is an eight-by-twelve door; we had to have the height and we had to have the width to get the large pieces in through the door. And then we had to take...from the main auditorium in to the other rooms that they had, we had to cut a doorway from the main auditorium in to the other two rooms.

Interviewer: You say that you're planning to open it up on the second floor?

Thrasher: Yes, this coming summer, if everything goes right. We do most all of it ourselves, and we're limited in what we can do, you know? There's only so many hours in a day. But we're going to take it step by step.

Interviewer: How did you first come up with the idea of opening a museum? Because you say you were just collecting them.

Thrasher: This has been in my mind for quite a number of years, a museum to display our carriages. And finally, here in Midland they vacated this elementary school and it was a place that I didn't want to see destroyed. It was a landmark for me, for I went to school here all my life, for eight years, and so I didn't want to see it destroyed. So, then I went to work on trying to get it, and eventually the county commissioners--some of them are friends--consented to let me have it. So, I have a lease on it for ninety-nine years.

Interviewer: Ninety-nine years.

Thrasher: Ninety-nine years I have a lease on it.

Interviewer: That's a lot of years.

Thrasher: Yes. We really spent a lot of money on this auditorium. But it, it's worth it.

Interviewer: Would you have rather opened the museum in a larger area than in Midland?

Thrasher: No, no. Midland's my hometown; I was born and raised here, and I love Midland. And I love the state of Maryland, and I'm proud to be part of it.

Interviewer: It does give Midland some recognition for the museum, though, and the town.

Thrasher: Oh yes, yes, yes. And as the years climb on, it will give more. See, last year was the first we opened it up, you know; once it gets advertised around, and people get to knowing it, then we'll get more people in here.

Interviewer: I know there's a lot of people around that don't even know that the museum is open, that Midland even has...

Thrasher: Yes, this coming summer we're going to have some carriage drives out of here, and we're going to also have one wagon train out of here this summer.

Interviewer: That people can ride? Oh, really?

Thrasher: Uh huh. Yep.

Interviewer: Do you ever take any of these items that are in the museum out through the doors and run them?

Thrasher: Oh, yes. There's not a piece in here that we haven't used. No, we use them all; we restore them to use, we don't just restore them to show, we restore them to use. And museum condition and "use" condition are two different things, you know. A lot of museum pieces you can't use, until you restore them to a better condition; they have to be road-worthy. But most of your museum pieces are not road-worthy--but most of mine in here are road-worthy.

Interviewer: Yes, I know, I've seen them as they've gone by.

[other interviewer] Mr. Thrasher, most of the antiques in here are carriages--do you have any covered wagons?

Thrasher: Yes, ma'am, we have four covered wagons; and we have one covered wagon that we used on the Bicentennial Wagon Train--we had the host wagon for the state of Pennsylvania, and we traveled six weeks on the southern wagon train. We traveled from Winchester to Valley Forge. And we met a lot of nice people; that was quite a trip.

Interviewer: What's the farthest place you've had to go to get one of your antiques?

Thrasher: Houston, Texas. We've got pieces in here that we got down in Houston, Texas, and we got pieces here we got from Orange, Texas. Houston, Texas, when we traveled down there, was twelve hundred and seventy-some-odd mile; when we went to Orange, Texas it was exactly twelve hundred mile from home here down there. So we had a round trip of twenty-four hundred mile when we went to Orange, Texas.

Interviewer: Do you plan on bringing any of the covered wagons in here?

Thrasher: Yes, ma'am, we do plan on bringing them in here on a later date, I just don't know exactly what that date will be.

Interviewer: I know you have horses to draw these; how many horses do you own?



Morgan stallion

Thrasher: We have ten horses; we have Morgan horses and we have Saddlebred horses and we also have two Walking Horses--but we mostly use our Morgan horses to draw our carriages here and there.

Interviewer: This organization you're in, this carriage thing, is this a national organization, you know like clubs...for cars?

Thrasher: Yes, we belong to the Carriage Association of America, which we have

members from all over the world; we have a neighborhood of twenty-two hundred members. And we have members like James Cagney, and the Duponts, and Austins--we have them from all over the world.

Interviewer: Are there ever meetings?

Thrasher: Yes, we have conventions every year, once a year. And we have these conventions in different cities throughout the United States. And we also belong to the American Driving Society, and it has a membership of, I think, right around twelve hundred people right now. Very close to us here are quite a few members; in Hagerstown, and Frederick, Baltimore, and all up through the coast--quite a few members up in there. Our main office for our Carriage Association is in Portland, Maine.

Interviewer: You mentioned earlier about a movie that you were in; could you give us some more information about that?

Thrasher: It was a very interesting experience to work with these movie stars and these directors. One star who was in this movie was James Caan, and Elliott Gould, and Michael Caine. And it was a great experience; we went up to Mansfield, Ohio to help make this movie, and it was made at the Ohio State Prison up there--it's one of the oldest prisons in the United States, and they made this movie at this prison. It was quite an experience. When we had finished up this movie, the young lady come around and interviewed me, if I was interested in help making any more movies for them. I said no, at the present time I'm not interested in help making any more movies, but I'm very thankful for the experience.

Interviewer: That's truly interesting. [Other interviewer: It sure is].
Well, Mr. Thrasher, is there anything that you'd like to add?

Thrasher: Not that I haven't already said. No, I don't think there's anything I need to add to what we've said.

Interviewer: Ok, well, this concludes our interview, and Lisa and I would like to thank you for your time and your patience.

Thrasher: You're welcome, you're welcome, I'm sure.

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Morgan horse

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Tin Mill South Cumberland, Maryland

Name: Elmer Ryan

Occupation: Retired from Tin Mill in South Cumberland, MD.

Residence: 113 Elder Street, Cumberland, MD.

Birth date: March 9, 1908.

Date and Place of interview: Nov. 20, 1977 at Mr. Ryan's home.

Transcribed by Celeste Bartlett 5/20/08

Today, November 20, 1977, Dan Schaidt and Tim Martin are talking with Mr. Elmer Ryan at his residence at 113 Elder Street in Cumberland about the old tin mill that used to be in operation in Cumberland.

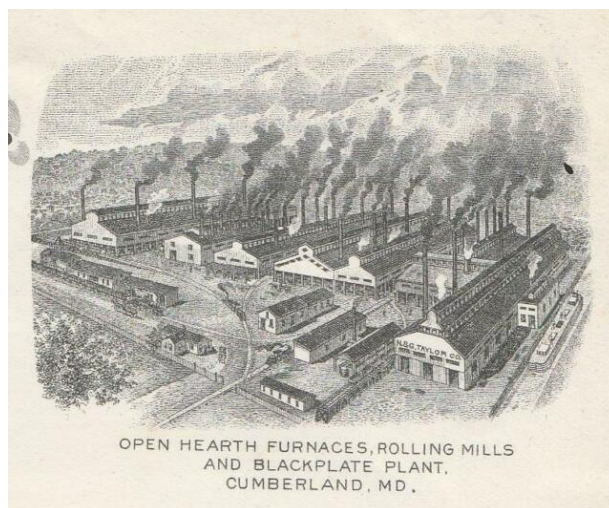
DS: First, Mr. Ryan, I would like to ask you what period in time were you employed at the tin mill?

Ryan: Nine years.

DS: Nine years? And about what...do you know what the dates of those years were, can you remember?

Ryan: I would say '28 to '37.

DS: '28 to '37...and what exactly was it like to work there, what kind of things did you do, can you just explain in general about it?



Ryan: Well, we cut steel to a certain size, and then we'd take it in and put it in pairs in a pair furnace, and the pair furnace would be about 2,200 degrees. And it would get red hot, and a pair of pullers'd pull them out, and throw them on a water box. My job was to pick them up and stick them in the rolls; and there was two rolls there, that weighed about ten to twelve tons. They'd be rolling in, the two of them, see. The rougher'd stick them in one side and the catcher'd catch them on the other side, and he'd throw them back across the top at me. And we'd stick them in there and give them five passes. Throw them back on the floor, and the heater's helper would pick them up with a pair of tongs about seven-foot-long and stick them back into the furnace--reheat them. They would usually pull twenty-four pair at a time; and then they'd get 'em all broke down and put 'em in the furnace. Why, then he'd pull them out, and the roller would pick them up, and stick them in the rolls again. The catcher would catch them, put them across, and he'd give them two passes. He'd throw 'em over and a screw boy would grab a hold of them with a pair of tongs; he wore a wooden shoe, and he would open them up--they would stick together. The doubler would grab them, and he would twist them over and make four out of them--bend them together; stick them under what you call a doubling block, push them down tight, and throw them back on the floor...where a heater's helper would pick them up...and reheat them again.

DS: What was the purpose of the one fellow wearing the wooden shoe?

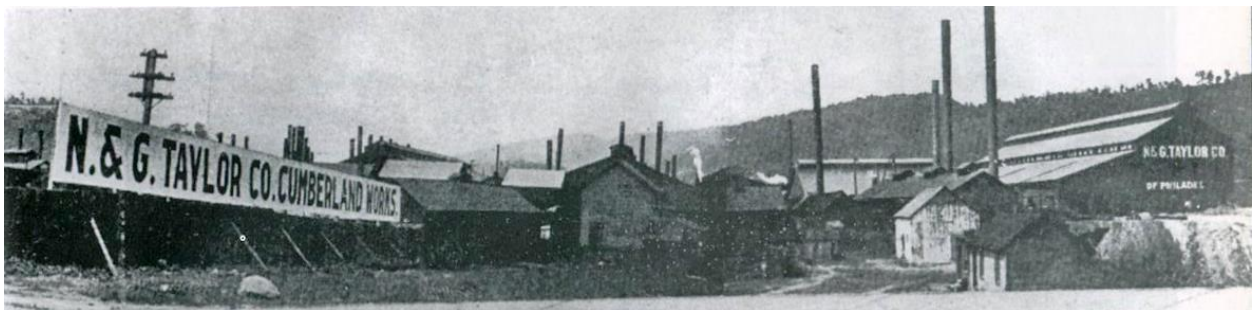
Ryan: Because they were red hot.

DS: Ok, what exactly...from breaking all that down...did you make any certain objects, or was it just to make it into sheet tin?

Ryan: That's right: make it into sheet tin.

DS: And then what happened to the tin after that?

Ryan: After they opened them up, girls would get them in a certain length--they went to a re-square, and they would cut them what size they want. And they went to the girls, and the girls had a piece of lead in their hand with a big rubber rod, and they would cut 'em open and pull 'em all apart. Then they would go to what they called a pickler, and they would be put down in some kind of acid. And then they'd be taken out...and held(?) on a...called a furnace that they would put it in to temper it. And in the tempering process, they'd put them into a big kiln like a furnace, and leave them there so many hours. Then they would bring them out and take them down to what they called cold rollers. And they'd run through, straighten them out all good you know, and run them through there, then they went to a re-square; and they would be re-squared, then they would be shipped over to the dipping plant.



N&G Tin Plate Mill in South Cumberland, MD

DS: Is that in the same location?

Ryan: No, they would have to go to another building.

DS: Another building? Ok.

Ryan: And there they'd be dipped into an acid. And then they had a pot; some was lead pots, and some were different kind of pots they had, different kinds of coating-- you dip them down in and put this coating on them, oh, they'd shine just like glass. Some of them you could see yourself in them. And they'd put them up, and then they'd go to work to another re-square machine; and they'd have to be re-squared and go directly on [unclear] then. Then they'd be packed: one piece in, one tissue paper, one piece in, tissue paper, put so many in there--boxed up and sent to a can company.

DS: To a can company?

Ryan: A can company, where they make cans.

DS: Everything went there, or did they send anything anyplace else?

Ryan: Oh yeah: they made roofing tin, and fire door tin, to put on fire doors--doors, you know, you see them even today, where they have these big doors that you can see tin all over, that's called fire doors.

DS: Did any...did most of the things...the tin stay in Cumberland or did it mostly go out, and how did it leave?

Ryan: It went *all* away from here.

DS: Not much of it stayed here?

Ryan: Continental Can bought the most of it, made fruit cans.

DS: Where was that plant located at?

Ryan: Baltimore.

DS: Baltimore? And how did they ship them--on the highway, or did they use the railroad, or the canal--did it ever enter into any...?

Ryan: Railroad.

DS: Railroad? Could you tell us a little more...what exactly you did, you said that you were a rougher, could you explain maybe a little more, like how you had to do things there?

Ryan: Well, I had a pair of tongs, and I usually had a, sometimes a mask for on my face, to keep from getting burnt too much. We had a big air...eight or ten inch air pipe come up to you, and blowing on you all the time, because it was so hot. Well, on this water box, this pairer(?) he'd a brought them out, and put them up there--he would always throw them down a little cockeyed so they would part, so I could get a hold of them easy enough. So I'd lift them up and put them up on the floor plate in the mill and get a hold of them and ram them in the rolls--one...two. And by that time, the catcher he'd be coming across with the first one. And I'd catch them, catch them in...here, the process would be something like this [demonstrating]: lifting them up, putting them on the floor plate, shoving them in the rolls, then I'd stand there with one hand on one prong, and one on the other, and I'd catch them and bring them down, and keep them going right in the rolls. [DS: Ok, yeah, I see what you mean now...] And I'd pull them about that long...from *that* long to *that* long [background: two foot to four foot]...and then I would just grab [a head] and throw them both over at the same time; he'd wait on them

after they got five passes. Wait on them, and I'd pull them down, throw them back here; the heater would grab them, put them back in the furnace, and reheat them.

DS: Ok, very good, yeah that pretty well explains what I wanted to know there. And about how many people would you say were employed there at the plant?

Ryan: At one time before the pouring furnaces went down--I don't know anything about them, my dad worked in there, but I didn't--must have been about seven hundred people at one time worked there.

DS: And...you mentioned about the pouring, did it decrease after that...they closed that up?

Ryan: Yeah, technology come around and they found out a better way to do it, and so they closed this place down, all but the tin part. The tin...they shipped in steel right here, cut it, and then worked it over here, like that, and sent it out in roofing tin, and tin cans, and even some other kinds of stuff that they used there, but it was in the experimental stage when it was closed down.

DS: What kind of schedule did the mill run on...how long was it open, and things like that...I mean, weekly?

Ryan: Well, it started at 12 o'clock on a Sunday night and worked 'til 8 o'clock on Saturday morning. That's the way it worked, they worked eight hours a day.

DS: Eight hours a day, they had regular shifts, three shifts?

Ryan: That's right, three shifts.

DS: Ok, and how did...you said you worked there from around '28 to '37--and that was pretty well when the depression was there, and the war was coming on and everything, how did that effect the tin mill?

Ryan: Well, it increased the mill at one time, when it first started, but just as I say, technology is coming around, you know, and they found different ways to make it, and they claimed it cost too much to make it here, through that.

DS: And--some of the other jobs--what was the...maybe the job that possibly everybody liked the best, or paid the most money, what was the one that everybody wanted to go after, was there any certain job?

Ryan: Well, the best job on there was the roller; he made just twice as much money as I did. I was his helper. Then come the heater, then come the doubler, then come myself, and the catcher--we was on the same schedule, same pay.

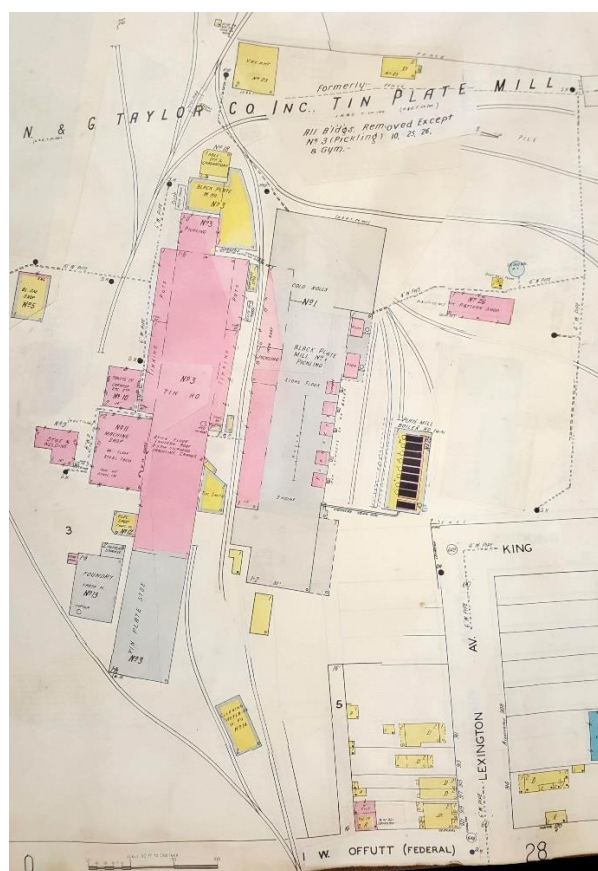
DS: And what kind of...did you have... was there supervision there all the time, or what were the bosses like and what did they have to do, was there any such thing as that?

Ryan: Their best was, was to...to see that...the heating process was a very important thing in there and see that they were going right; and a lot of scale a lot of times would be on the steel, they had to have a big wire broom, and they'd have to brush that off and clean it, before it ever went into the mill. And then they had to see that the mills was working right. It was their job. The roller was actually the boss on his crew; when the boss would want anything, he'd have to go to the roller, tell the roller, and then the roller would tell one of his nine men--nine men on a crew.

DS: Did everything work pretty smooth, was it all just one...you know, everybody just working together, was it a lot of cooperation there, or was it all...?

Ryan: A person had his job to do, and they had to cooperate together to get the job done. If one man was laying down, and the heat--it wasn't getting hot enough--they held you back. You got piece work--pay for piece work--and so somebody would try to help him out a little bit, one way or the other.

DS: Ok, Mr. Ryan can you tell us exactly where the location of the tin mill was?



dumped this acid, this old acid that they were using. And it would turn the ground...well, it would kill everything around, and then in years it would come up kind of a, sort of a, *frost*-looking on top of the ground around it.

DS: Ok, during the war did the mill make any war goods?

Ryan: No, it wasn't there during the war, it was gone.

DS: Ok, did working at the mill cause any ill effects such as skin problems, and so forth?

Ryan: Well, it did, yeah--you'd get burnt and sometimes into a *crisp*--spots would be here, and here, when you didn't have that mask on a lot of times.

DS: Was there any...did people have any problems like lungs or some--breathing, from breathing in...?

Ryan: No, I don't think that there was anything there, you'd just...*heat*, more or less...and when you usually got tired of heat, you'd go home. You'd get too much of it, why, a lot of times in the summertime, when it would be so hot, you'd go home and knock that mill off.

DS: Ok, did the Unions have any effect on your working conditions?

Ryan: Well, we were unionized for a while over there, but then when Taylor went bankrupt--why, it was taken out, and then it was started back up again, fixed up again to a certain extent. But I don't think the union had too much to do with it.

DS: Ok...

Ryan: It was to find a better way to do it.

DS: What about benefits--what kind of benefits did you get, or did you get any at all?

Ryan: We didn't have anything at all over there of that.

DS: Nothing like that?

Ryan: No.

DS: During the years you worked at the mill, how did your wages fluctuate?

Ryan: Well, we made pretty good money at that time for being in the mill.

DS: Could you tell us how it relates to today's money--like maybe a dollar then could be worth how much today?

Ryan: You couldn't compare it, because we didn't make it, we didn't make money like that in them days. (If) the roller made twelve dollars a day, why, he was pretty lucky. And that would mean only six for me; and then sometimes I'd make eight--and that was eight hours too.

DS: Ok, why did the mill ever shut down?

Ryan: Well, this is the same, saying it was technology that come on with that big plant out there in Irvin, so the people who owned it at that time, Republic Steel, well they were putting all their force into that big place there, and they just couldn't see to running this.

DS: Are you talking about Irving, Texas?

Ryan: No, the Irvin Plant over in Pennsylvania, over about the Pittsburgh area.

DS: Is it a tin mill?



Irvin Plant, now a part of US Steel (2022)

Ryan: Oh yeah, it's a tin mill.

DS: How did the two mills...like, did they make things that you didn't make, and so forth?

Ryan: No, they made it a different way. Instead of our rolls being lined up and each man have his own mill, why they were in one pile or the other. When you stick it in this end here, why, it just had a guide, and it went right through the other one...and then through the other one...through the

other one...and when it come down to the end there, it would roll up like a coil. Nobody touch it: one man guiding it in--that's the way they make them now. Great big *rolls* of tin.

DS: What about strikes, can you recall that many strikes...?

Ryan: Strikes...oh they had a strike there, but I don't think it exactly...if that was the cause--it was the same: it was just technology that caused it.

DS: Ok, Mr. Ryan, that about wraps it up. We have enjoyed it, and we thank you very much for the interview.

Ryan: I don't know where you got very much...

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